

City Council

Council Chambers, City Hall 6911 No. 3 Road Monday, April 27, 2015 7:00 p.m.

Pg. # ITEM

MINUTES

- 1. Motion to:
 - (1) adopt the minutes of the Regular Council meeting held on Monday, April 13, 2015 (distributed previously);
- CNCL-12
- (2) adopt the minutes of the Regular Council meeting for Public Hearings held on Monday, April 20, 2015; and
- CNCL-24
- (3) receive for information the Metro Vancouver 'Board in Brief' dated Friday, April 17, 2015.

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
- Soil Management in the Agricultural Land Reserve
- Name Selection for the City's New Multicultural Festival
- Examining Emergency Shelter and Transitional Housing Options
- Land use applications for first reading (to be further considered at the Public Hearing on <u>Tuesday</u>, <u>May 19</u>, 2015):
 - 9560 Alexandra Road Rezone from RS1/F to ZT67 (Yamamoto Architecture Inc. applicant)
 - 8491 Williams Road Rezone from RS1/E to RTL4 (Casa Mia Projects Ltd. – applicant)
 - 9840 Seaton Court Rezone from RS1/E to RS2/B (Sukinder Mangat applicant)
 - 4760/4780 Fortune Avenue Rezone from RS1/E to RS2/B (1015553 B.C. LTD. applicant)
 - 6731, 6751 Eckersley Road and 6740 Cooney Road Rezone from RS1/E to ZLR16 (LW and Chen Development Ltd. – applicant)
 - Zoning Text Amendment to the ZMU22 zone (Penta Builder's Group – applicant)
 - Zoning Text Amendment to the RCH/RCH1 zone (City of Richmond applicant)

- Release of Province of British Columbia 10-Year Transportation Plan:
 BC on the Move
- Provincial 2014-2015 BikeBC Program Submission
- Report 2014: Recycling and Solid Waste Management Leadership and Excellence to Achieve Goals
- 2015 Liquid Waste Management Plan Biennial Report
- River Green District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9239
- 5. Motion to adopt Items No. 6 through No. 21 by general consent.

Consent Agenda Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-28 (1) the Community Safety Committee meeting held on Tuesday, April 14,
- 2015;
- CNCL-51 (2) the General Purposes Committee meeting held on Monday, April 20, 2015;
- CNCL-55 (3) the Planning Committee meeting held on Tuesday, April 21, 2015;
- CNCL-64 (4) the Public Works and Transportation Committee meeting held on Wednesday, April 22, 2015;

be received for information.

Consent Agenda Item

7. SOIL MANAGEMENT IN THE AGRICULTURAL LAND RESERVE (File Ref. No. 12-8060-01) (REDMS No. 4118531 v. 17)

CNCL-69

See Page CNCL-69 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the staff report titled Soil Management in the Agricultural Land Reserve, dated April 16, 2015, from the General Manager, Law and Community Safety, and the proposed Soil Removal and Fill Deposit Regulation Bylaw No. 8094, Amendment Bylaw No. 9002 and Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9003 be provided to the Agricultural Advisory Committee for comment.

Consent Agenda Item 8. NAME SELECTION FOR THE CITY'S NEW MULTICULTURAL FESTIVAL

(File Ref. No. 11-7400-01) (REDMS No. 4553283)

CNCL-81

See Page CNCL-81 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the name, Richmond World Festival, be approved as the name for the new City multicultural festival scheduled for September 5, 2015 at Minoru Park.

Consent Agenda Item 9. EXAMINING EMERGENCY SHELTER AND TRANSITIONAL HOUSING OPTIONS

(File Ref. No. 08-4055-01) (REDMS No. 4540813 v. 4)

CNCL-84

See Page CNCL-84 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) That, in accordance with the approach outlined in the staff report titled Examining Emergency Shelter and Transitional Housing Options, dated March 24, 2015, from the General Manager of Community Services, staff be directed to advance dialogue with BC Housing, Vancouver Coastal Health Authority, Ministry of Social Innovation, Ministry of Children and Family Development and community stakeholders about partnership opportunities to:
 - (a) identify a host agency that would enter into rental agreements on behalf of an individual with private landlords, which would include a commitment by the agency to coordinate and/or delivery wrap-around supports, life skills, housing stabilization transition support, and community support connections;
 - (b) pursue the potential development of a Cooperation Agreement to support a pilot project for low-income, at risk Richmond individuals to access adequate amounts of combined subsidies to cover monthly shelter costs in the private rental market for an extended period of time to support housing stabilization and self-sufficiency (e.g.; up to 3 years);
 - (c) investigate options for securing a property through partnerships with the appropriate zoning to utilize as an interim shelter option, to be staffed and operated by a non-profit housing provider experienced in working with the targeted population and supported through a network of health and community service providers;

- (d) develop a sustainable operating model and funding rationale for emergency and transitional housing options; and
- (e) explore the joint development of an Expression of Interest to be issued by the City, BC Housing and Vancouver Coastal Health for the construction of an integrated housing development that includes a continuum of emergency, transitional and supportive housing with programmed community and health service spaces for individuals who are experiencing or who are at-risk of homelessness; and
- (2) That the report be sent to the appropriate Ministers, Members of Parliament (MPs), Members of the Legislative Assembly (MLAs), Vancouver Coastal Health, BC Housing, Richmond Community Services Advisory Committee, and the Richmond Homelessness Coalition.

Consent Agenda Item 10. APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR REZONING AT 9560 ALEXANDRA ROAD FROM "SINGLE DETACHED (RS1/F)" TO "TOWN HOUSING (ZT67) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)"

(File Ref. No. 12-8060-20-009240; RZ 14-669511) (REDMS No. 4340284 v.6)

CNCL-122

See Page CNCL-122 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9240, for the rezoning of 9560 Alexandra Road from "'Single Detached (RS1/F)" to ''Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)", be introduced and given first reading.

Consent Agenda Item 11. APPLICATION BY CASA MIA PROJECTS LTD. FOR REZONING AT 8491 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)

(File Ref. No. 12-8060-20-009242; RZ 14-673732) (REDMS No. 4497990)

CNCL-146

See Page CNCL-146 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9242, for the rezoning of 8491 Williams Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

Consent Agenda Item 12. APPLICATION BY SUKINDER MANGAT FOR REZONING AT 9840 SEATON COURT FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-009244; RZ 14-665401) (REDMS No. 4547543)

CNCL-164

See Page CNCL-164 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9244, for the rezoning of 9840 Seaton Court from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

Consent Agenda Item 13. APPLICATION BY 1015553 B.C. LTD. FOR REZONING AT 4760/4780 FORTUNE AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-009201; RZ 14-677417) (REDMS No. 4527353)

CNCL-182

See Page CNCL-182 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9201, for the rezoning of 4760/4780 Fortune Avenue from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

Consent Agenda Item 14. APPLICATION BY LW AND CHEN DEVELOPMENT LTD. FOR REZONING AT 6731, 6751 ECKERSLEY ROAD AND 6740 COONEY ROAD FROM SINGLE DETACHED (RS1/E) TO MID RISE APARTMENT AND TOWNHOUSE (ZLR16) – BRIGHOUSE VILLAGE (CITY CENTRE)

(File Ref. No. 12-8060-20-009241; RZ 10-516067) (REDMS No. 4408991 v. 5)

CNCL-199

See Page **CNCL-199** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw No. 9241 to:

(1) Create the "Mid Rise Apartment & Townhouse (ZLR26) – Brighouse Village (City Centre)" zone and to rezone 6731, 6751 Eckersley Road and 6740 Cooney Road from "Single Detached (RS1/E)" to "Mid Rise Apartment & Townhouse (ZLR26) – Brighouse Village (City Centre)"; and

(2) Amend Section 5.15.1 (Affordable Housing) to include the "ZLR26" zone and a density bonusing cash in lieu sum in accordance with the Affordable Housing Strategy;

be introduced and given first reading.

Consent Agenda Item 15. APPLICATION BY PENTA BUILDER'S GROUP FOR A ZONING TEXT AMENDMENT TO THE "COMMERCIAL MIXED USE (ZMU22) - STEVESTON COMMERCIAL" ZONE

(File Ref. No. 12-8060-20-009235; ZT 15-694251) (REDMS No. 4537641)

CNCL-239

See Page CNCL-239 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9235, to amend the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone by adding "animal grooming" as a permitted use, be introduced and given first reading.

Consent Agenda Item 16. PROPOSED REVISIONS TO THE "COACH HOUSES (RCH, RCH1)"

ZONE USED ALONG ARTERIAL ROADS

(File Ref. No. 08 4439 01) (REDMS No. 4521212)

(File Ref. No. 08-4430-01) (REDMS No. 4531312)

CNCL-249

See Page CNCL-249 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9233 to amend the "Coach Houses (RCH, RCH1)" zone, be introduced and given first reading.

Consent Agenda Item 17. RELEASE OF PROVINCE OF BRITISH COLUMBIA 10-YEAR TRANSPORTATION PLAN: BC ON THE MOVE

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 4537163)

CNCL-273

See Page CNCL-273 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That staff be directed to continue to liaise with the provincial Ministry of Transportation and Infrastructure to:

- (1) identify any provincial highway and cycling improvement projects within Richmond to be funded as part of the 10-Year Transportation Plan;
- (2) seek that the George Massey Tunnel Replacement Project proceeds in line with the previously Council-approved project objectives; and
- (3) pursue any cost-share opportunities for new cycling infrastructure projects or other local road improvements in Richmond.

Consent Agenda Item

18. PROVINCIAL 2014-2015 BIKEBC PROGRAM SUBMISSION

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 4543539)

CNCL-280

See Page CNCL-280 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) That the submission for cost-sharing to the Province's 2014-2015 BikeBC Program for Phase 1 of the Crosstown Neighbourhood Bike Route, as described in the staff report titled Provincial 2014-2015 BikeBC Program Submission, dated March 27, 2015, from the Director, Transportation, be endorsed; and
- (2) That should the above applications be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreement.

Consent Agenda Item 19. REPORT 2014: RECYCLING AND SOLID WASTE MANAGEMENT - LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS

(File Ref. No. 10-6375-05) (REDMS No. 4544434)

CNCL-288

See Page CNCL-288 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That the annual staff report titled Report 2014: Recycling and Solid Waste Management - Leadership and Excellence to Achieve Goals, dated March 30, 2015, from the Director, Public Works Operations, be endorsed and made available to the community through the City's website and through various communication tools including social media channels and as part of community outreach initiatives.

Consent Agenda Item 20. 2015 LIQUID WASTE MANAGEMENT PLAN BIENNIAL REPORT

(File Ref. No. 10-6060-03-01) (REDMS No. 4539736)

CNCL-350

See Page CNCL-350 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That the "2015 Liquid Waste Management Plan Biennial Report," presented as Attachment 1 to the staff report titled 2015 Liquid Waste Management Plan Biennial Report, dated March 23, 2015, from the Director, Engineering, be submitted to Metro Vancouver.

Consent Agenda Item 21. RIVER GREEN DISTRICT ENERGY UTILITY BYLAW NO. 9134, AMENDMENT BYLAW NO. 9239

(File Ref. No. 10-6600-10-01; 12-8060-20-009239) (REDMS No. 4540591 v. 8)

CNCL-388

See Page CNCL-388 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) That the name for the River Green District Energy Utility be renamed to the Oval Village District Energy Utility; and
- (2) That the River Green District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9239 be introduced and given first, second and third readings.

CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION **CNCL-399** Public Parks and School Grounds Regulation **Bylaw No. 8771 CNCL-416** Municipal Ticket Information Authorization Bylaw No. 7321, **Bylaw No.** 9139 **CNCL-417** Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9140 Opposed at 1st/2nd/3rd Readings – None. Revenue Anticipation Borrowing (2015) Bylaw No. 9226 **CNCL-425** Opposed at 1st/2nd/3rd Readings – None. Annual Property Tax Rates (2015) Bylaw No. 9231 **CNCL-426** Opposed at 1st/2nd/3rd Readings – None. **CNCL-430** Richmond Zoning and Development Bylaw No. 5300, Amendment Bylaw No. 8422 (8364 Ruskin Place, RZ 08-423764) Opposed at 1st Reading – None. Opposed at 2nd/3rd Readings – None. Memorandum from the Director of Development regarding Richmond Zoning **CNCL-432** and Development Bylaw No. 5300, Amendment Bylaw No. 8422. Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9010 **CNCL-433** (5831 Moncton Street, RZ 13-629294) Opposed at 1st Reading – None. Opposed at 2nd/3rd Readings – None.

Council Agenda – Monday, April 27, 2015 Pg. # ITEM **CNCL-435** Richmond Official Community Plan Bylaw No. 9000, Amendment Bylaw No. 9085 **CNCL-436** Richmond Official Community Plan Bylaw No. 7100, Amendment Bylaw No. 9086 **CNCL-437** Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9087 (9051 and 9055 Dayton Avenue, RZ 11-589989) Opposed at 1st Reading – Cllr. Steves. Opposed at 2nd/3rd Readings – Cllr. Steves. **CNCL-440** Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9138 (3471 Chatham Street, RZ 13-643436) Opposed at 1st Reading – None. Opposed at 2nd/3rd Readings – None. DEVELOPMENT PERMIT PANEL RECOMMENDATION 22. See DPP Plan Package (distributed separately) for full hardcopy plans **CNCL-445 (1)** That the minutes of the Development Permit Panel meeting held on Wednesday, April 15, 2015, and the Chair's report for the Development Permit Panel meetings held on December 10, 2014, January 14, 2015, March 10, 2015 and April 15, 2015, be received for information; and **CNCL-472** *(2)* That the recommendations of the Panel to authorize the issuance of: a Development Permit (DP 14-672823) for the property at 3471 Chatham Street; (b) a Development Permit (DP 14-657872) for the property at 9055

be endorsed, and the Permits so issued.

3471 Chatham Street:

Dayton Avenue (formerly 9051 and 9055 Dayton Avenue); and

a Heritage Alteration Permit (HA 14-672825) for the property at

ADJOURNMENT



Place:

Council Chambers

Richmond City Hall

Present:

Mayor Malcolm D. Brodie

Councillor Derek Dang

Councillor Carol Day (entered at 7:02 p.m.)

Councillor Ken Johnston Councillor Alexa Loo Councillor Linda McPhail Councillor Harold Steves

Michelle Jansson, Acting Corporate Officer

Absent:

Councillor Chak Au

Councillor Bill McNulty

Call to Order:

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

1. TEMPORARY COMMERCIAL USE PERMIT RENEWAL APPLICATION (TU 14-670690)

(Location: 12631 Vulcan Way; Applicant:

Paul Cheung, Lions

Communication Inc.)

Councillor Day entered the meeting (7:02 p.m.).

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

(a) Greg Roberts, 2691 Viscount Way (Schedule 1)

Submissions from the floor:

None.



PH15/4-1

It was moved and seconded

That a Temporary Commercial Use Permit be issued to Paul Cheung for a Temporary Commercial Use Permit Renewal at 12631 Vulcan Way for the purposes of permitting an evening night market event between May 8, 2015 to September 27, 2015 (inclusive), May 6, 2016 to September 25, 2016 (inclusive) and May 5, 2017 to September 24, 2017 (inclusive) subject to the fulfillment of all terms, conditions and requirements outlined in the Temporary Commercial Use Permit and attached Schedules.

The question on Resolution PH15/4-1 was not called as in response to a query from Council, Wayne Craig, Director of Development, advised that there are provisions in the Temporary Use Permit for the collection and disposal of litter in the area and that staff have spoken with the event organizer regarding said concerns. Additionally, Mr. Craig advised that an on-site grease disposal container is available free of charge to the vendors.

The question on Resolution PH15/4-1 was then called and it was CARRIED.

2. OFFICIAL COMMUNITY PLAN BYLAWS 7100 AND 9000, AMENDMENT BYLAW 9114, OFFICIAL COMMUNITY PLAN BYLAWS 7100 AND 9000, AMENDMENT BYLAW 9230, AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9115 (RZ 12-610630)

(Location: 5300, 5320, 5340 and 5360 Granville Avenue and 7260 Lynnwood Drive; Applicant: Yamamoto Architecture Inc.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

- (a) Carol Snaden on behalf of William and Lenora Felker, 5300 Granville Avenue (Schedule 2)
- (b) Clive Mason, Director of Facilities Planning, School District No. 38 (Richmond) (Schedule 3)

Submissions from the floor:

Rick Pearce, 7391 Lynnwood Drive, expressed concern regarding (i) access to the proposed development during construction, (ii) access during the construction of the proposed servicing upgrades along Ledway Road, and (iii) the development plans for the property to the east of the proposed north/south Lynnwood Drive extension.



Mr. Craig commented that a rezoning application has been received for the property to the east of the proposed Lynnwood Drive extension; however, said application cannot be presented for Council's consideration until the proposed new road is secured. He further commented that a servicing agreement will be required for the proposed development and the construction schedule will be determined through consultation with the City's Engineering and Transportation Divisions to ensure that (i) the existing properties are not affected by the work, and (ii) the construction vehicles use Granville Avenue.

Mr. Craig stated that City inspections will be conducted prior to the opening of the proposed Lynnwood Road extension. In addition, Mr. Craig noted that staff will ensure that the Construction and Parking Management Plan directs all construction vehicle traffic for the proposed development through Granville Avenue.

Karen McDonald, 7111 Lynnwood Drive, spoke in opposition to the application and requested clarification regarding the Lynnwood Road expansion and expressed concern with the proposed park improvement, drainage, and site grading for the proposed development requesting a wall be constructed to protect adjacent sites. Ms. McDonald was of the opinion that single-family dwellings and additional park space would be preferred.

In reply to queries from Council, Mr. Craig provided the following information:

- the proposed Lynnwood Road extension is comprised of a north/south extension to Granville Avenue, as well as an east/west road connection;
- a nine-metre wide park expansion is proposed along the southerly portion of the development abutting the north edge of McKay Park;
- the proposed development will be required to provide perimeter drainage; additionally, the new roads will include storm drainage to ensure that water runoff is directed into the City's stormwater management system;
- the proposed development will be required to met the minimum floodplain elevation requirements; and
- through the Building Permit process, a geotechnical report will be required indicating any potential damage to the adjacent properties and the mitigating measures to be put in place.



Sergio Dratwa, 5551 Linscott Court, was of the opinion that the location map, included in the public notification, was inadequate and suggested that future notices include drawings showing the proposed development plan for the property.

Wen Chi, 7280 Lynnwood Drive, requested clarification on the construction and noise schedule for both the proposed single-family dwellings and the townhouse development along the north/south Lynnwood Road extension. Mr. Chi expressed concern regarding adequate parking for the site and queried whether improvements to McKay Park were being considered in order to accommodate the proposed townhouse development.

In reply to queries from Council, Mr. Craig advised that Development Permit approval and Servicing Agreements are required prior to the commencement of any construction activities. In terms of the proposed single family development, he indicated that the application had not been heard by Council and therefore construction timing is unknown at this time. Mr. Craig further advised that off-street parking would meet the City's requirements with respect to resident and visitor parking.

Jamie Esko, Park Planner, commented that staff will continue to monitor McKay Park to assess whether the current services provided are adequate to meet the needs of future residents. Also, she commented that, should further services be required, a submission would be brought forward for Council's consideration.

Barry Konkin, Program Coordinator-Development, provided information on construction hours as per *Noise Regulation – Bylaw No. 8856* and advised that a copy of the City's "Good Neighbour" brochure would be provided to the delegation.

Mayor Brodie acknowledged the conclusion of the first round of speakers. Speakers then addressed Council for a second time with new information.

Ms. McDonald spoke to the current parking issues in the area. She was of the opinion that the City's parking requirements were inadequate and that the neighbourhood would be adversely affected by the proposed development.

In reply to a query from Council, Mr. Craig stated that, in the event 5300 Granville Avenue is redeveloped, the required parkland dedication would qualify for a Parkland Development Cost Charges (DCC) credit.

Staff was directed to inform the current property owners with regard to the Parkland DCC credit.





In reply to a query from Council, Ms. Esko advised that, with respect to the McKay Park and school site, a previous road configuration would have provided an opportunity for additional parkland; however, the proposed road configuration will provide a buffer between the new development and the park.

PH15/4-2

It was moved and seconded

That Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9114 be given second and third readings.

The question on Resolution PH15/4-2 was not called as in reply to a query from Council, Ms. Esko commented that the nine-metre buffer would be added to the approximately 3.5 acres of City-owned parkland and not to the Richmond School District property.

The question on Resolution PH15/4-2 was then called and it was **CARRIED**.

PH15/4-3

It was moved and seconded

That Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9230 be given second and third readings.

CARRIED

PH15/4-4

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9115 be given second and third readings.

CARRIED

3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9214 (RZ14-665297)

(Location: 8231 Ryan Road; Applicant: 0825215 B.C. LTD.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.





PH15/4-5

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9214 be given second and third readings.

CARRIED

RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9218 4. (RZ 11-586707)

(Location: 8395 Ruskin Place; Applicant: Robert Kirk)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH15/4-6

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9218 be given

second and third readings.

CARRIED

There was agreement to vary the order of the agenda to deal with Item No. 6 – Richmond Zoning Bylaw 8500, Amendment Bylaw 9228 at this time.

RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9228 6. (RZ 14-662478)

(Location: 8760 and 8780 Rosemary Avenue; Applicant: Anwer Kamal and Nabeel Abrahani)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.





PH15/4-7

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9228 be given second and third readings.

CARRIED

5. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9223 (Location: City-wide; Applicant: City of Richmond)

Applicant's Comments:

Mr. Konkin provided background information on the proposed revisions to single-family and two-unit dwellings building height and half-storey building area regulations and it was noted that the proposed amendment would:

- prohibit a flat-roof portion containing a half-storey of habitable space;
- limit the roof framing containing a half-storey to a minimum of a 5:12 pitch;
- introduce setback requirements for half-storey areas to achieve further articulation and variation in building mass;
- introduce limits to the height of both gable end and shed dormers;
- prohibit balconies or decks on a half-storey area to enhance privacy and reduce over-look; and
- reduce the single-family height for a flat roof dwelling from 9.0 metres to 7.5 metres.

Mr. Konkin advised that the proposed zoning amendments do not apply to Land Use Contracts. Also, he advised that the proposed bylaw amendment does not address concerns raised regarding the interior ceiling height requirements and the five-metre exemption for over-height areas over staircases and entryways.

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

PH15/4-8

It was moved and seconded

- (1) That staff investigate options to better control issues related to overall building massing and construction of high ceilings, including but not limited to:
 - (a) what other municipalities are doing;
 - (b) enforcement options; and



report back through Planning Committee;

- (2) That staff consult with stakeholders, residents, architects and home designers on the matter; and
- (3) That staff refer the matter to the Richmond Advisory Design Panel for analysis and comment.

The question on Resolution PH15/4-8 was not called as in response to queries from Council, Gavin Woo, Senior Manager, Building Approvals, provided background information on roof line and cathedral ceiling measurements. Mr. Woo advised that inspection and enforcement of suspect construction activity is conducted on a complaint basis.

Mr. Craig commented that the 2008 amendments were related to (i) maximum height calculations for single-family homes, and (ii) half-storey building heights. Also, he noted that the City's Flood Plain Designation and Protection Bylaw No. 8204, adopted in 2008, identified new minimum slab elevations for single-family homes. It was noted that the referral before Council referenced building massing, which includes the examination of building height calculations.

The question on Resolution PH15/4-8 was then called and it was **CARRIED**.

Written Submissions:

- (a) Westwind Ratepayers Association for Positive development (Schedule 4)
- (b) Westwind Owner, Online Submission #822 (Schedule 5)
- (c) Ron and Verna Stricker (Schedule 6)
- (d) James Strilesky (Schedule 7)
- (e) Memorandum, Director of Development (Schedule 8)
- (f) Kathryn McCreary (Schedule 9)
- (g) Graham Taylor, 8571 Fairhurst Road (Schedule 10)
- (h) Lynda ter Borg (Schedule 11)
- (i) Patrick Hill, 5791 Bittern Court (Schedule 12)
- (j) Heather McDonald and Jack Olsen, 5640 Wagtail Avenue(Schedule 13)



Submissions from the floor:

Lynda ter Borg, 5860 Sandpiper Court, spoke to concerns related to building height and massing and read from a written submission (attached to and forming part of these minutes as Schedule 14).

In reply to a query from Council, James Cooper, Manager, Plan Review, commented that accessory buildings less than 10 square metres do not require a building permit and that the maximum height for an accessory building is 5.0 metres under the City's regulations. In regard to the two-storey accessory structure identified by the delegation, Mr. Cooper noted that the size, form and location of said building complies with the City's regulations.

In response to a query from Council, Mr. Craig advised that the proposed amendment would require that multi-pitched roofs with any flat portion be measured to the peak of the flat portion. He further advised that, under the proposed amendment, buildings would not be permitted to exceed the maximum height of 7.5 metres for any flat-roof portion of the structure.

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

PH15/4-9

It was moved and seconded

That Resolution PH15/4-8 be amended by adding the following as Part 4:

"That staff investigate the regulations related to the height and design of accessory buildings."

The question on Resolution PH15/4-9 was not called as staff was directed to examine the past 20 years of the City's zoning regulations related to accessory buildings. The question on Resolution PH15/4-9 was then called and it was **CARRIED**.

Resolution PH15/4-8 as amended by Resolution PH15/4-9 now reads as follows:

- "(1) That staff investigate options to better control issues related to overall building massing and construction of high ceilings, including but not limited to:
 - (a) what other municipalities are doing;
 - (b) enforcement options; and report back through Planning Committee;
- (2) That staff consult with stakeholders, residents, architects and home designers on the matter;



- (3) That staff refer the matter to the Richmond Advisory Design Panel for analysis and comment; and
- (4) That staff investigate the regulations related to the height and design of accessory buildings."

With the aid of a PowerPoint presentation, John ter Borg, 5860 Sandpiper Court, raised concerns regarding building massing and read from a written submission (attached to and forming part of these minutes as Schedule 15).

Kathryn McCreary, 7560 Glacier Crescent, spoke to concerns with respect to massing, great rooms, and excessive ceiling heights and read from a written submission (attached to and forming part of these minutes as Schedule 16).

Mayor Brodie acknowledged the conclusion of the first round of speakers. Speakers then addressed Council for a second time with new information.

Lynda ter Borg was of the opinion that the interests of future generations must be protected and referenced an article by Peter A. Allard (refer to Pages 30 to 34 of Schedule 14).

Kathryn McCreary spoke to the rationale in permitting the demolition of homes 10 years young in light of the City's efforts to reduce, reuse, and recycle.

Robert Williamson encouraged the City to develop a communication strategy on the City's review of the zoning regulations related to building massing and other matters.

PH15/4-10

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9223 be given second and third readings.

The question on Resolution PH15/4-10 was not called as in reply to a query from Council, Mr. Craig advised that the floor area ratio regulations could be changed at Council's discretion.

The question on Resolution PH15/4-10 was then called and it was CARRIED.

PH15/4-11

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9223 be adopted.

CARRIED



Minutes

Regular Council meeting for Public Hearings Monday, April 20, 2015

ADJOURNMENT

PH15/4-12

It was moved and seconded That the meeting adjourn (8:59 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 20, 2015.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer (Michelle Jansson)

Schedules to the Minutes of the Public Hearing held on Monday, April 20, 2015 are on file in the City Clerk's Office.



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For Metro Vancouver meetings on Friday, April 17, 2015

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 Greg Valou, 604-451-6016, <u>Greg.Valou@metrovancouver.org</u> or Jean Kavanagh, 604-451-6697, <u>Jean.Kavanagh@metrovancouver.org</u>

Greater Vancouver Regional District - Parks

Greater Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1218, 2015

APPROVED

The Board approved an amending bylaw with minor increases to rental and permit fees and charges in select Regional Parks, and a number of housekeeping updates. Amendments include:

- a) Adding a prohibition against leaving non-regional park property in a regional park;
- b) Requiring dog feces to be disposed of in a receptacle if provided; and
- c) Effective 2016, increasing fees by 2 3% for
 - I. Liquor Permits
 - II. Commercial Use Bus Parking Fees
 - III. Rentals of Fields, Group Campsites, and Indoor Facilities

Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1219, 2015

APPROVED

The Board approved an amended Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw to include:

- a) Updates to the list of Screening Officers;
- b) Updates to the list of Bylaw Enforcement Officers; and
- c) The addition in Schedule A of an offence for abandoning non-park property

Greater Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1220, 2015

APPROVED

The Board approved an amended Greater Vancouver Regional District Ticket Information Utilization Bylaw including:

- a) In Schedule A, updating language and the designated bylaw enforcement officers for Environmental Regulation and Electoral Area Bylaws; and
- b) In Schedule B, adding an offence for abandoning non-park property.

Greater Vancouver Regional District

Update on the Non-Road Diesel Engine Emission Regulation Bylaw

RECEIVED

Implementation of the GVRD Non-Road Diesel Engine Emission Regulation Bylaw is contributing to the GVRD Board's air quality management goals of protecting public health and reducing the impacts of climate change.



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Under the current bylaw, operators can choose to register their engines under a 'low-use' category, which limits engine operation to no more than 200 hours per year in the region. Almost half of all active engine registrations now fall under the low-use category, and Metro Vancouver staff believe many of these engines are in fact used more than 200 hours per year.

Amending the Bylaw would address concerns related to the low-use engines category and further reduce emissions.

The Board received for information an update on the Non-Road Diesel Engine Emission Regulation Bylaw, and directed staff to consult on amendments to the Bylaw to address concerns regarding provisions for low-use engines.

Delegation Executive Summaries Presented at Committee March 2015

RECEIVED

The Board received delegation summaries for the following presentations to the Climate Action Committee:

- a) Mark Angelo, Outdoor Recreation Council
- b) Jill Donnelly and Stephen Parker, Chevron Canada Limited
- c) Bart Wyatt, Landmark Aviation

Greater Vancouver Water District

2016 Provincial Water Fees and Rentals

RECEIVED

Under the new provincial Water Sustainability Act, the BC Government has made changes to water fees and rentals effective January 1, 2016. The new fee structure means increased costs for all surface water users, including 'waterworks' users such as the GVWD. It also means, for the first time, that large groundwater users will be regulated and pay the same water fees and rentals as surface water users.

In 2014, Metro Vancouver paid the Province approximately \$445,000 in water fees and rentals. The new water rental rate would increase Metro Vancouver's costs by approximately \$465,000 to a projected total of approximately \$910,000 in 2016. Based on current consumption levels and GVWD bulk water rates, the impact of this increase to an average household is expected to be less than a dollar per year.

The new Provincial water rates are scheduled to come into effect on January 1, 2016 and will be incorporated into the 2016 GVWD budget.

The Board received the report for information.

Status of Utilities Capital Expenditures to December 31, 2014

RECEIVED

The Board received for information a report on the status of the Utilities capital expenditures. The Water District is projecting to be under spent for both ongoing and completed capital projects to December 31, 2014. It is anticipated that in aggregate, ongoing capital projects for the Water District will be slightly under spent because the full contingency is not required.



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Delegation Executive Summaries Presented at Committee March 2015

APPROVED

The Board received a delegation summary for a presentation to the Utilities Committee from Paul Hundal.

Greater Vancouver Sewerage & Drainage District

Status of Utilities Capital Expenditures to December 31, 2014

APPROVED

The Board received for information a report on the status of the Utilities capital expenditures. The Sewerage & Drainage District is projecting to be under spent for both ongoing and completed capital projects to December 31, 2014. It is anticipated that in aggregate, ongoing capital projects the Water District will be slightly under spent because the full contingency is not required.

Award of Contract Resulting from RFP 15 ~ 002: Utility Residuals Management Hauling Services for Iona Island and Northwest Langley Wastewater Treatment Plant Land - dried Biosolids

APPROVED

A Request For Proposals (RFP) was issued for the removal of land-dried biosolids from the Iona Island and Northwest Langley Wastewater Treatment Plants.

The timing and quantity of material hauling is discretionary, however, the estimated value of a three-year contract is \$8.9M (exclusive of taxes) and should the contract be extended for two additional years, the estimated value is \$15.2M (exclusive of taxes).

The Board awarded a biosolids hauling contract to Arrow Transportation Inc., at a unit rate for a period of three years with an option to renew for two additional years.

Lions Gate Secondary Wastewater Treatment Plant – Quarterly Report

RECEIVED

The Board received an update of work underway for the Lions Gate Secondary Wastewater Treatment Plant (LGSWWTP) project.

In preparation for the project Design and Construction Phase, work has commenced on developing the work plan and project schedule based on the Project Definition and Indicative Design completed in 2014.

Requests for Proposals have been issued for an Owner's Engineer, legal services, and a financial/commercial advisor. Evaluation of submittals is underway.

Metro Vancouver continues to engage the provincial and federal governments at both the political and staff level to secure Building Canada funding and provincial endorsement for the Lions Gate project as a provincial priority under the Building Canada Fund.



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The engagement and consultation program will continue in 2015 with periodic updates to the community and regular updates will be provided to the Utilities Committee and Board.

Fraser Sewerage Area Amendment – 3616 Elgin Road and 14389 Crescent Road, Surrey

APPROVED

The City of Surrey has asked the Board to amend the Fraser Sewerage Area (FSA) to include the properties located at 3616 Elgin Road and 14389 Crescent Road in Surrey.

The Board approved the requested amendment since the request meets the provisions of Metro 2040 and there are no significant impacts to the regional sewerage system.

Fraser Sewerage Area Amendment – 20208 McIvor Avenue and 20178 Chatwin Avenue, Maple Ridge

APPROVED

Metro Vancouver received a request from the City of Maple Ridge requesting an amendment of the Fraser Sewerage Area (FSA) to include the properties located at 20208 McIvor Avenue and 20178 Chatwin Avenue in Maple Ridge. The request meets the provisions of Metro 2040 and there are no significant impacts to the regional sewerage system.

The Board approved the requested amendment.

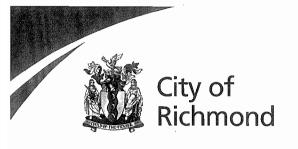
Fraser Sewerage Area Amendment – 24330 Fraser Highway, Township of Langley

APPROVED

The Township of Langley requested that the Fraser Sewerage Area (FSA) be amended to include the footprints of the buildings located at 24330 Fraser Highway in the Township of Langley. As the property is located outside the Urban Containment Boundary, the request was first considered by the GVRD Board which determined the request was inconsistent with the provisions of Metro 2040, but qualified as a health exception under Metro 2040 Section 1.1.1. Staff analysis has shown negligible impacts on the regional sewerage system.

The Board approved the FSA amendment.





Community Safety Committee

Date:

Tuesday, April 14, 2015

Place:

Anderson Room

Richmond City Hall

Present:

Councillor Bill McNulty, Chair

Councillor Derek Dang Councillor Ken Johnston Councillor Alexa Loo Councillor Linda McPhail

Also Present:

Councillor Carol Day

Call to Order:

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on Tuesday, March 10, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, May 12, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

DELEGATION

1. With the aid of a PowerPoint presentation (attached to and forming part of these minutes as Schedule 1), Aaron Harnden, Unit Leader, Royal Canadian Marine Search and Rescue (RCMSAR) Station 10 updated Committee on the RCMSAR's activities.

In response to queries from Committee, Mr. Harnden provided the following information:

- the RCMSAR has approximately 44 members;
- 10 members joined the RCMSAR in 2014, with six members completing the training program; approximately 17 individuals have enrolled for the 2015 training session;
- the closure of the Kitsilano Canadian Coast Guard search and rescue station has had little effect on the number of calls to the RCMSAR;
- in addition to boating safety courses offered by the Canadian Power and Sail Squadrons, the RCMSAR is exploring opportunities to conduct pleasure boating safety education and checks at the Britannia and Imperial Landing docks; and
- incident reports are provided to the Joint Rescue Coordination Centre in Victoria (JRCC); the JRCC report any suspicious activity to the appropriate authorities.

PRESENTATION

2. Victor Wei, Director, Transportation, accompanied by Corporal Tony Bernard, Traffic Unit, Richmond RCMP, presented on new traffic counter units, noting that the units have a 98% accuracy rating and will be (i) mounted on City light standards, (ii) programmed to record traffic volume, speed, distances between vehicles, and other data, and (iii) used to assist in traffic enforcement. He further noted that two units, costing approximately \$5,000 per unit, have been purchased; upon completion of the trial period, it is anticipated that an additional four to six units will be obtained.

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

- two initial sites for the use of the traffic counter units will be along Steveston Highway and Garden City Road;
- the selection criteria included (i) installation safety, (ii) favourable feedback from other jurisdictions, and (iii) cost;
- the units are widely used throughout the United Kingdom, United States, and Canada;
- staff anticipate approaching the Insurance Corporation of British Columbia to explore cost sharing opportunities for future purchases;
- the units are expected to have a life span of approximately 20 years; and

the public will be informed on the new traffic counter units and their use in traffic enforcement through various communication mediums.

LAW AND COMMUNITY SAFETY DIVISION

COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT -3. FEBRUARY 2015

(File Ref. No.) (REDMS No. 4523351 v. 5)

Discussion ensued regarding the potential for residents to appeal the designation of "dangerous dog" as per Animal Control Regulation Bylaw No. 7932. It was suggested that the matter be referred to staff to explore practices of other municipalities as it relates to an appeal process for a dangerous dog registration and report back to Committee.

The Chair referenced correspondence from a resident, dated April 12, 2015, related to an unsightly premise on Sealord Place (copy on file, City Clerk's Office), and staff was directed to update Council on the matter.

It was moved and seconded

That the staff report titled Community Bylaws Monthly Activity Report -February 2015, dated March 13, 2015, from the General Manager, Law & Community Safety, be received for information.

CARRIED

RICHMOND FIRE-RESCUE – FEBRUARY 2015 ACTIVITY REPORT 4. (File Ref. No. 09-5000-01) (REDMS No. 4533713)

It was moved and seconded

That the staff report titled Richmond Fire-Rescue – February 2015 Activity Report, dated March 16, 2015, from the Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

5. RCMP'S MONTHLY REPORT - FEBRUARY ACTIVITIES

(File Ref. No. 09-5000-01) (REDMS No. 4528219 v. 2)

In reply to queries from Committee, Inspector Sean Maloney, Richmond RCMP, advised that, while mailbox theft is a Lower Mainland issue, Richmond has not been identified by Canada Post as an area of significant concern. Additionally, Insp. Maloney advised that arrests made in March 2015 have further reduced mailbox theft in Richmond.

Discussion ensued regarding (i) the need for public education related to running red lights, and (ii) reports of attendants at a local gas station requesting credit card personal identification numbers from customers. Insp. Maloney commented that the matters would be investigated and the information provided to Committee.

In response to queries from Committee, Superintendent Renny Nesset, Officer in Charge (OIC), Richmond RCMP, advised that graduates from the RCMP Youth Academy are presented certificates from the Superintendent of Schools and himself. Regarding Auxiliary Constables' involvement in the Drug Abuse Resistance Education (D.A.R.E.) program, Supt. Nesset noted that Auxiliary Constables are continuing to deliver the D.A.R.E. program in schools; however, pending clarification from Ottawa regarding the Auxiliary Constable program, the delivery of said program may change.

Committee referenced an article on the Rick Hansen Foundation website (copy on file, City Clerk's Office) and congratulated the Richmond RCMP on the success of the pilot School Sports Program. Insp. Maloney advised that it is anticipated that the Program, in partnership with the Richmond School District, the Rick Hansen Foundation and Ambassadors, will continue.

It was moved and seconded

That the report titled RCMP's Monthly Report – February Activities, dated March 5, 2015, from the Officer in Charge, Richmond RCMP, be received for information.

CARRIED

6. RICHMOND RCMP BLOCK WATCH PROGRAM

(File Ref. No. 09-5000-01) (REDMS No. 4510071 v. 6)

Lainie Goddard, Manager, RCMP Administration, provided background information on the Richmond RCMP Block Watch program.

In response to queries from Committee, Ms. Goddard commented that (i) the budget amount related to Block Watch signage would be provided to Committee, (ii) two full-time municipal employees, complimented by five Community Policing personnel, coordinate the Block Watch program, and (iii) canvassing for volunteers is on-going through Auxiliary Constables and Block Watch Captains.

It was moved and seconded

That in 2016, staff prepare a further report on the progress of the Block Watch program.

CARRIED

7. RCMP/OIC BRIEFING

(Verbal Report)

(i) Youth Squad

Please refer to Page 4 for discussion on this matter.

(ii) OnSide

Insp. Maloney stated that the Richmond RCMP do not have a funding source for the OnSide Program, which provides police officers the opportunity to take youth to a Vancouver Canucks sporting event. Richmond RCMP are hopeful that tickets to BC Lions games will be made available.

8. FIRE CHIEF BRIEFING

(Verbal Report)

(i) McHappy Day

Fire Chief John McGowan, Richmond Fire-Rescue (RFR), advised that, on Wednesday, May 6, 2015, Deputy Chief Kim Howell and he, along with volunteer off-duty crews, will be participating in the McHappy Day event to raise funds to support children in need.

(ii) CN Rail

Deputy Fire Chief Kevin Gray, RFR, commented that, with regard to clean-up efforts for the operation on No. 5 Road, CN Rail have submitted a compliance plan. He further commented that RFR issued an Order to Comply on April 7, 2015.

(iii) Recruitment

Fire Chief McGowan advised that RFR received 579 applications. He spoke of the recruitment process, noting that he anticipates hiring approximately eight new recruits by September 2015.

(iv) Status of Fire Hall Projects

Deputy Fire Chief Kim Howell, RFR, provided an update on the status of several fire hall projects, noting the following:

- the relocation of Fire Hall No. 1 operations has been dispersed to City Hall West, Fire Hall No. 4 (Sea Island) and Fire Hall No. 6 (Shellmont);
- a photo opportunity will be scheduled with City Council, media and RFR on the demolition day for Fire Hall No. 1;
- the British Columbia Ambulance Service (BCAS) will relocate their Sexsmith operations to the rear of Fire Hall No. 3 (Bridgeport);

- a joint committee with RFR and BCAS has been structured to work on developing operating guidelines and processes to build a productive and positive interagency relationship;
- Fire Hall No. 3 (Cambie) is in the building permit stage; the site has been cleared and is being preloaded;
- a classroom, at Fire Hall No. 4 (Shellmont), has been renovated to accommodate one suppression truck and staff that were relocated from Fire Hall No. 1;
- the emergency vehicle mechanic shop and staff have been relocated to Fire Hall No. 6 (Sea Island);
- while environmental clearances are pending, RFR is preparing the onsite trailer for classroom, change room and washroom facilities for the Lafarge training site; and
- it is anticipated that the Lafarge training site will be fully operational by September 2015.

Fire Chief McGowan spoke to RFR efforts in identifying and managing historical and IAFF Local 1286 assets and information from Fire Hall No. 1.

In reply to a query from Committee, Fire Chief McGowan advised that significant data analysis was conducted by RFR in an effort to ensure best response practices.

(v) Railway Safety Update

Fire Chief McGowan provided an update on discussions held with the City's Manager of Emergency Programs and the Federation of Canadian Municipalities related to improvements to the non-disclosure template, as well as data related aspects to Protective Direction No. 33 for the transport or import of dangerous goods.

(vi) RFR Long-Service and Promotional Awards Ceremony

Fire Chief McGowan advised that RFR's Long-Service and Promotional Awards Ceremony will be held at City Hall on Saturday, May 2, 2015 at 10 a.m.

9. EMERGENCY PROGRAMS

(Verbal Report)

(i) Emergency Preparedness Week

Deborah Procter, Manager, Emergency Programs, stated that Emergency Preparedness Week is May 3 to 9, 2015 and highlighted the staff and community education presentations will be held in Council Chambers at City Hall on Tuesday, May 5, 2015 from 11:00 a.m. to 12:00 p.m. and on Thursday, May 7, 2015 from 6:00 p.m. to 7:30 p.m., respectively.

(ii) Emergency Notification System Rollout

Ms. Procter advised of the launch event for the new emergency notification system to be held at Minoru Park on Friday, May 8, 2015 from 11:30 a.m. to 12:00 p.m.

(iii) Quake Cottage

Ms. Procter highlighted the City's initiative, in sponsorship with the Insurance Bureau of Canada and FortisBC, to bring the Quake Cottage up from California. She commented that the Quake Cottage is a trailer capable of simulating up to an 8.0 magnitude earthquake and will act as a vivid call to action for the community to prepare for emergencies.

10. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded That the meeting adjourn (5:02 p.m.).

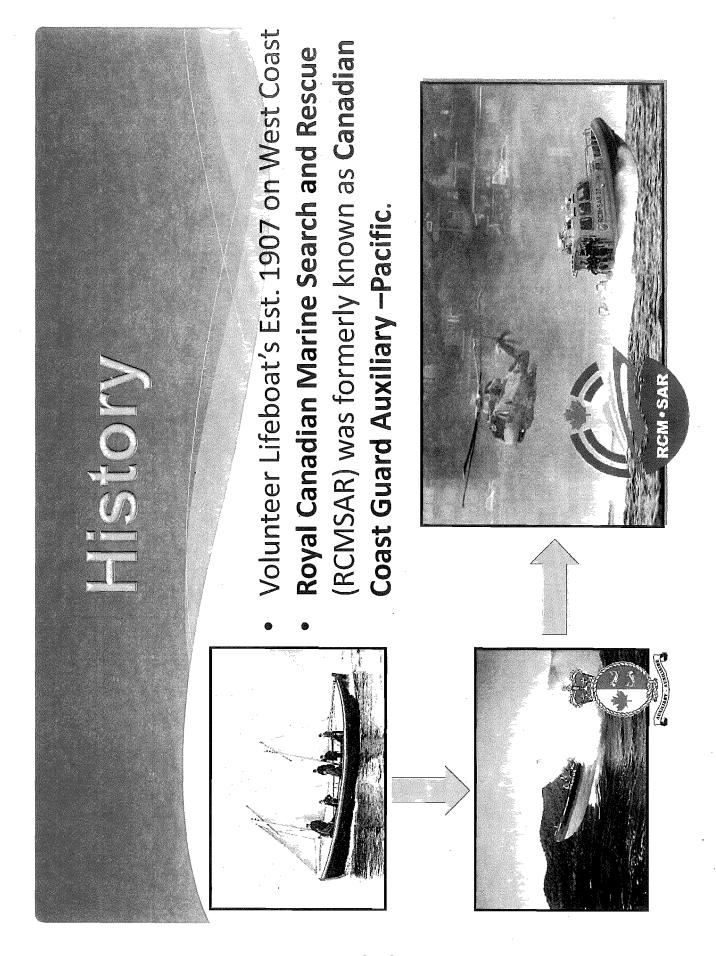
CARRIED

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 14, 2015.

Councillor Bill McNulty	Heather Howey
Chair	Committee Clerk



CNCL - 35



Who We Are

Maritime Services We Provide to our community:

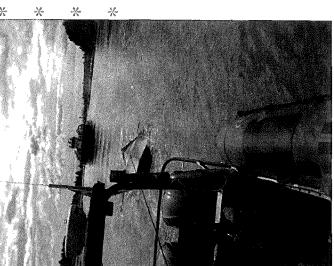
- * Search
- * Rescue
- * Situational Awareness
- * Quick Resolution to potential marine incidents



"Saving Lives on the Water"

* Training Standards:

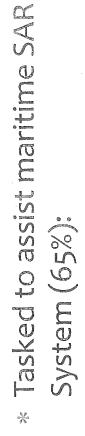
- * ROC-M
- * TC MBFA
- TO MAPPA
- SARNAV 1/TC SVOP
- SARNAV2 / TC SEN/L CCG R.H.I.O.T. School
- Int'l Coxswain Courses



How We Fit





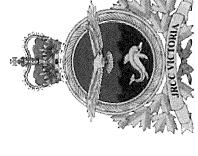


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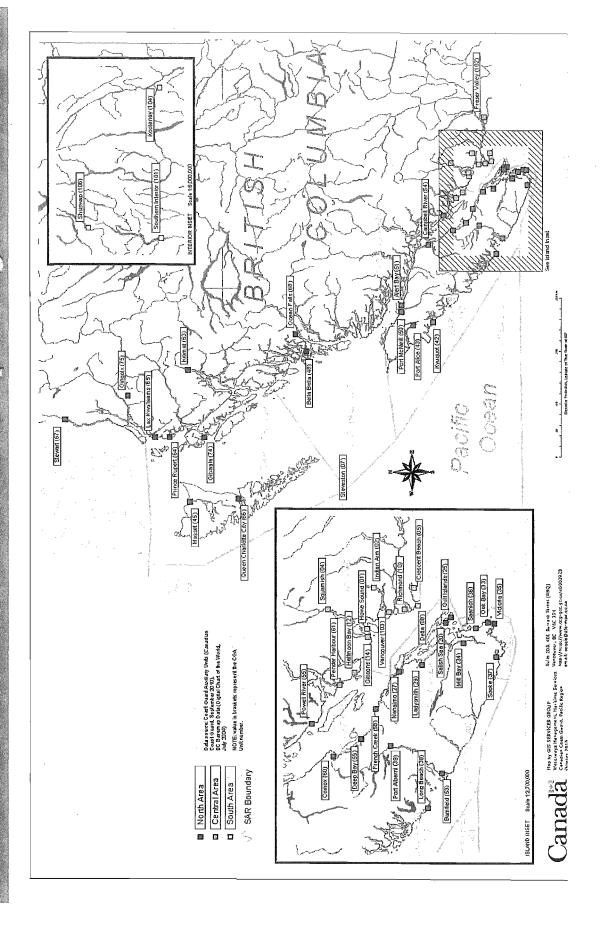
RCAF*

* Municipal Depts





CCGA – Newfound Iand National Structure CCGA -Central & Artic CCGA (NATIONAL) CCGA – Maritimes CCGA -Quebec RCM-SAR



Station 10 - SAR Prevention

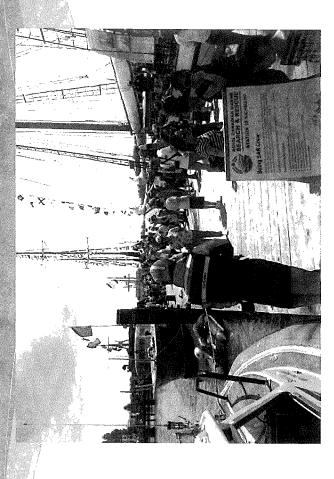
- Ships to Shore Festival
- Britannia Maritime Festival
- Steveston Dragon Boat Festival
- Celebration of Light



Celebration of Light

July 26th, July 30th, Aug 2nd

combined
Marine Operations
and SAR Plan



- Shelter Island Marina Day
- Fisherman's Memorial
- Richmond Yacht Club Sailpasts *
- Southern Straits Yacht Race

Station 10 – Community nvolvement

- Rotary Duck Race*
- SOS Children's Run*
- Women's Media Classic Golf Tourny *
- Fraser River Workboat Parade
- Variety Club Boat For Hope *





- Worksafe Partner / Shoreline Clean-up
- Vancouver Boat Show
- "Ready Set Wear-it" National Boating
 Safety Campaign
- Annual CCG Sea Island Base Visit
- Santa Comes to Steveston

Station 10 - Wessels

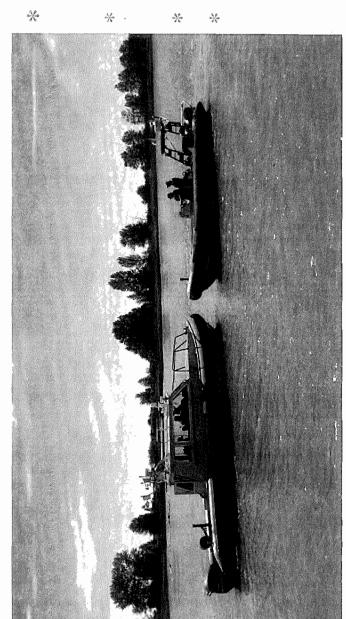
The *B.R. Hastings* Titan 300 Cabin RHI *Launched 2006*

The Jimmy Ng Titan 249XL Delta RHI Launched 2005 Community Owned Vessels

Governed by Not-for-profit Societies

* Steveston Primary Posture

Middle Arm Backup Posture



CNCL - 43

Langle Map data S2013 Google- Terms of Les Fort Langley Meadows Maple Ridge Earth Station 10 Geographic Area of Responsibilit Brookswood Langley Minnekhara Regional Kark Cogornam Mountain. Coquitlam Gales Park Fleetwood White Rock Surrey Provincial Park DKA Surrey Newton Satellite Anmore Boundary Burnaby **(a)** wwassen Arbutus Ridge Sunset Vancouver Richmond Vancouver Reifel uary Galiano Island Gibsons Bodega Ridge Provincial Park Dionisio Point Provincial Park Google () V

Station 10 - Stats

32 SAR Crew volunteers provide 24/7 pager response

Crew rotations one evening each week and one weekend



	Training	Hours	Taskings	Hours	
2013	101	236	39/38	59.7	
2014	112	246	62/57	126	700
			_		

2015

3

5

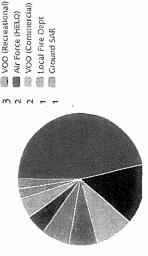
6min average response

Local Police

RCMP

Other Agencies By Missian Count

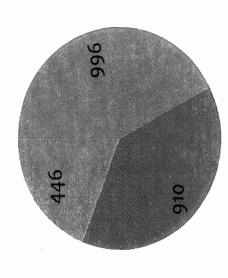
Total 1500 person hrs



ng Repor

Station 10 - State

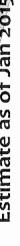
Total Person Hours



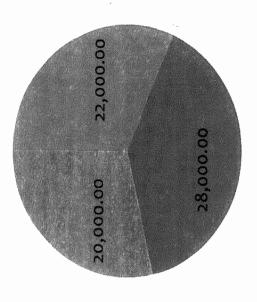
- Boating Safety & Community
- Admin & MaintenancePatrols, Cirriculum,Other

Station 10 - Funding Success

Estimate as of Jan 2015

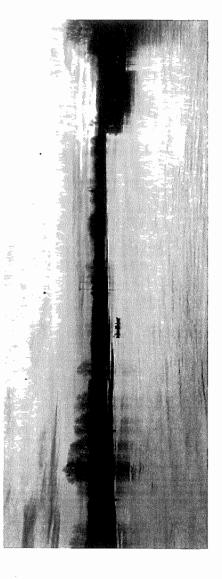


BC Gaming



contribution agreement) (taskings & training -500 **3**

Eundraising (incl Chevron Canada)



2015 Ahead

* Challenge: 3800 person hrs in 2014

* Jimmy Ng Vessel Mid-Life refit

Expanding Pleasure Craft Safety Check Program *

* Kids Don't Float Opportunity

* Maintain 24/7 readiness in Steveston

Station Locations

* Continue to grow membership

Maintain high level community involvement

Station 10 Strat. Plan / Vessel renewals

Thank you

Email: info@rcmsar10.org Phone: 604-227-9909

Web: www.rcmsar10.org







General Purposes Committee

Date:

Monday, April 20, 2015

Place:

Anderson Room

Richmond City Hall

Present:

Mayor Malcolm D. Brodie, Chair

Councillor Derek Dang Councillor Carol Day Councillor Ken Johnston Councillor Alexa Loo Councillor Linda McPhail Councillor Harold Steves

Absent:

Councillor Chak Au

Councillor Bill McNulty

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 7, 2015, be adopted as circulated.

CARRIED

DELEGATION

1. With the aid of a PowerPoint presentation, Zoran Knezevic, President and CEO, Port Alberni Port Authority, accompanied by Dave McCormick, Director of Public Relations and Business Development, Port Alberni Port Authority and Ron Crema, Chair of the Port Alberni Port Authority Board, presented on the Port Alberni Trans-shipment Hub project.

General Purposes Committee Monday, April 20, 2015

Mr. Knezevic spoke on the current container shipping flow and stated that the Port Alberni Trans-shipment Hub (PATH) is anticipated to receive container ships directly from Asia, offload cargo, which is then sorted and delivered to the end user by barge to the closest and most efficient point for the final leg of the trip.

Mr. McCormick highlighted that a third party environmental assessment indicates that the PATH would result in environmental benefits by decreasing the number of kilometres travelled by container transport trucks, thereby reducing greenhouse gas emissions; also, it would protect Agricultural Land Reserve (ALR) land from future development for warehouse and industrial uses as existing paved areas, such as large parking lots, would be utilized for distribution. In addition, the PATH would alleviate traffic congestions on routes utilized by container transport trucks.

Mr. McCormick stated that the Port Alberni Port Authority is seeking Council's support for the PATH in an effort to catalyze the project.

In reply to queries from Committee, Mr. Knezevic described the typical operations of the PATH, noting that it would funnel containers to and from deepsea vessels to warehouses and other facilities up the Fraser River and even as far as Tacoma and Seattle, Washington. Also, Mr. McCormick stated that the PATH model reduces the risk of accidents as it cuts down on the number of kilometres travelled by container transport trucks.

Mr. Knezevic spoke on the PATH Feasibility Study, noting the Port Alberni Port Authority is seeking investors and partners to fund the \$1.7 billion project, and commented on the importance of political support to launch the project. Also, he stated that the project is anticipated to increase Canada's GDP by \$21.3 billion.

Mr. Knezevic stated that the Port Alberni Port Authority is parallel to Port Metro Vancouver with the exception of the volume of goods they each move. Also, he commented on discussions with Port Metro Vancouver in regards to the PATH, noting that the project presents an opportunity for various organizations to work together.

With regard to the Port Alberni Port Authority Board, Mr. Crema stated that of the seven Directors, one is appointed by each the federal, provincial, and local government, with the remainder shortlisted by a nominating committee for submission to the Minister of Transport Canada.

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

It was moved and seconded

That the Port Alberni Trans-shipment Hub project be referred to staff for analysis and report back.

General Purposes Committee Monday, April 20, 2015

FINANCE AND CORPORATE SERVICES DIVISION

2. RICHMOND BUSINESS DEVELOPMENT PROGRAM - 2014 RESULTS

(File Ref. No.) (REDMS No. 4525733)

Neonila Lilova, Manager, Economic Development, provided background information and highlighted that as a result of the City's Business Development Program, fDI Magazine, for the third consecutive year, has ranked Richmond as a top 10 small city in the Americas.

In reply to queries from Committee, Ms. Lilova and Katie Ferland, Business Development Liaison, provided the following information:

- the Economic Development Office has partnered with TravelSmart to launch a new initiative aimed at exploring alternative transportation solutions to remote business parks;
- although the business outreach campaign targets large businesses, staff are pleased to work with any Richmond business; and
- costs associated with implementation of the Richmond Business Development Program are included in the existing economic development departmental budget.

It was moved and seconded

That the staff report titled Richmond Business Development Program – 2014 Results, dated April 2, 2015, from the Director, Administration and Compliance, presenting the analysis and outcomes from Richmond's ongoing annual business retention, expansion and attraction program for 2014 be received for information.

CARRIED

LAW & COMMUNITY SAFETY DIVISION

3. SOIL MANAGEMENT IN THE AGRICULTURAL LAND RESERVE (File Ref. No. 12-8060-01) (REDMS No. 4118531 v. 17)

In reply to queries from Committee, Ed Warzel, Manager, Community Bylaws, advised that staff anticipate that the proposed bylaw amendments will result in greater compliance with regard to soil management in the ALR. Also, he noted that staff work with an Agrologist on complex soil investigations.

Mr. Warzel spoke to the adjudication process, noting that the process is voluntary; when one enters the adjudication process, there is agreement that the adjudicator's ruling is final; an appeal to such ruling would be heard by the Supreme Court of Canada.

General Purposes Committee Monday, April 20, 2015

It was moved and seconded

That the staff report titled Soil Management in the Agricultural Land Reserve, dated April 16, 2015, from the General Manager, Law and Community Safety, and the proposed Soil Removal and Fill Deposit Regulation Bylaw No. 8094, Amendment Bylaw No. 9002 and Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9003 be provided to the Agricultural Advisory Committee for comment.

CARRIED

COMMUNITY SERVICES DIVISION

4. NAME SELECTION FOR THE CITY'S NEW MULTICULTURAL FESTIVAL

(File Ref. No. 11-7400-01) (REDMS No. 4553283)

It was moved and seconded

That the name, Richmond World Festival, be approved as the name for the new City multicultural festival scheduled for September 5, 2015 at Minoru Park.

CARRIED

ADJOURNMENT

It was moved and seconded *That the meeting adjourn (4:41 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 20, 2015.

Mayor Malcolm D. Brodie Chair Hanieh Berg Committee Clerk





Planning Committee

Date:

Tuesday, April 21, 2015

Place:

Anderson Room

Richmond City Hall

Present:

Councillor Linda McPhail, Chair

Councillor Carol Day (entered at 4:02 p.m.)

Councillor Harold Steves Mayor Malcolm Brodie

Absent:

Councillor Bill McNulty

Councillor Chak Au

Also Present:

Councillor Alexa Loo

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, April 8, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, May 5, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. EXAMINING EMERGENCY SHELTER AND TRANSITIONAL HOUSING OPTIONS

(File Ref. No. 08-4055-01) (REDMS No. 4540813 v.4)

Councillor Day entered the meeting (4:02 p.m.).

Dena Kae Beno, Affordable Housing Coordinator, briefed Committee on emergency shelter and transitional housing options available in the city and noted that senior levels of government are no longer prioritizing funding for stand-alone emergency facilities. In response to the housing approach from senior levels of government, the City will utilize available resources in the community to explore options for emergency and transitional housing. She added that in the long term, the City will examine housing options that would include a permanent facility.

It was moved and seconded

- (1) That, in accordance with the approach outlined in the staff report titled Examining Emergency Shelter and Transitional Housing Options, dated March 24, 2015, from the General Manager of Community Services, staff be directed to advance dialogue with BC Housing, Vancouver Coastal Health Authority, Ministry of Social Innovation, Ministry of Children and Family Development and community stakeholders about partnership opportunities to:
 - (a) identify a host agency that would enter into rental agreements on behalf of an individual with private landlords, which would include a commitment by the agency to coordinate and/or delivery wrap-around supports, life skills, housing stabilization transition support, and community support connections;
 - (b) pursue the potential development of a Cooperation Agreement to support a pilot project for low-income, at risk Richmond individuals to access adequate amounts of combined subsidies to cover monthly shelter costs in the private rental market for an extended period of time to support housing stabilization and self-sufficiency (e.g.; up to 3 years);
 - (c) investigate options for securing a property through partnerships with the appropriate zoning to utilize as an interim shelter option, to be staffed and operated by a non-profit housing provider experienced in working with the targeted population and supported through a network of health and community service providers;
 - (d) develop a sustainable operating model and funding rationale for emergency and transitional housing options; and

- (e) explore the joint development of an Expression of Interest to be issued by the City, BC Housing and Vancouver Coastal Health for the construction of an integrated housing development that includes a continuum of emergency, transitional and supportive housing with programmed community and health service spaces for individuals who are experiencing or who are at-risk of homelessness; and
- (2) That the report be sent to the appropriate Ministers, Members of Parliament (MPs), Members of the Legislative Assembly (MLAs), Vancouver Coastal Health, BC Housing, Richmond Community Services Advisory Committee, and the Richmond Homelessness Coalition.

CARRIED

Committee expressed thanks to Ms. Beno for her service to the City of Richmond and wished her well on her future endeavours.

PLANNING AND DEVELOPMENT DIVISION

2. APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR REZONING AT 9560 ALEXANDRA ROAD FROM "SINGLE DETACHED (RS1/F)" TO "TOWN HOUSING (ZT67) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)"

(File Ref. No. 12-8060-20-009240; RZ 14-669511) (REDMS No. 4340284 v.6)

Wayne Craig, Director, Development, briefed Committee on the proposed application, noting that (i) the site is the last lot on the western edge of the area to be brought forward for rezoning for townhouse development, (ii) access to the site is from the adjacent site to the east, (iii) a right-of-way has been secured along the northern edge of the property for a greenway which will form part of the trail network noted in the West Cambie Area Plan, and (iv) the proposed development will include Environmentally Sensitive Area (ESA) enhancements to the northern trail area and landscaping enhancements along the southern edge of the site.

In reply to queries from Committee, David Brownlee, Planner 2, noted that (i) a servicing agreement would include frontage improvements along Alexandra Road, (ii) pedestrian and cycling trails will be included in the greenway, (iii) the greenway will be enhanced with native plants, coordinated by Parks staff, and (iv) the proposed tree retention plan would remove 20 trees and replace them with 44 trees.

Discussion ensued with regard to solar heating systems in new developments. Terry Crowe, Manager, Policy Planning, advised that staff are investigating solar instalments in new developments as part of the Steveston Village Plan review which may be presented at an upcoming Planning Committee meeting in May 2015.

In reply to queries from Committee, Mr. Craig advised that the subject site is the last lot in the area to be brought forward for development and added that the subject site could not be acquired with the adjacent lots during previous applications. Also, he noted that the subject site will have coordinated driveway access with the adjacent lots.

Discussion took place regarding the proposed tandem parking and in reply to queries from Committee, Mr. Craig advised that the proposed tandem parking configuration is permitted under the ZT67 zoning however; staff can work with the applicant through the Development Permit process on options to minimize the tandem parking configuration.

In reply to queries from Committee, Mr. Brownlee commented on the ESA and the potential for invasive species, noting that the proposed development will have provisions for a long term maintenance plan on ESA enhancements.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9240, for the rezoning of 9560 Alexandra Road from ""Single Detached (RS1/F)"" to "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)", be introduced and given first reading.

CARRIED

3. APPLICATION BY CASA MIA PROJECTS LTD. FOR REZONING AT 8491 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)

(File Ref. No. 12-8060-20-009242; RZ 14-673732) (REDMS No. 4497990)

Mr. Craig commented on the proposed application, noting that the proposed townhouse development is located on a single lot and will have coordinated vehicle access from adjacent developments on the east and west.

In reply to queries from Committee, Mr. Craig advised that the subject site is an orphaned lot and a variance is required for the proposed 20.32 metre lot width.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9242, for the rezoning of 8491 Williams Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

4. APPLICATION BY SUKINDER MANGAT FOR REZONING AT 9840 SEATON COURT FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-009244; RZ 14-665401) (REDMS No. 4547543)

Mr. Craig briefed Committee on the proposed application noting that (i) the size of the proposed subdivided lots is consistent with the lot size policy in the area, (ii) there will be a servicing agreement to upgrade the rear lane adjacent to the site, and (iii) a covenant will be registered on title to indicate vehicle access will be from the rear lane.

In reply to queries from Committee, Cynthia Lussier, Planning Technician-Design, noted that staff have provided information to adjacent property owners regarding construction practices and tree protection options during the construction phase.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9244, for the rezoning of 9840 Seaton Court from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

5. APPLICATION BY 1015553 B.C. LTD. FOR REZONING AT 4760/4780 FORTUNE AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-009201; RZ 14-677417) (REDMS No. 4527353)

Mr. Craig briefed Committee on the proposed development noting that the proposed application will facilitate the subdivision of an existing duplex. Also, he noted that through the proposed rezoning, there will be a cash contribution to upgrade an adjacent City-owned walkway for wheelchair accessibility.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9201, for the rezoning of 4760/4780 Fortune Avenue from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

6. APPLICATION BY LW AND CHEN DEVELOPMENT LTD. FOR REZONING AT 6731, 6751 ECKERSLEY ROAD AND 6740 COONEY ROAD FROM SINGLE DETACHED (RS1/E) TO MID RISE APARTMENT AND TOWNHOUSE (ZLR16) – BRIGHOUSE VILLAGE (CITY CENTRE)

(File Ref. No. 12-8060-20-009241; RZ 10-516067) (REDMS No. 4408991 v. 5)

Mr. Craig briefed Committee on the proposed development, noting that the proposed development will consist of townhouses and apartments and the proposed rezoning application will facilitate the extension of Park Road.

In reply to queries from Committee, Mr. Craig advised that there is a funding strategy in place for the acquisition and construction of Park Road. The City has already acquired the land for the road extension and that the proposed development would provide for the construction of the southern portion of the Park Road extension in-lieu of a cash contribution.

Discussion ensued with regard to the number of units proposed for the subject site and consultation with the Richmond School District No. 38.

In reply to queries from Committee, Mr. Craig advised that the proposed rezoning application is consistent with the City Centre Area Plan and that no additional consultation with the School District is required unless there is an Official Community Plan (OCP) amendment.

Discussion ensued with respect to the possible population increase in the area and it was suggested that the School District be informed of the proposed development.

In reply to queries from Committee, Joe Erceg, General Manager, Planning and Development, advised that consultation policy designed with the School District only requires School District consultation for developments involving OCP amendments with approximately 250 units or greater.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw No. 9241 to:

- (1) Create the "Mid Rise Apartment & Townhouse (ZLR26) Brighouse Village (City Centre)" zone and to rezone 6731, 6751 Eckersley Road and 6740 Cooney Road from "Single Detached (RS1/E)" to "Mid Rise Apartment & Townhouse (ZLR26) Brighouse Village (City Centre)"; and
- (2) Amend Section 5.15.1 (Affordable Housing) to include the "ZLR26" zone and a density bonusing cash in lieu sum in accordance with the Affordable Housing Strategy;

be introduced and given first reading.

7. APPLICATION BY PENTA BUILDER'S GROUP FOR A ZONING TEXT AMENDMENT TO THE "COMMERCIAL MIXED USE (ZMU22) - STEVESTON COMMERCIAL" ZONE (File Ref. No. 12-8060-20-009235; ZT 15-694251) (REDMS No. 4537641)

Mr. Craig advised that the proposed application will permit animal grooming in the existing zoning. He added that he does not anticipate any exterior building modifications from the proposed application.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9235, to amend the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone by adding "animal grooming" as a permitted use, be introduced and given first reading.

CARRIED

8. PROPOSED REVISIONS TO THE "COACH HOUSES (RCH, RCH1)"

ZONE USED ALONG ARTERIAL ROADS

(File Ref. No. 08-4430-01) (REDMS No. 4531312)

Barry Konkin, Program Coordinator-Development, briefed Committee on the proposed amendments to the Coach Houses (RCH, RCH1) zone and highlighted the following:

- the proposed wider side yard setbacks on the second floor and on one side of the coach house would allow for improvements to façade articulation for coach houses on narrow lots:
- the proposed wider side yard setbacks will allow for the incorporation of wider landscaping strips;
- a permeable pathway is required from the lane to the coach house entry;
- coach houses must be located along the south on interior lots with an east-west orientation to minimize shadowing on neighbouring properties; and
- tandem vehicle parking will be permitted for narrow lots.

In reply to queries from Committee, Ms. Lussier advised that the proposed tandem vehicle parking arrangement would only be permitted for lots 11.5 metres or less in width and would allow for more landscaping on-site.

In reply to queries regarding secondary suites, Mr. Craig noted that the zoning bylaw does not permit secondary suites on sites with a coach house.

Discussion ensued with regard to lot coverage under the proposed amendments. Ms. Lussier noted that the building lot coverage for RCH and RCH1 zones is 45%. She added that paving can cover up to 70% of the lot.

Discussion then ensued with regard to yard space and potential design options available under the proposed amendments.

In reply to queries from Committee, Ms. Lussier noted that the RCH1 zoning introduced in 2013 requires a rear yard between the coach house and the main dwelling.

Dana Westermark, Oris Consulting Ltd., commented on the City's Affordable Housing Strategy, noting that coach houses and other similar housing alternatives contribute to the supply of affordable housing in the city.

In reply to queries from Committee regarding duplex development and design, Mr. Westermark noted that (i) duplexes are a popular alternative to single-family housing, (ii) duplexes are similar in size to a single-family dwelling but are more cost-effective, (iii) duplexes could be two and a half stories and incorporate parking between the two units, and (iv) duplexes could be incorporated into single-family neighbourhoods.

In reply to queries from Committee, Mr. Konkin advised that staff are reviewing duplex policies in the City in response to a Planning Committee referral.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9233 to amend the "Coach Houses (RCH, RCH1)" zone, be introduced and given first reading.

The question on the motion was not called as discussion ensued regarding (i) affordable housing alternatives, (ii) densification, and (iii) public consultation.

In reply to queries from Committee, Mr. Craig noted that coach houses in the Edgemere neighbourhood are under different zoning requirements and require a Development Permit. He added that staff will report back to Council following an assessment of a coach house that was approved for the Edgemere neighbourhood.

In reply to queries from Committee regarding public notification, Mr. Craig noted that notification for bylaw amendments would be presented in the local newspaper however; direct mail and newspaper notification will be issued when individual coach house development applications are brought forward to Council.

Discussion then took place with regard to development along arterial roads and incorporating duplex developments and coach houses in non-arterial residential areas.

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

9. MANAGER'S REPORT

Onni Bayview Signs

In reply to queries from Committee, Mr. Craig advised that Community Bylaws staff responded to signs installed along the Onni Bayview development. The signs restricted vehicle parking along the development and have since been removed.

ADJOURNMENT

It was moved and seconded *That the meeting adjourn (4:51 p.m.).*

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, April 21, 2015.

Councillor Linda McPhail Chair Evangel Biason Auxiliary Committee Clerk





Public Works and Transportation Committee

Date:

Wednesday, April 22, 2015

Place:

Anderson Room

Richmond City Hall

Present:

Councillor Harold Steves, Vice-Chair

Councillor Derek Dang Councillor Ken Johnston Councillor Alexa Loo

Absent:

Councillor Chak Au

Also Present:

Councillor Carol Day

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 Public Works and Transportation Committee held on Wednesday, March 18, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Thursday, May 21, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DIVISION

1. RELEASE OF PROVINCE OF BRITISH COLUMBIA 10-YEAR TRANSPORTATION PLAN: BC ON THE MOVE

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 4537163)

In reply to a query Committee, Donna Chan, Manager, Transportation Planning, advised that staff continue to liaise with the Ministry of Transportation and Infrastructure with regard to the George Massey Tunnel Replacement Project in an effort to ensure it proceeds in line with Council-approved project objectives.

It was moved and seconded

That staff be directed to continue to liaise with the provincial Ministry of Transportation and Infrastructure to:

- (1) identify any provincial highway and cycling improvement projects within Richmond to be funded as part of the 10-Year Transportation Plan;
- (2) seek that the George Massey Tunnel Replacement Project proceeds in line with the previously Council-approved project objectives; and
- (3) pursue any cost-share opportunities for new cycling infrastructure projects or other local road improvements in Richmond.

CARRIED

2. PROVINCIAL 2014-2015 BIKEBC PROGRAM SUBMISSION (File Ref. No. 01-0150-20-THIG1) (REDMS No. 4543539)

It was moved and seconded

- (1) That the submission for cost-sharing to the Province's 2014-2015 BikeBC Program for Phase 1 of the Crosstown Neighbourhood Bike Route, as described in the staff report titled Provincial 2014-2015 BikeBC Program Submission, dated March 27, 2015, from the Director, Transportation, be endorsed; and
- (2) That should the above applications be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreement.

ENGINEERING AND PUBLIC WORKS DIVISION

3. REPORT 2014: RECYCLING AND SOLID WASTE MANAGEMENT - LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS

(File Ref. No. 10-6375-05) (REDMS No. 4544434)

Suzanne Bycraft, Manager, Fleet and Environmental Programs, highlighted that the City was awarded the Gold Quill Award by the International Association of Business Communicators for its Green Cart Program. Also, she noted that a press release could be issued, in addition to providing information on the award on the City's website.

It was moved and seconded

That the annual staff report titled Report 2014: Recycling and Solid Waste Management - Leadership and Excellence to Achieve Goals, dated March 30, 2015, from the Director, Public Works Operations, be endorsed and made available to the community through the City's website and through various communication tools including social media channels and as part of community outreach initiatives.

CARRIED

4. **2015 LIQUID WASTE MANAGEMENT PLAN BIENNIAL REPORT** (File Ref. No. 10-6060-03-01) (REDMS No. 4539736)

It was moved and seconded

That the "2015 Liquid Waste Management Plan Biennial Report," presented as Attachment 1 to the staff report titled 2015 Liquid Waste Management Plan Biennial Report, dated March 23, 2015, from the Director, Engineering, be submitted to Metro Vancouver.

CARRIED

5. RIVER GREEN DISTRICT ENERGY UTILITY BYLAW NO. 9134, AMENDMENT BYLAW NO. 9239

(File Ref. No. 10-6600-10-01; 12-8060-20-009239) (REDMS No. 4540591 v. 8)

In reply to queries from Committee, Alen Postolka, Manager, District Energy, advised that the River Green District Energy Utility (RGDEU) rate is structured to provide end users with annual energy costs that are less than or equal to conventional system energy costs, based on the same level of service. He advised that the Alexandra District Energy Utility differs from the RGDEU in that it provides space heating, cooling and domestic hot water heating through an ambient temperature system, while the RGDEU provides space heating and domestic hot water heating through a high temperature system. Also, Mr. Postolka noted that a graph demonstrating greenhouse gas emissions savings as a result of district energy utilities would be provided to Council.

It was moved and seconded

- (1) That the name for the River Green District Energy Utility be renamed to the Oval Village District Energy Utility; and
- (2) That the River Green District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9239 be introduced and given first, second and third readings.

CARRIED

LULU ISLAND ENERGY CORPORATION

6. **OVAL VILLAGE DISTRICT ENERGY UTILITY UPDATE** (File Ref. No. 10-6600-10-03) (REDMS No. 4546385 v. 3)

In reply to queries from Committee, Mr. Postolka commented on the Oval Village District Energy Utility's rate structure, noting that, in the unlikely event a customer does not use their system, only a Capacity Charge, which is the fixed portion, would be incurred.

It was moved and seconded

That the report titled Oval Village District Energy Utility Update, dated April 1, 2015, from the Chief Executive Officer and Chief Financial Officer, Lulu Island Energy Company, be received for information.

CARRIED

7. MANAGER'S REPORT

(i) Port Metro Vancouver Advocacy for the Replacement of the George Massey Tunnel

The Vice-Chair circulated materials related to Port Metro Vancouver's advocacy for the replacement of the George Massey Tunnel (copy on file, City Clerk's Office), noting that it would be valuable for staff to examine the materials and report back. Also, the Vice-Chair requested that all members of Council receive a copy of said materials.

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

It was moved and seconded

That the materials related to Port Metro Vancouver's advocacy for the replacement of the George Massey Tunnel be referred to staff for analysis and report back.

(ii) Engineering and Public Works Division Updates

Lloyd Bie, Manager, Engineering Planning, highlighted that the Seymour-Capilano Twin Tunnels project is complete and operational.

Romeo Bicego, Manager, Sewerage and Drainage, noted that staff commenced a pilot program in partnership with a local farming family and Harvest Power on the use of compost material.

Robert Gonzalez, General Manager, Engineering and Public Works, highlighted that the Capital Works Open House was well received with over 300 attendees.

Lesley Douglas, Manager, Environmental Sustainability, noted that Canadian National Railway has advised that they are ceasing the recycling of railroad ties in Richmond.

Also, she commented on the Earth Day Youth Summit, noting that 180 students, 90 of which were from Richmond, attended and participated in various workshops.

Ms. Douglas provided background information regarding the Bath Slough Revitalization Initiative, highlighting that, in partnership with a public artist from Emily Carr University of Art and Design, work will be completed to transition much of the park into a pollinator pasture (wild flower meadow) that will be highly beneficial to the Richmond's ecological network.

ADJOURNMENT

It was moved and seconded That the meeting adjourn (4:22 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, April 22, 2015.

Councillor Harold Steves Vice-Chair

Hanieh Berg Committee Clerk



Report to Committee

To:

General Purposes Committee

General Manager, Community Safety

Date:

April 16, 2015

From:

Phyllis L. Carlyle

File:

12-8060-01/2014-Vol

01

Re:

Soil Management in the Agricultural Land Reserve

Staff Recommendation

That the staff report titled "Soil Management in the Agricultural Land Reserve", dated April 16, 2015, from the General Manager, Law & Community Safety, and the proposed Soil Removal and Fill Deposit Regulation Bylaw No. 8094, Amendment Bylaw No. 9002 and Notice of Bylaw Violation Dispute Adjudication bylaw No. 8122, Amendment Bylaw No. 9003 be provided to the Agricultural Advisory Committee for comment.

Phyllis L. Carlyle

General Manager, Community Safety

(604-276-4104)

Att.

REPORT CONCURRENCE					
ROUTED TO:	CONCURRENCE				
Law Policy Planning					
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	Initials:				
APPROVED BY CAO					

Staff Report

Origin

The preservation of soil on Agricultural Land Reserve (ALR) lands can be enhanced if the City has the ability to respond rapidly to emerging issues through the issuance of tickets to the owners, operators and vehicle drivers participating in a breach of the City's bylaws.

General Purposes Committee had previously considered a report recommending the implementation of an enhanced system for the management of soil on ALR lands, with the accompanying resources required to support the system. The October 7, 2013, General Purposes Committee referral was:

- 1. That the staff report titled Enhanced Soil Management in the Agricultural Land Reserved (dated October 2, 2013 from the General Manager, Law & Community Safety) be referred back to staff for more examination of the possibilities, in particular:
 - (1) for more discussion with the ALC on the possibilities of what each of the parties can do:
 - (2) a general discussion on the role of the ALC;
 - (3) an examination of previous soil bylaws in Richmond and what now exists in terms of the substance of the soil bylaw, the enforcement provisions, as well as limitations; and
 - (4) the interposition of commercial landfills in the ALR, which are regulated under the Province and Metro Vancouver.

This report supports Council's Term Goal #8: To demonstrate leadership in sustainability through continued implementation of the City's Sustainability Framework.

Analysis

Recent Soil Movement Initiatives:

On January 29, 2013, the City established a Soil Watch program with 36 signs placed in the agricultural area complimented with the establishment of a dedicated phone line to address calls for service.

There are approximately 3 complaints on average per month related to soil matters in the ALR, with the majority of the calls resolved at the local government level. A typical call involves approximately 20 hours of staff time due to the requirement to contact the ALC, attend the site, interview witnesses, coordinate activities with other City departments, report preparation and monitoring the activity in instances, where the ALC has not approved the use.

Table 1 summarizes the number complaints after the implementation of the Soil Watch program which with the limited statistics available appears to be trending downwards.

Table 1

	2013	2014	2015
Soil Complaints	47	26	5
Soil Applications	6	7	2
Total	53	33	7

To date the ALC staffing levels have remained the same.

The City receives on average 7 applications annually to remove or deposit soil for farm and non-farm purposes in the ALR. Recently, the services of an agrologist have been contracted to assist with the analysis of complex soil movement applications in the ALR.

The Agricultural Land Commission

As a provincial agency, the ALC maintains the primary role for the control of soil deposit and removal activities on lands within the ALR related to farm activity. The role of the ALC is defined by provincial legislation with the accompanying regulations. The ALC's authority includes the ability to conduct inspections, to issue stop work/cease and desist orders as well as remediation orders. The City plays a supportive role to augment the ALC in enforcement and monitoring efforts. Many of the initial complaints regarding on-site activities are received by the City. In turn the City informs the ALC of the specifics of the complaint while the Community Bylaw Department monitors the site to ensure compliance of ALC stop work orders and for the protection of City roads.

Currently, the ALC cannot delegate its decision making and enforcement powers regarding matters considered to be "farm use" under the ALC Act including soil removal and deposit associated with farm activities. The ALC cannot delegate to the City the decision as to whether an activity is a farm use or not a farm use.

City staff works with the ALC staff on a case-by-case basis. When a complaint is received by the City, City staff conduct the initial site inspection to ensure compliance with the City's regulatory framework. In the event that the jurisdiction for the activity on a site rests with the ALC, a call is placed to the ALC. Typically, City staff and ALC staff will then arrange a joint inspection. If the matter relates to a farm use, then the ALC becomes the lead agency in ensuring that the activity complies with their policies, regulations and legislative framework. This type of cooperative inspection and enforcement activity varies in frequency but may take place on average 12 times a year. In past cases, the City and the ALC have jointly retained legal counsel to conduct the resulting prosecution.

History of Richmond's Soil Bylaw

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On November 13, 2007, in consideration of the need for local involvement to facilitate preventative action, strengthen compliance and better address community issues, the City of

Richmond passed the Soil Removal and Fill Deposit Regulation Bylaw ("Bylaw 8094"). Bylaw 8094 functions within the existing regulatory/legislative framework established for soil removal or deposit under the *Agricultural Land Commission Act* and *Agricultural Land Reserve Use*, Subdivision and Procedure Regulation.

Richmond's Current Soil Bylaw

Soil removal and deposit on lands within Richmond's ALR is regulated by Bylaw 8094. The City's Community Bylaws Department responds to complaints and takes enforcement action when appropriate. The current bylaw allows bylaw enforcement officers to investigate offences, gather evidence and lay charges in Provincial Court.

Currently officers can pursue charges for permitting soil or other material to be deposited on or removed from land within the ALR without a City permit, contrary to Bylaw 8094 unless an exemption applies. As the existing enforcement is tied to the court system, the matter may remain outstanding for months and in some cases years. In addition to seeking fines through the court process, the City does have the option of seeking a court injunction in order to have the unauthorized activities cease.

The laying of charges and/or obtaining a court injunction through the Court process necessitates legal counsel to present the City's case, and can be a lengthy and expensive process.

Bylaw 8094 provides the City with some very effective tools to deal with the majority of complaints concerning fill operations within Richmond's ALR properties. Examples of this include addressing flooding issues on adjacent parcels of land, truck volume numbers as they are related to traffic noise, and route planning as related to neighbourhood impact.

In addition, the permit process provides for opportunities for the City to place limits and conditions on: hours of operation, impact to City resources, and the impact on ditches, roadways, and utilities. It also promotes coordination among Community Bylaws, Policy Planning, Development Applications, Environmental Sustainability, Engineering, and Transportation, Departments.

Past experience and the enforcement activities in other municipalities have shown that a ticketing system remains one of the most efficient methods to address soil bylaw contraventions. The current system would benefit from an enhancement of enforcement provisions, appreciatively every system has its limitations and no system can be designed to address every circumstance. However, a consistent enforcement approach has in many cases provided bylaw enforcement officers with the tools to dissuade the activities of violators through the issuance of tickets rather than proceeding in a more lengthy Court process. As well, tickets can be issued on the site at the time of the activity to the individuals involved. A requirement for the individual to identify themselves to the bylaw officer would assist in the investigation and enforcement of the bylaw.

Options to supplement the existing regime:

1. Establish a permitting system

The establishment of a permitting system for the movement of soil in the ALR was previously considered by Council and the Agricultural Advisory Committee. The system could be seen to add an extra layer of administration for farmers with little assistance in thwarting those who are not observant of the existing restrictions for soil movement. The cities of Delta and Surrey currently have permitting systems. Additional staff resources would be required to process applications expeditiously.

2. Issuance of tickets

Implementing a process that would permit the City to issue adjudication violation notices (tickets) for non-compliance with Bylaw 8094 is an option available to Council. Tickets could be issued to the drivers of vehicles depositing materials, the occupiers, lessees and owners. The fine per truck driver depositing fill is proposed to be \$500 per instance. The ability to repeatedly ticket illegal activity would increase the ease of daily enforcement action and gather additional evidence that would support, if necessary, the City's application for a court injunction. For example, each vehicle that enters a site could be ticketed for every load that is deposited. Should the illegal activity continue, the City could apply for a court injunction and the previously issued tickets would then form part of the significant application evidence.

The alternative to adjudication violation notices would be to pursue violations through the Provincial Court. This process can take months, while active depositing of soil or fill continues during that period unless expensive injunction proceedings are commenced. The maximum fine from the Provincial Court is limited to \$10,000 per occurrence per day.

3. Other Commercial Landfills in the ALR

At the time of writing this report the following commercial landfills, under Metro Vancouver licensing, were identified in the ALR; Enviro-Smart Organics Limited in Delta, Ecowaste in Richmond, and Baird Cattle Company Limited in Surrey.

In addition, Bailey Sanitary Landfill located in the City of Chilliwack was at one time operated on ALR land, however, the City of Chilliwack applied for and was granted an exclusion. The Bailey Sanitary Landfill holds an operational certificate by the British Columbia Ministry of Environment.

Proposed Bylaw Amendments

Soil Removal and Fill Deposit Regulation Bylaw No. 8094, Amendment Bylaw No. 9002 ("Bylaw 9002") and Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9003 ("Bylaw 9003") (Attachment 1 and 2), would introduce ticketing

for illegal soil removal and deposit activities permitting the City to further investigate, enforce and penalize contraventions of soil removal and deposit requirements under the City's bylaw.

Proposed Amendment Bylaw 9002 includes the following clarification and additions:

- a) A clarification that an application fee under the Bylaw 8904 is required in addition to the prescribed application fee under the *Agricultural Land Commission Act*.
- b) To assist Community Bylaw Officers in their investigative duties, an addition to the bylaw would require a driver or alleged violator to provide their name, address or valid photo identification. Currently there are no provisions in the bylaw that requires this cooperation and without this authority the ability of investigators to conduct timely soil investigations has been hampered.
- c) The offences and penalties section of Bylaw 8094 is amended to permit violation tickets to be issued for non-compliance with certain provisions in Bylaw 8094, including requirements under a permit process.

Proposed Bylaw 9003 sets out the amount of the penalties for violation tickets. Currently, the City is only able to pursue violations of Bylaw 8094 through Provincial Court prosecution, which remains a lengthy and expensive process.

Financial Impact

None

Conclusion

This report provides information on the City's regulations pertaining to soil deposit activities in the ALR. Proposed recommendations for amendments to the current Soil Removal and Fill Deposit Regulation Bylaw No. 8094 and the Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122 would introduce an ability to ticket offenders and have those tickets addressed through the adjudication program, rather than the courts. The adoption of the amendment bylaws will not only address many of the identified soil deposit concerns, but also balance the needs of the different communities of interest in the ALR lands. Staff is recommending adoption of these bylaw amendments.

Ph

Edward Warzel Manager, Community Bylaws (604-247-4601)

Att. 1: Amendment Bylaw No. 9002

2: Amendment Bylaw No. 9003

Bylaw 9002

Soil Removal and Fill Deposit Regulation Bylaw No. 8094, Amendment Bylaw No. 9002

The Council of the City of Richmond enacts as follows:

- 1. Soil Removal and Fill Deposit Regulation Bylaw No. 8094, as amended, is further amended:
 - (a) by deleting paragraph 4.1.1(a) and substituting the following:
 - "(a) a non-refundable application fee of Six Hundred Dollars (\$600) for the purposes of the **permit** application under this bylaw, together with the prescribed application fee under the *Agricultural Land Commission Act*.
 - (b) by adding the following after section 5.1.2:

"5.2 Identification

- 5.2.1 Upon request by the **Manager** or a **City** Bylaw Enforcement Officer:
 - (a) the driver or operator of a vehicle or any equipment being used for **deposit** or **removal** activity, or the person in charge of the vehicle or equipment, shall provide his or her full name and current address (including photo identification to verify this information), the full name and current address of the owner of the vehicle or equipment, the full name and current address of the person directing the **deposit** or **removal** activity, and the addresses of the **parcel** or **parcels** to or from which the **deposit** or **removal** is being transported; and
 - (b) a person who has allegedly contravened any provision of this bylaw shall provide his or her full name and current address and photo identification to verify this information."
- (c) by adding the following after section 7.1.1:
 - "7.1.2 A violation of any of the provisions identified in this bylaw shall result in liability for penalties and late payment amounts established in Schedule A of the Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122.

- 7.1.3 A violation of any of the provisions identified in this bylaw shall be subject to the procedures, restrictions, limits, obligations and rights established in the Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122 in accordance with the *Local Government Bylaw Notice Enforcement Act, SBC 2003, c.60.*"
- 2. This Bylaw is cited as "Soil Removal and Fill Deposit Regulation Bylaw No. 8094, Amendment Bylaw No. 9002".

FIRST READING		CITY OF RICHMOND
SECOND READING		APPROVED for content by originating dept.
THIRD READING		APPROVED
MINISTER APPROVALS		for legality by Solicitor
ADOPTED		
MAYOR	CORPORATE OFFICER	



Bylaw 9003

Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9003

The Council of the City of Richmond enacts as follows:

- 1. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended at Part One Application by adding the following after section 1.1(1):
 - "(n) Soil Removal and Fill Deposit Regulation Bylaw 8094, as amended,"
- 2. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended by adding to the end of the table in Schedule A of Bylaw No. 8122 the content of the table in Schedule A attached to and forming part of this bylaw.
- 3. This Bylaw is cited as "Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9003.

FIRST READING		CITY OF RICHMOND
SECOND READING		APPROVED for content by originating Division
THIRD READING		Division
ADOPTED		APPROVED for legality by Solicitor
MAYOR	CORPORATE OFFICER	

SCHEDULE A to BYLAW NO. 9003

SCHEDULE A to BYLAW NO. 8122

Designated Bylaw Contraventions and Corresponding Penalties

A8 Compliance Agreement Discount	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
A7 Late Payment Amount	61 days or more	\$ 525.00	\$525.00	\$ 525.00	\$ 525.00	\$225.00	\$325.00	\$ 525.00
A6 Early Payment Option	1 to 28 days	\$ 475.00	\$475.00	\$ 475.00	\$ 475.00	\$175.00	\$275.00	\$ 475.00
A5 Penalty	29 to 60 days	\$ 500.00	\$500.00	\$500.00	\$500.00	\$200.00	\$300.00	\$500.00
A4 Compliance Agreement Available	n/a	o Z	o Z	o Z	o Z	o Z	o Z	o Z
A3 Section		3.1.2	3.1.2	5.1.1(a)	5.1.1(b)	5.1.1(c)	5.1.1(d)	5.1.1(e)
A2 Description of Contravention		Soil deposit or removal without valid permit	Not complying with term or condition of permit	Deposit or remove soil or fill between the hours of 8:00 p.m. and 7:00 a.m.	Deposit or remove soil or fill on a Sunday or any statutory holiday	Failing to properly license and insure vehicle used for hauling soil or fill	Failing to cover soil or fill to prevent blowing or falling from vehicle	Failing to repair damage to drainage, watercourse, highway or other property
A1 Bylaw		Soil Removal and Fill Deposit Regulation Bylaw 8094 (2007)						



Report to Committee

To:

General Purposes Committee

Date:

April 7, 2015

From:

Jane Fernyhough

File:

11-7400-01/2015-Vol

i Oili.

Director, Arts, Culture and Heritage Services

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Re:

Name Selection for the City's New Multicultural Festival

Staff Recommendation

That the name, Richmond World Festival, be approved as the name for the new City multicultural festival scheduled for September 5, 2015, at Minoru Park.

Jane Fernyhough

Director, Arts, Culture and Heritage Services

(604-276-4288)

REPORT CONCURRENCE				
ROUTED TO: Communications Corporate Partnerships	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO		

Staff Report

Origin

At the March 24, 2015, Parks, Recreation and Cultural Services Committee meeting, staff presented the "New City Multicultural Festival – Naming" report which provided name options for the City's new event.

Council made the following referral:

That the staff report titled New City Multicultural Festival – Naming, dated March 5, 2015, from the Director, Arts, Culture and Heritage Services, be referred back to staff to:

- (1) review the proposed name for the new City multicultural festival; and
- (2) consult with cultural community groups and other stakeholders on the proposed name for the new City Multicultural Festival;

and report back.

The report outlines the process that was followed and recommends a name for the new festival.

Analysis

Following Council's direction, a workshop was organized that invited members from various Richmond-based community groups to participate in a discovery session with the goal to brainstorm names for the new City multicultural festival.

The list of representatives included members from City Centre Community Association, Tourism Richmond, Richmond Intercultural Advisory Committee, Richmond Chamber of Commerce, Richmond Sister City Advisory Committee, S.U.C.C.E.S.S., Richmond Centre for Disability, School District #38, Aberdeen Centre, Cinevolution, Choice Communications, Richmond Mandarin Lions Club, and the City of Richmond. The group consisted of 21 culturally diverse people that covered a broad age range.

David Martin from Hyphen Communication was contracted to facilitate the two hour workshop and evaluate the results. The session generated numerous ideas and themes from an enthusiastic group. A short list was created and the following three names were issued (via an online survey) for consideration:

OPTION #1: Richmond World Festival

Note: This name is simple and unambiguous. It states where it is by showcasing the Richmond name and speaks to the overall theme. This name does not allude to any one cultural theme over another.

OPTION #2: HotPot World Festival

Note: A hotpot is a traditional Asian dish that is the centerpiece for special family gatherings and festive occasions. It is made with a wide blend of different ingredients that all come together to create an irresistible, unique mix of flavours and colours. Much like the dish that inspired its name, HotPot is a tasty blend of food, family and fun.

• OPTION #3: Pearl in the Park

Note: This name leverages Richmond's reputation, locally and beyond, for being known as "the pearl in the dragon's mouth". The juxtaposition of 'pearl' and 'park' suggests a combination of contrasts—East and West, traditional and new, formal and casual, young and old. This name has the added advantage of referencing the event location.

The survey results favoured Richmond World Festival. The strength of this name is in its simplicity. It gives prominent recognition to Richmond as the host and speaks to the multicultural nature of the event.

A strong brand and marketing campaign will be developed to support the festival name. In addition, the quality features of the event (music, food truck, activities, etc) will elevate the brand in the region.

The name is easy to remember and will appeal to a broad demographic and diverse cultures.

Financial Impact

There is no financial impact with this report.

Conclusion

Following a discovery workshop and consultation process with the key community stakeholders, the recommended name for the new City multicultural festival is "Richmond World Festival".

Bryan Tasaka

Manager, Major Events and Film

(604-276-4320)



Report to Committee

To:

Planning Committee

Date:

March 24, 2015

From:

Cathryn Volkering Carlile

File:

08-4055-01/2015

General Manager, Community Services

Re:

Examining Emergency Shelter and Transitional Housing Options

Staff Recommendation

- 1. That, in accordance with the approach outlined in the report titled, "Examining Emergency Shelter and Transitional Housing Options," dated March 24, 2015, from the General Manager of Community Services, staff be directed to advance dialogue with BC Housing, Vancouver Coastal Health Authority, Ministry of Social Innovation, Ministry of Children and Family Development and community stakeholders about partnership opportunities to:
 - a) Identify a host agency that would enter into rental agreements on behalf of an individual with private landlords, which would include a commitment by the agency to coordinate and/or delivery wrap-around supports, life skills, housing stabilization transition support, and community support connections;
 - b) Pursue the potential development of a Cooperation Agreement to support a pilot project for low-income, at risk Richmond individuals to access adequate amounts of combined subsidies to cover monthly shelter costs in the private rental market for an extended period of time to support housing stabilization and selfsufficiency (e.g.; up to 3 years);
 - c) That Staff investigate options for securing a property through partnerships with the appropriate zoning to utilize as an interim shelter option, to be staffed and operated by a non-profit housing provider experienced in working with the targeted population and supported through a network of health and community service providers:
 - d) Develop a sustainable operating model and funding rationale for emergency and transitional housing options; and

- e) Explore the joint development of an Expression of Interest to be issued by the City, BC Housing and Vancouver Coastal Health for the construction of an integrated housing development that includes a continuum of emergency, transitional and supportive housing with programmed community and health service spaces for individuals who are experiencing or who at-risk of homelessness.
- 2. That the report be sent to the appropriate Ministers, Members of Parliament (MPs), Members of the Legislative Assembly (MLAs), Vancouver Coastal Health, BC Housing, Richmond Community Services Advisory Committee, and the Richmond Homelessness Coalition.

Cathryn Volkering Carlile

General Manager, Community Services

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(604-276-4068)

Att. 2

REPORT CONCURRENCE					
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER			
Parks Services Recreation Services Real Estate Services Law and Community Safety	জ ত ত	lelearlite			
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	Initials:	APPROVED BY CAO			

Staff Report

Origin

The purpose of this report is to respond to the referral from the November 25, 2014 Parks, Recreation and Cultural Services Committee for staff to examine:

- 1. City assets that could be allocated to help meet the demand for extreme weather shelters;
- 2. Types of shelters that could accommodate families and women; and
- 3. Options to increase capacity for homeless shelters in the city.

This report supports Council's Term Goal #2 Community Social Services:

To develop and implement an updated social services strategy that clearly articulates and communicates the City's roles, priorities and limitations with respect to social services issues and needs.

2.5. Development of a clearer definition of affordable housing priorities and subsequent utilization of affordable housing funding.

This report addresses Social Development Strategy goals:

- 1.4 Pursuing development of an emergency shelter for women and children, and
- 1.7 Using the Affordable Housing Reserve Fund for strategic land acquisitions and other initiatives to facilitate provision of subsidized rental housing.

The community benefits that this report addresses are:

- Generating a full range of housing options to meet the needs of a diverse population;
- Building local capacity to sustain a coordinated response for vulnerable people; and
- Decreasing impacts to City services by ensuring that appropriate housing and support connections are available for Richmond residents.

Analysis

The City of Richmond's Affordable Housing Strategy was adopted on May 28, 2007. The Strategy has three priorities: 1) Subsidized rental housing, 2) Low end market rental housing, and 3) Entry level homeownership. This report, and the Council referral, primarily pertain to the first priority: subsidized rental housing (i.e. housing for households with incomes of \$34,000 or less requiring deep subsidies or significant assistance). Tenant populations of subsidized housing include such groups as: individuals experiencing homelessness, addictions, mental challenges, or disabilities; single parents with limited income; seniors on fixed pensions; and other groups in need.

Of the three priorities in the Affordable Housing Strategy, subsidized rental housing requires the most funding to build and manage. The City is committed to managing its resources in partnership with the private sector, local groups, agencies and other levels of government to meet the subsidized housing needs of low income households. The City recognizes that it will not be able to solve the housing affordability and access needs alone, but can assist in the solution. Metro Vancouver estimates that Richmond's low income housing demand for a 30 year period through to 2041 is 2,520 units. Since the adoption of the Strategy, the City has secured and/or negotiated a total of 477 subsidized rental units, which are currently at different stages of development.

The Strategy is guided by the understanding that generating an effective housing system at all points of the continuum requires a multi-level government housing policy and funding commitment.

The following section of this report provides an overview of the following:

- 1. Current multi-level government housing policy framework and local initiatives;
- 2. Current conditions in Richmond;
- 3. Estimated cost of homelessness and potential funding approaches;
- 4. Examination of City assets that could be allocated to meet the demand for emergency shelters; and
- 5. Strategic directions and options for Council consideration to address Richmond's current emergency and transitional housing needs.

1. Current Multi-level Government Housing Policy Framework and Local Initiatives

Housing policy is multi-faceted and complex. It is interconnected with economic, health and social policy outcomes involving all levels of government and the community.

The Federal Government has the legislative, regulatory and funding responsibility to help ensure an effective housing system exists for Canadians. Bill C-48 provides for a funding transfer mechanism to provinces on a per capita basis to meet housing needs along all points of the housing continuum from emergency housing to affordable homeownership.

Employment and Social Development Canada (ESDC) is the Federal Department responsible for developing, managing, and delivering social programs and services. Service Canada, an ESDC division, administers Homelessness Partnering Strategy funding through a Housing First approach. The Housing First approach focuses on providing people with direct access to permanent housing, services and support connections. It is a philosophy that is grounded in the principle that affordable, stable and permanent housing is a basic human right that is most successful when coupled with community-based services that meet individual needs. Also, the approach acknowledges that:

1. Local communities are best placed to identify and address local issues; and

2. Homelessness is a complex issue that requires collaboration with multiple partners to develop viable solutions.

As of 2014, Service Canada has committed to providing \$600 million in the next five years across Canada by disbursing Homelessness Partnering Strategy (HPS) funding through regional community entities to local communities to develop and employ housing and service solutions through a Housing First approach to address homelessness.

BC Housing is charged with the Provincial mandate to oversee, administer, and fund affordable housing options in British Columbia. It also administers Homelessness Prevention Plan (HPP) funding to offer people who are homeless or at risk of homelessness with portable rent supplements to assist them in accessing private market rental housing. Richmond is one of 32 BC communities receiving HPP funding. The Richmond program began receiving funding in 2014 and is administered by Chimo Community Services Society. The program assists four main groups of people:

- 1. Youth transitioning out of foster care;
- 2. Women who have experienced violence or are at risk of violence;
- 3. People leaving correctional and hospital systems; and
- 4. Individuals who identify as Aboriginal.

Metro Vancouver is the regional community entity for HPS funding administration and hosts the Regional Steering Committee on Homelessness (RSCH). The RSCH provides regional coordination to local housing planning tables.

In 2011, Richmond Homelessness Coalition (RHC) was formed as a local multi-stakeholder housing planning table, in which the City is involved. The RHC works with the RSCH, all levels of government, local non-profit housing and service providers, faith communities, businesses, and local residents to address homelessness issues in Richmond through an action-oriented working group model. The RHC identified five priorities through a multi-stakeholder engagement process:

- 1. Creating a Drop-in Centre as a support connection hub for individuals who are vulnerable, at-risk of homelessness, or experiencing homelessness (Current status: Opened October 2012 at St. Alban's Church);
- 2. Increasing capacity with local Outreach Workers (Current status: Developing a coordinated outreach response through partnership with Chimo Community Services Society, Ministry of Social Development-Integrated Outreach, RCMP, Vancouver Coastal Health, and City of Richmond- Joint Operations Team);
- 3. Developing adequate stock of supportive and supported housing options (Current status: Options addressed in this report);
- 4. Building on existing youth services to meet the needs of vulnerable youth (Current status: Completed a Youth Housing Survey and continuing to work with area agencies to develop appropriate service connections); and

5. Opening a year-round, emergency shelter (Current status: evidence-based research and multi-stakeholder needs assessment has been conducted through the RHC working groups).

The RHC has implemented an "Action Group" model, which includes: small groups of stakeholders to address, plan, and implement solutions to meet the community needs and RHC priorities.

2. Current Conditions in Richmond

Based on 2011 Canada Census data, 4,485, or 33 percent, of Richmond renter households are experiencing core need. Core Housing Need is identified as individuals and families, who are unable to access acceptable and suitable housing on the private market without spending 30 percent or more of their income. The data also reveals that there are 5,320 Richmond households (homeowners and renters) in need and spending at least 50 percent of their household income on shelter costs (INALH households); including: 830 senior households and 965 Lone-parent family households. Overall, INALH households face extreme affordability challenges and risk of homelessness.

Currently, the BC Housing Social Housing Registry reflects 680 active applications waiting for housing placement in Richmond. In addition, there are currently 1,131 Richmond households receiving BC Housing rental supplements, including: 529 Rental Assistance Program (RAP) subsidies to families and 602 Shelter Aid for Elderly Renters (SAFER). Households can utilize subsidies to partially cover rental costs.

The 2014 Metro Vancouver Regional Homelessness Count is considered a "24-hour snapshot" of homelessness trends but is not intended to account for the total local homelessness population. The 2014 Richmond count identified 38 homeless individuals; however, the RCMP, Ministry of Social Development-Outreach and Integration Unit, local outreach workers, and service organizations estimate closer to 200 Richmond individuals reliant on existing shelters, couch-surfing, or who are otherwise unstably housed.

In October 2012, the Richmond Drop-In Centre (RDIC) opened in St. Alban's Church as a pilot location. Since that time, the Centre has received 3,687 visits (2,950 males and 737 females). The RDIC estimates that they have 20 individuals who regularly visit the Centre on a weekly basis with others who visit periodically. RDIC estimates that 50 percent of their client population is episodically or chronically homeless. In the last year, RDIC staff assisted nine men in getting off the streets and into addiction treatment programs. In addition, RDIC also partnered with CHIMO Community Services Society to move seven men into short-term, temporary housing.

There are 20 short-term emergency beds in Richmond. These include Richmond House Emergency Shelter for men and Nova Transition House for women with or without children, fleeing violence. Between 2010 and 2013, Nova House has served 79 clients, turned away 281 women and 152 children. Both facilities have 10 beds each, and a 30-day stay limit.

There are currently no youth emergency shelter spaces in Richmond. Depending on individual circumstances, Richmond youth service providers share responsibility for accessing appropriate service connections for youth in Richmond and in Metro Vancouver.

In addition, BC Housing funds an Extreme Weather Response Program that is administered by St. Alban's Inn from the Cold with 22 spaces and Richmond House, operated by Salvation Army with six beds. Between November 12, 2014 and February 9, 2015, the St. Albans Extreme Weather Shelter (EWS) reports that they have been open 27 times. The total number of male visits is 249 and female visits are 50. In addition, Richmond House Emergency Shelter for men reports operating at full capacity for its year-round shelter and maintains a waitlist for spaces.

There are currently approximately 96 Richmond individuals over the age of 19 years old, receiving active outreach support in Richmond, who have been identified as being street entrenched homeless or precariously housed. Of this total, 34 individuals have temporarily relocated from Richmond to access services, temporary housing or supports that are not available or difficult to access locally. Of the 62 individuals who are currently residing in Richmond, 52 individuals or 84 percent, have been identified as experiencing mental health and/or addiction challenges and may benefit from appropriate supportive housing, health, and service connections.

According to a Lower Mainland District RCMP Mental Health Related report, Richmond detachment has experienced a 56 percent increase from 2010 to 2014 in mental health related files from 833 files in 2010 to 1,303 files in 2014.

Richmond clients receiving BC Housing Homeless Prevention Program (HPP) subsidies include: 38 females, 14 males, and 1 person identifying as transgendered. Of these individuals, 19 are experiencing absolute homelessness and 34 individuals are at risk of homelessness.

Successful housing stabilization requires wrap-around supports that are specific to the priority population and individual needs. The Richmond Community Services Advisory Committee, Addiction and Mental Health Task Group, prepared a report and proposal for Collaborative Case Management and community based services that contends:

- Richmond has an important gap in services when clients are isolated, disconnected and not adequately housed;
- Clients find it difficult to navigate services and from program to program in Richmond due to restrictive mandates, inadequate service delivery on the front line, and limited active outreach in the community; and
- Clients find mobility and transportation a barrier when moving throughout Richmond and Vancouver, where many mental health programs are offered such as forensic services and early psychosis intervention, which are not offered in Richmond.

The root cause of homelessness can't be generalized nor can the solution. Increasing opportunities for individuals to stabilize and gain self-sufficiency are multi-faceted; but often

includes basic access to: permanent, appropriate housing, sufficient income, consistent health services, and formal and informal community support connections.

3. Estimated Costs of Homelessness and Potential Funding Approaches

The 2012 Canadian Homelessness Research Network report titled, "The Real Cost of Homelessness," cites the average cost of housing options for individuals experiencing homelessness as follows:

Housing type or aid	Monthly cost
Shelter bed	\$1,932
Provincial jail	\$4,333
Hospital bed	\$10,900
Rental supplement	\$701
Social housing	\$199.92

As reflected in the above table, the cost to provide individuals with permanent housing is much less at \$199.92 per month versus \$1,932 per month for a shelter bed. The shelter bed figure doesn't include emergency response costs related to crisis intervention, which also escalate with vulnerable individuals.

The National Alliance to End Homelessness (NAEH) asserts that while an emergency shelter is a critical form of emergency assistance, it should only be used for crisis. Rather, a focus should be working with individuals to promote long-term housing stability, identify appropriate service connections, and generate flexible mechanisms within mainstream systems to assess risk factors of homelessness, barriers to stable, permanent housing, and required prevention and intervention efforts.

Senior Government is no longer prioritizing capital and operating funding allocation for standalone emergency facilities; rather, the emphasis has moved towards supporting co-located emergency, transitional and permanent housing options with access to appropriate supports.

Staff have explored various forms of integrated housing models. This model includes a continuum of housing options from emergency shelter to second stage transition housing and various community and health services in one building [Attachment 2]. This model allows various levels of government, housing and service providers to leverage funds, services, and capacity to meet the needs of vulnerable individuals, while supporting tenants to transition to permanent housing and support connections.

4. Exploring City Assets as Part of the Solution

Currently, there are no City-owned rental properties available for the provision of emergency housing. The City acquired a 6-bedroom home designated for use as a women's and children shelter; however, funding from senior levels of government was not available for the shelter's operation. Presently, the house is being leased to a non-profit society to operate a specialized women's residential program as an interim use.

The *Local Government Act* requirements restrict the ability for municipalities to utilize designated park land for residential use. The City does own and lease caretaker residential units in many of their parks. Given that the caretaker program is a targeted for a different use, staff feels that it would be more appropriate to examine a different City asset option.

5. Options for Council Consideration

City staff have consulted with various stakeholders in preparation of this report, including BC Housing, Vancouver Coastal Health, Chimo Community Services Society, St. Alban Anglican Church, the Richmond Homelessness Coalition's Women's Supportive Housing Working Group and Coordinated Outreach Response Working Group.

In addition, staff engaged City Spaces Consultants, to undertake an "Emergency Services and Transitional Housing Review" [Attachment 1]. City Spaces outlined seven Strategic Directions to respond to the needs, gaps, issues, and opportunities relating to the provision of emergency housing options in Richmond, which include:

- 1. Providing emergency shelter spaces and services for women;
- 2. Generating emergency services and supports for men and women;
- 3. Providing second stage housing for women;
- 4. Focusing on an integrated approach to housing and supports;
- 5. Supporting community mobilization efforts; and
- 6. Using Local Government measures and resources to advance strategic directions.

City Spaces indicates a growing trend during the past 10 to 15 years is that municipalities, community-based organizations and faith groups have worked together through partnership and joint ventures to gain support from senior government and private stakeholders to build or access housing to meets local needs.

With these factors in mind, staff present the following interim and long-term recommendations for Council's consideration and direction to staff to work with Senior levels of Government and community stakeholders to address the following:

1. How City assets could be allocated to help meet the demand for extreme weather shelters.

- 2. Develop innovative housing approaches to accommodate families and women through a Housing First approach; and
- 3. Explore sustainable options to increase capacity to develop and operate an integrated housing model that includes: emergency shelter beds, transitional housing and health and community supports.

The interim options incorporate and build on elements that already exist in Richmond through the Richmond Homelessness Coalition supported Rental Connect initiative to place individuals in housing first and then work with community partners, and levels of Government to provide wrap around supports and rent supplements to ensure housing stabilization and appropriate services have been allocated. The interim options for consideration are as follows:

Interim Options

The interim options incorporate and build on elements that already exist in Richmond through the Richmond Homelessness Coalition supported Rental Connect initiative to place individuals in housing first and then work with community partners, and levels of Government to provide wrap around supports and rent supplements to ensure housing stabilization and appropriate services have been allocated for those in need. The interim options for consideration are as follows:

- 1. Explore opportunities for the City to liaise with local housing and service providers to act as a host agency to enter into rental agreements on behalf of an individual or family with private landlords, which would include a commitment by the agency to coordinate and/or delivery wrap-around supports, life skills, housing stabilization transition support, and community support connections.
- 2. Engage in dialogue with BC Housing, Vancouver Coastal Health, and Ministry of Social Development and Innovation to enter into a Cooperation Agreement with the City and community partners to support a pilot project for low-income, at risk Richmond individuals to access adequate amounts of combined subsidies to cover monthly shelter costs in the private rental market for an extended period of time to support housing stabilization and self sufficiency (e.g. up to 3 years).
- 3. Secure a property with appropriate zoning to utilize as an interim shelter option, to be staffed and operated by a local non-profit housing provider experienced in working with the targeted population and supported through a network of health and community service providers.
- 4. Work with Senior levels of Government and community partners in the development of a sustainable operating model and funding rationale for emergency and transitional housing options in Richmond.

Long-Term Option

The long-term option builds on the measured outcomes of the proposed interim options to meet the critical, emergency housing needs for a diverse population (individuals and families) through a Housing First model. This approach also works to leverage resources, technical capacity, and funding to develop a sustainable capital and operating model to meet the diverse needs of vulnerable individuals. The long-term option for consideration is as follows:

 Explore the co-development of an Expression of Interest with BC Housing and Vancouver Coastal Health for the construction of an integrated housing development that includes a continuum of emergency, transitional and supportive housing with programmed community and health service spaces for individuals experiencing or who are at-risk of homelessness.

The interim options incorporate and build on elements that already exist in Richmond; whereas, the long-term option provides opportunity to further dialogue and partnership development to explore an integrated model to provide for short and long-term housing, and wrap around supports.

Financial Impact

The City's Affordable Housing Reserve Fund may be utilized to contribute to provide a capital contribution towards a multi-stakeholder project to purchase and acquire, which serves the emergency and transitional housing needs identified in this report.

Conclusion

Access to appropriate emergency housing and support options are critical in every community. When support structures and service entry points are made available for the community's most vulnerable residents, collectively, opportunity structures are generated to benefit the broader community along all points of the housing, community care, and socio-economic continuum.

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Att. 1: Emergency Services and Transitional Housing Review

2: Promising Practices- Emergency and Transition Housing Options



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FRAMING THE GAPS, ISSUES & OPPORTUNITIES

PURPOSE OF THIS REPORT

This is one of several background reports that will help the City of Richmond update its *Affordable Housing Strategy*, and arises from a Council referral in November, 2014.

There are three components to this report:

- 1. An overview of existing emergency services and transitional housing in Richmond;
- A summary of the critical gaps, issues and challenges, with particular reference to women and their children who have been victims of domestic violence; and
- 3. Strategic directions for further consideration and action by City staff, stakeholder groups, and City Council.

Section 3 presents a number of projects and policies of interest. While research included canvassing projects and approaches elsewhere in Canada and the US, the most relevant and progressive were located in British Columbia communities.

PAST & PRESENT

In considering how to address today's needs for emergency services and transitional housing in Richmond, it is helpful to reflect on what has happened prior to this report, as well as provide a present-day context for moving forward.

BACKGROUND & CONTEXT

The City of Richmond has been consistently creative and proactive in working to meet local housing needs. Having established the *Affordable Housing Reserve Fund* in the early 1990s, the City undertook negotiations to secure affordable housing through development applications that require rezoning. Both of these measures might be strategically used for transitional and longer term supportive housing in the future.

HOMELESSNESS NEEDS ASSESSMENT (2002)

Historically, Richmond has had a shortfall of emergency beds and support services to respond to local needs. The 2002 Homelessness Needs Assessment and Strategy identified that Richmond's emergency shelters were turning away an increasing number of people – 70 men and 195 women and children in 2001. At that time, the Strategy was presented as a series of short, medium and long-term projects under five themes: 1) upgrade and increase emergency shelter capacity, 2) create second stage housing, 3) develop a Community Awareness Strategy, 4) increase support to local services, and 5) build more affordable housing.

Thirteen years later, and only some aspects of the Strategy have been accomplished. However, the needs of 2002 and those of today remain very similar: transitional, second stage and third stage housing for women and children; integration of support services and housing; limited funding from other levels of government; and the critical nature of collaborative partnerships.

AFFORDABLE HOUSING STRATEGY (2007)

The City's 2007 Affordable Housing Strategy's priorities were directed toward subsidized rental housing for low income households, low end of market rental housing, and affordable entry-level homeownership. The City, together with community partners and other levels of government, has made considerable progress on these priorities, particularly regarding affordable rental housing.

However, since the Strategy was adopted, there has been increasing evidence of homelessness, and a growing number of precariously housed individuals. There has also been a shift away from a "shelter model" to one that recognizes the critical importance of also providing social and health supports. This integrated approach helps stabilize individuals, leading to improved health and well-being outcomes, and, from a societal perspective, reduces the demand on costly interventions by primary care providers and emergency services.



SOCIAL DEVELOPMENT STRATEGY (2013)

In 2013, the City of Richmond adopted the *Social Development Strategy*, which sets out goals and strategic directions for further planning and implementation by the City and its community partners. The Strategy includes a number of actions that address homelessness, including:

- Pursuing the development of an emergency shelter for women and children;
- Updating the 2002 Homelessness Strategy, including an examination of support service needs for those who are homeless, or at-risk of homelessness; and
- Supporting programs and initiatives that address domestic violence, poverty, mental health, and addictions.

IN RECENT YEARS

With the City of Richmond's support, several community tables have formed, with a focus on providing emergency services and supportive housing in a coordinated manner.

Focused on addressing issues of homelessness, the *Richmond Homelessness Coalition* (RHC) notes the importance of permanent affordable housing options and community supports as the primary components of generating a long-term solution to homelessness. In 2011, a community engagement process identified the following priorities:

- A year-round emergency shelter;
- A drop-in centre:
- Youth services;
- Outreach workers; and
- Supported/supportive housing.

Additionally, *RHC's Women's Supportive Housing Working Group* has researched the need for women's supportive housing options in Richmond. The Group has identified a need for a spectrum of housing and support that includes temporary transition housing, second stage housing, and third stage housing to allow women and children in crisis to stabilize, and attain increasing independence over time.

TODAY'S CONTEXT

POVERTY & HOUSING

Poverty is a persistent issue in Richmond. In the context of housing, households who must spend at least 50% of their gross incomes on adequate, suitable shelter are referred to as being in "deep core need", also referred to as INALH (In Need and Spending at Least Half on Housing). In 2011, 13% of renter households in Richmond were identified as being in "deep core need."

2014 HOMELESS COUNT

Homelessness, both constant and periodic, continues to be prevalent in many areas of Metro Vancouver. The most recent count was held over a 24-hour period on March 12, 2014. In Richmond, 38 people were identified in the count, of which 16 were sheltered and 22 living without shelter.

- Six Richmond women were identified in the Homeless Count. As a proportion
 of the total (16%), this is less than the regional benchmark of between 25%
 and 30%. This may suggest there is need for a different research methodology
 to identify the number of women and children in Richmond.
- Eleven seniors 33% of the total were counted. As Richmond's population grows and continues to age, this may be an indicator of future challenges.

Importantly, although the count identified only 38 people, local service providers and the RCMP estimate that **there could be as many as 200 people reliant on existing shelters, couch-surfing, or are otherwise unstably housed.** This includes a number of seniors, and women with children, who are known to be living in situations where they are subject to emotional or physical abuse.

EMERGENCY SERVICES IN RICHMOND

The following graphic represents the spectrum of emergency shelter and transitional housing. These terms are defined in Section 4: Glossary of this report.

SAFE HOUSES

SECOND STAGE
HOUSING

THIRD STAGE
HOUSING

THOUSING

TRANSITION
HOUSING

TRANSITIONAL
HOUSING

Length of Stay

Women are often underrepresented in a 24-hour count, and are more likely to be among the hidden homeless.

As many as 200 people could be reliant on existing shelters, couch-surfing ,or are otherwise unstably housed.

Richmond Women's Supportive Housing



Nova House turned away an average of 281 women and 152 children per year between 2010 and 2013.

Chimo Community Services

In Richmond, there are 20 short-term emergency beds for persons in need. These include the Richmond House Emergency Shelter for men, and Nova Transition House for women, with or without children, fleeing domestic violence. Both facilities have 10 beds each, and a 30-day stay limit. An additional 22 beds were funded as part of BC Housing's *Extreme Weather Response Program* – 16 at St. Alban's Inn from the Cold, and an additional six in Richmond House, which is operated by the Salvation Army.

NOVA TRANSITION HOUSE

Nova House, operated by Chimo Community Services, provides temporary accommodation in a safe and secure environment for women, and their children, who are experiencing violence, or are at-risk of violence. Women and children are able to access emotional support and available resources. Under extenuating circumstances, a stay may be longer than 30 days.

Nova House key statistics and client data (2010-2014) highlight the extent to which Richmond is under-serviced by emergency services and supportive housing:

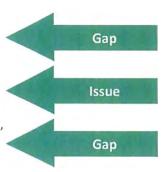
- The average annual number of unique clients served between 2010 and 2013 was 79. During the same period, the average annual number of turnaways was 281 women and 152 children;
- 19% of Nova House clients self-identified as Aboriginal, a notable overrepresentation of the Aboriginal population in Richmond at 1.4%;
- Women with children tended to stay much longer than single women (20 days instead of 12), an indication of the difficulties in finding suitable housing options for those with children; and
- 41% of all clients leaving Nova House moved to better housing options (2013-2014). Of all clients discharged in those years, 34% were women with children.

RICHMOND HOUSE MEN'S SHELTER

The Richmond House had occupancy levels of 95% or more between 2011/12 and 2013/14. The number of unique clients ranged from 129 to 147 annually. These figures call into question the completeness of the 2014 Homeless Count.

TRANSITIONAL HOUSING GAPS & ISSUES

- Currently, there are no transitional housing options for men who are homeless, or leaving the shelter in Richmond.
- Nova House cannot accommodate the short-term needs of women, with or without children – an additional transition house is needed.
- There is no second or third stage housing for women and children in crisis, those transitioning out of Nova House, and/or those in need of varying levels of support as they regain stability and independence.
- As part of the anticipated Storeys development in Richmond, there are 16
 units of second and third stage housing to be operated by Atira Housing.



THE FUNDING & DEVELOPMENT CONTEXT

SENIOR GOVERNMENTS' ROLE

Capital spending by senior governments on new-build projects or acquisitions has received very limited support or funding in recent years. That said, BC Housing has been a willing partner by helping non-profit housing providers with low-interest mortgage financing.

The Provincial government has also shifted funding away from emergency shelters to long-term housing combined with supports. This shift could be interpreted as a preference for projects that co-locate with short-term transitional housing (i.e., 30 days), or with longer term supportive housing in the same buildings. Knowing this, there is likely to be more receptivity to buildings that integrate short and long-term housing with on-site support services, and providers that accommodate "in-reach" services.

Opportunity

In the area of homelessness prevention, BC Housing has been promoting rental assistance programs (i.e., rent supplements) to support at-risk individuals. There has also been increased funding for outreach workers to help individuals and families find affordable, appropriate housing; provide short-term loans in crisis situations; advise on tenants' rights; and, if needed, assist tenants with applications to the *Residential Tenancy Branch*.

LIMITED LAND

Richmond's urban area is rapidly becoming built out, and land values are rising. Finding suitable sites for transitional, second stage and longer term supportive housing is already challenging, and will become more difficult as development continues to take place.





FUNDRAISING

Non-profit providers are constrained by their need to raise funds to build new, acquire, or renovate proposed projects. In most situations, regardless of how many partners are involved, (e.g., land, cash contributions, low-interest mortgages, or staff time), there is usually a shortfall between what has been committed, and what is realistically needed to cover soft and hard costs.

ENTERPRISING ORGANIZATIONS

During the past 10 to 15 years, municipalities, community-based organizations, and faith groups have worked together in joint ventures, and partnerships, to build housing that meets local needs. Through these efforts, a great deal has been learned on how to best bring projects to fruition – some societies have merged, and some of the most experienced housing providers are looking to expand their portfolios.





2. STRATEGIC DIRECTIONS

SEVEN STRATEGIC DIRECTIONS

From the work already undertaken by the City of Richmond, non-profit housing providers, and planning tables, such as the *Richmond Homelessness Coalition*, a set of seven strategic directions has been identified. These directions respond to the needs, gaps, issues, and opportunities discussed in the previous section.

1. Emergency Shelter Spaces & Services for Women

Women in Richmond who are homeless, or at-risk of homelessness, have no options, and must leave the community in order to find emergency shelter spaces or related services. Richmond is home to homeless men, women, and children, and those who are at-risk of homelessness. While there is one 10-bed shelter for men in Richmond, there is no equivalent shelter for women – this is a major gap.

2. Emergency Services & Supports for Men & Women

St. Alban's Church provides limited drop-in services for at-risk women and children, including laundry, shower, community mail program, and other services. These services have been highly subscribed by both men and women. Continuation of this important program, and expansion to seven days a week is recommended.

3. Second Stage Housing for Women

It is difficult for women, with or without children, who are dealing with situations of violence and abuse to manage their crises, find housing, and achieve stability within the 30-day stay limit. Currently in Richmond, there is no second stage housing for women when they leave safe house, so there is also no continued access to staff support, as these women regain stability and independence. Nova House clients are often referred to housing and locations outside of Richmond.

PROPOSED APPROACH

Early consideration should be given to a new building, or acquisition and renovation of an existing building as second stage housing for women ,with or without children, for up to 18 months. The design should accommodate self-contained units, and areas for socializing, support services, and other programming. Up to 50% of the units should be designed for women with children. To advance this action, the City and members of Richmond's *Homelessness Coalition* should investigate locating a suitable site. This project will have additional traction, and possibility of senior government funding, if it is colocated with other uses. Thoughtful consideration of the mix of uses is important, given the sensitivities and unique needs of women transitioning from situations of crisis and instability.

4. Expansion of Women's Transition House

There is a strong need for additional short-term safe house spaces for women and children facing domestic violence. These spaces should include accessible, or barrier-free beds for women with physical accessibility issues, and support for those with complex behavioural challenges, or mental health and substance use issues. With hundreds of turnaways each year, Nova House is unable to help households with such special needs. A second transition house would better accommodate the varied needs in Richmond today.

PROPOSED APPROACH

The preferred approach is to build a second transition house in another location, potentially modeled as low-barrier. This site would provide housing and supports for women ineligible at Nova House. City staff would work in collaboration with a transition house provider to identify a location, and prepare a business case for review by potential lenders. A project advisory group should be established, and a team identified to coordinate and oversee design and construction.



5. Focus on Integrated Approaches to Housing & Supports

As part of the exploration of sites or acquisitions, consideration should be given to opportunities that allow an integration of uses – short- and longer term supportive housing; supportive housing and commercial uses; supportive housing and market rental housing.

6. Support Community Mobilization Efforts

In the past few years, local community groups have been very active in identifying gaps and opportunities in responding to those most at-risk in the community. The City has also participated in various planning tables addressing these gaps and opportunities.

The City should continue to participate and support the vital work of these organizations and planning tables.

7. Use Local Government Measures & Resources

The City should continue to use its zoning powers to negotiate with developers who want bonus floorspace. This measure could be used to acquire longer term transitional units within a new development. In such a situation, support services would be delivered, rather than be located, on site.

The City's Affordable Housing Reserve Fund is another way to advance the projects described. This program has been successful, with recent projects in various stages of planning and development, including Kiwanis Towers, The Storeys project, and The Cressey project.

3. EXAMPLE PROJECTS & PRACTICES

Working with community partners and all levels of government, non-profit organizations have been pioneers in identifying, and responding to, the housing challenges faced by women, with or without children, who are at-risk of homelessness and/or facing situations of violence or abuse. Research beyond BC and Canada reveals few models or approaches not already in practice locally. Selected examples are presented here as a reference.

SHORT-TERM TRANSITION HOUSES

ROSE HARBOUR, Campbell River

Opened in 2013, Rose Harbour, a 27-unit, four-storey housing development, provides affordable, supportive housing for women, with or without children. Residents have a number of services available, including one-on-one support, a nurse practitioner clinic once a week, yoga and meditation classes, child support worker access, self-development workshops, and public health nurse and vaccination clinics. Tenancy training is also offered to help residents with moving into independent housing. Rose Harbour is operated by the Campbell River and North Island Transition Society.

SHEENA'S PLACE, Surrey & ELIZABETH GURNEY HOUSE, New Westminster

Elizabeth Fry Society was the first, and is still one of the only organizations to operate shelter homes for women and their children. Sheena's Place and Elizabeth Gurney House offer safe, supportive environments for families without resources. These shelters provide daily necessities, crisis intervention, addiction and debt counseling, and support with accessing low income housing.

SHORT- & LONGER TERM SUPPORTIVE HOUSING

MAXXINE WRIGHT CENTRE, Surrey

The second and final phase of the Maxxine Wright Centre opened in 2011. The first phase, opened in 2010, provides 12 short-term shelter beds, a 59-space child care centre, a community kitchen, and a pre- and post-natal clinic. The partnership involved:

- Provincial government contribution a \$500,000 grant, \$11.9 million in construction financing, and a \$1.6 million capital grant for the child care centre;
- City of Surrey contribution \$1.0 million through the Surrey Homelessness and Housing Fund;
- Atira Women's Resource Society provided \$1.2 in mortgage financing, and land valued at \$272,651.

ELSPETH ALLEY HOUSING, Burnaby

This new housing for elder women is a result of an agreement, between the Anglican Diocese of New Westminster and Atira Women's Resource Society, to operate a 23-apartment women's residence in the former Abbeyfield House in Burnaby. The apartments are designed for older women who are homeless, or are at-risk of homelessness. Along with the apartments, the building offers a common kitchen and amenity space, including living and activity rooms. Support services include a 24/7 live-in coordinator, life skills education and training, and treatment support.

The Anglican Diocese of New Westminster leases the land to the Society at a nominal rate, while the BC government provides annual operating funding of \$165,000 for the provision of support services.

EAGLES LANDING, Prince Rupert

Eagles Landing, a 23-unit building funded by the Provincial government, opened in 2013. The facility provides transitional and supportive housing for women and their children fleeing domestic abuse. Eagles Landing was built on the site of the former Moresby Townhouses, an older, underutilized public housing development owned by the BC government.

The Province contributed \$5.4+ million for the development, and provides annual operating funding of \$730,000, along with program funding of \$193,500. The Real Estate Foundation of BC provided a grant of \$275,000, and Northern Health provides annual operating funding of \$54,000.



SUPPORTIVE & SECOND STAGE HOUSING

CHRISTINE LAMB RESIDENCE, Abbotsford

The Christine Lamb Residence, a 41-unit supportive housing development for women and children at-risk of homelessness, opened in 2012. The four-storey development is managed and operated by the Women's Resource Society of the Fraser Valley. Residents have access to on-site support services, life skills programming, and social activities.

The Province provided approximately \$8.9 million in funding, and the City of Abbotsford provided the land, valued at over \$1.3 million, as well as waiving property taxes and development cost charges.

SANTA ROSA PLACE, Mission

Santa Rosa Place, located in Mission, is a 12-unit second stage transitional housing project. The apartments consist of studio, and one and two-bedroom units, all of which are modest in size. There is also an apartment that is used as a community space where residents can cook together, watch TV, use the computer, hold a meeting, or just socialize. All units are self-contained with full bathing facilities.

ALDER GARDENS, Surrey

In 2012, mothers and children at-risk of homelessness moved into their new home at YWCA Alder Gardens, a new 36-unit supportive housing development. This was the first project under an agreement, between the Provincial government and the City of Surrey, to create 103 new supportive housing units on City-owned sites to reduce homelessness. The building includes a mix of two-, three- and four-bedroom apartments, common amenity space, an outdoor play area, and community meeting spaces. The project was funded by:

- The Federal government with \$461,026 under the Homelessness Partnering Strategy.
- The Provincial government provided a grant of almost \$9 million, and provides annual operational funding of \$ 212,311.
- The City of Surrey provided land equity valued at \$1.4 million, as well as a municipal levy reduction of \$1.1 million.
- YWCA Metro Vancouver, and its supporters, provided equity of \$556,974 for the project.



UNIQUE PRACTICE: HOUSING WITH PETS

The SafePet Program is designed for Ontario Violence Against Women (OVAW) shelters and shelter staff, in collaboration with the Ontario Veterinary Medical Association (OVMA), to assist women at-risk of abuse in making the decision to leave an abusive situation, and enter a OVAW shelter when they have a pet. The program was first prompted by studies that showed abused women delay their decision to leave abusive situations if it means leaving companion animals behind.

The program is meant to assist women, who have entered a OVAW shelter, to find temporary shelter and care for their pets while they are unable to care for them directly. Program volunteers act as pet foster families, and veterinary care and exams are provided by volunteer clinics.



4. GLOSSARY

EMERGENCY SHELTER

Short-stay accommodation of 30 days or less. Emergency shelters provide single or shared bedrooms, or dorm-style sleeping arrangements, with varying levels of support to individuals.

TRANSITION HOUSE

Commonly known as a *safe house*, a transition house is a safe residence where women (and children) who are fleeing violence, or abuse, are able to stay for up to 30 days.

SECOND STAGE HOUSING

Provides short-term, safe, affordable, and independent housing, and some services similar to those provided in transition houses. Typical stays at a second stage house last for six months to a year.

TRANSITIONAL HOUSING

Housing that is time-limited, and provides people with a range of training opportunities, practical help with daily living, and counseling in order to live independently.

THIRD STAGE/SUPPORTIVE HOUSING

Subsidized housing that provides ongoing supports, and services to residents who cannot live independently, and who are not expected to become self-sufficient. This form of housing may be located in a purpose-designed building, or scattered site units, and does not have a limited length of stay.

PRIVATE MARKET RENTAL HOUSING

Provides the majority of rental housing that is affordable to households with low to moderate incomes. This can include purpose-built rental housing, as well as housing supplied through the secondary rental market, such as basement suites, rented condominium units, or other investor-owned houses/units.



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5th Floor, 844 Courtney Street, Victoria BC V8W 1C4 | 250.383.0304

Suite 208, 811 Manning Road NE, Calgary, AB Canada T2E 7L4 | 403.454.2468

www.cityspaces.ca

Our Place, Victoria, BC

- An inner-city community centre serving Greater Victoria's vulnerable individuals, with a mission to provide a sense of hope and belonging
- Our Place is a community hub model clients have access to meals, housing, showers, clothing, and services (including health, education and life skills) in one centre
- The building is five-storeys, with programming and meals on the first two floors and housing on the top three floors
- There are 45 private rooms offering supportive housing for individuals working towards independent living
 - o In 2013, 20 individuals transitioned from Our Place housing to independent living
- Two of the units are dedicated to short-term housing for individuals waiting to access a detoxification or rehabilitation program
- Each resident works with an Our Place support worker, and if necessary, a mental health and addictions clinician the service providers develop a plan with the client to overcome disabilities and challenges that prevent the resident from living independently
- Health services at Our Place include: access to showers, a full-time mental health/addictions clinician, psychotherapy and grief/loss counselling
 - o Acupuncture, acupressure and chiropractic services are offered once per week
 - Spiritual wellness services are available, with multi-faith programming and First Nations programs
 - o Dental students provide direct patient care and health advocacy
 - o Nursing and medical students provide feet hygiene care
 - O Veterinarians come once a month for pet care
- Our Place provides a variety of programming such as computer training, meals, employment skills program, mail and messaging centre, referrals and choir participation
- Our Place worked in partnership with nearby residents (North Park and Downtown Residents Associations), the City of Victoria and the Victoria Police Department to form the Good Neighbour Agreement: this agreement is a commitment to communicate with one another, address concerns, show respect for the street community and follow through on agreed actions
 - The Good Neighbour group meets once a month at Our Place to discuss existing and emerging neighbourhood issues
- Our Place received a \$7.4 million capital grant from the Province, plus annual operating funding

Pathways Model, New York, NY

- Founded on the belief that housing is a basic human right for all individuals
- Program provides housing before any other services are offered. Clients are offered immediate access to permanent independent housing
- Priority given to women and older adults as they are at a higher risk of victimization and health problems. Priority is also given to other individuals who have other risk factors (e.g.: hx of incarceration) that impede access to other programs.
- With the assistance of staff, clients locate and select and apartment, execute the lease, find furnishings and move in.
- If a suitable apartment isn't located immediately then the client is offered a room at the local YMCA or a hotel until housing is located.
- Scatter site housing

4544844

- Rent subsidies of up to 70% of rent
- ACT team provides mental health, physical health, substance abuse support, vocational support and other services.
- Pathways research conducted between January 1993 and September 1997 found that over a five year period the program resulted in an 88% housing retention rate for study participants (242 individuals).

- "After clients are housed away from the war zone of life on the streets they are much more likely to seek treatment for mental health problems and substance abuse voluntarily" (Tsemberis, Eisenberg, 2000, p. 492).
- More than 65% of study participants were receiving treatment from the program's psychiatrist
- Primary foci of the program is housing first and client self-determination

At Home/Chez Soi Project, Five Canadian Cities

- The At Home/Chez Soi (AT/CS) project was closely based on the Pathways model as it was acknowledged it as an empirically supported intervention.
- 500 individuals participated in 5 cities across Canada (Vancouver, Winnipeg, Toronto, Montréal AND Moncton.
- Individuals with high needs were supported by ACT teams while individuals with moderate needs were supported by Intensive Case Management teams.
- For the AT/CS study, some participants were given 'Treatment as Usual' (TAU).
- In the last six months of the study 62% of housing first participants were housed all of the time, 22% were housed some of the time and 16% were housed none of the time.
- Conversely, in the last six months of the study 31% of the TAU participants were housed all of the time, 23% were housed some of the time and 46% were housed none of the time.
- The study found that every \$10 invested in Housing First Services resulted in an average savings of \$21.72. The main cost offsets were psychiatric hospital stays, general hospital stays, home and office visits with community care providers, jail/prison incarcerations, police contacts, emergency room visits, and stays in crisis housing and SROs with support services.

Island Crisis Care Society (ICCS), Nanaimo, BC

• Five regular programs

- Samaritan House 10 emergency beds. Women may self-refer or be referred by a community agency. Samaritan House provides shelter, food, hygiene and clothing as well as on-site case management and subsequent referrals to other community agencies and programs. Staff work with health authority outreach workers to assist women in recovering from physical, emotional and psychological issues. Samaritan House receives operating funding through BC Housing and donations. They have also received infrastructure grants from Service Canada, BC Housing, Island Health (VIHA) and the City of Nanaimo.
- o <u>Crescent House</u> 6 Crisis Stabilization Beds. Supported transitional housing and crisis stabilization for adults with serious and persistent mental illness. Located near the Nanaimo Regional Hospital. On-site ICCS support workers provide 24 hour supervision while VIHA teams (Community Support, ACT, Forensic Services and Crisis Response) provide clinical support. Low barrier housing for short and long term stays. Funding for Crescent House is through contracts with VIHA, the Ministry of Social Development and BC Housing as well as donations.
- Hirst House 6 Crisis Stabilization Beds. Modelled on the Crescent House model and serving the Parksville, Qualicum Beach, Coombs and Errington communities. Referrals are received from the local VIHA Adult Mental Health and Substance Use Team. Clients tend to stay longer than average stays at Crescent House. Residents have private rooms, have prepared meals and staff support. Housing is secure and drug free. Funding for Hirst House is through contracts with VIHA, the Ministry of Social Development and BC Housing as well as donations.
- Safe Harbour House 5 Crisis Stabilization Beds. Short term crisis housing. Case
 Management and subsequent referrals are provided by VIHA community Crisis Response

and ACT teams. Operating funding is provided by VIHA, the Ministry of Social Development and donations.

O The Bridge – 6 Supportive Recovery Beds. ICCS purchased and renovated a house adjacent to Safe Harbour House in 2010. Longer stays are provided to ACT team clients. Capital Funding for this project was provided by Service Canada with Operation Funding provided by Service Canada, VIHA, Ministry of Social Development and donations.

• Three Pilot Projects

- o Martha's Place 8 Supportive Housing Beds in Samaritan House. Residents receive a private room, an evening meal, 24 hour supervision, groups and access to Support and Outreach workers. Low barrier housing for residents who cannot live independently and who are not expected to become fully self sufficient. No limit on length of stay.
- Mary's Place 5 transitional housing beds in a residential home. Second-stage, high barrier housing. Five women share the living space and four bathrooms. The house has 2 sets of washers and dryers. Residents are provided with a bus pass. Outreach workers visit the house on a daily basis. The objective of the program is to help women (including women fleeing abuse) move toward independence and self-sufficiency. Length of stay ranges from 30 days to 2 3 years.
- Rent Subsidies 5 in Market Rental Housing. Available to women who have taken the <u>STAR Renter's Program</u> and who agree to meet with an Outreach Worker on a weekly basis. Participants can secure rental market units, rooms, studio or apartments.

Waterloo Region, Homelessness to Housing Stability Strategy (2012)

After finding success with their 2007 – 2010 homelessness strategy (90% of 92 recommended actions were completed or in progress), the Waterloo Region updated the strategy in 2012. The primary goal of the strategy is to end homelessness in the region. To accomplish this, the region created both a policy framework and an action framework. Guiding the policy and actions is the belief that "housing stability for everyone...helps to restore dignity, reduce human suffering and create the conditions necessary to ensure [the] region is resilient.'

Successes of the Strategy

- The STEP (Support to End Persistent Homelessness) Program was established in partnership with 12 community programs and with funding from the Government of Canada, the Ontario Provincial Government, the Ontario Trillium Foundation and the Region of Waterloo. In 2012, the Regional Council endorsed an updated target of 500 people housed through the STEP program. Between 2008 and 2013 this goal was surpassed as the STEP program assisted 521 people who were experiencing persistent homelessness to move into permanent housing.
- The Region commissioned a Social Return on Investment analysis and found that for every dollar invested in the STEP program there was an average return of more that \$9 in social value created.
- Between 2012 and 2013, demand for emergency shelter decreased with a decrease in 13% of the number of families sheltered and a decrease of 15% in the number of children sheltered. The length of stay for these families increased from 42 days to 45 days. These gains were largely accomplished through the Family Homelessness Diversion program which was piloted in 2013 which provides families with immediate and intensive support to identify and remove barriers to housing stability. It was found that the average cost to support a family through the diversion program costs \$1,200 and takes approximately 2 weeks while the cost for a family to stay in an emergency shelter for the average 42 day stay costs \$4,150.

Calgary Urban Project Society (CUPS), Calgary, AB

In the 1980's, representatives from several downtown Calgary churches met together to develop a project whereby they could provide referral services and basic medical care to those who came to them for help. In 1989, The Canadian Bible Society building in the downtown area was leased to the group and CUPS was officially founded. Now, over 25 years later, CUPS is a multi-service agency providing support to thousands of Calgarian residents living in poverty. CUPS provides assistance through housing, health and educational support.

Housing

Since 2008, CUPS has housed over 3,600 homeless adults and children and helped others maintain their housing. This has largely been accomplished through the following programs:

- **Key Case Management** assists adults who have experienced chronic homelessness to access and maintain low-barrier housing. Once housing is secured, case managers work with individuals to help them adapt to being housed and to develop self-sufficiency. From 2013-2014 80 Key Case Management participants were housed and 95% of that group remained housed.
- Community Development Provides a rental subsidy and program staff and volunteers work closely with participants to increase their social interaction through involvement in community events and programs. 144 individuals are currently enrolled with room for 56 more participants.
- Client in Transition A one-time financial help of up to \$400 to assist in stabilizing housing. The \$400 may be used for a damage deposit, first month's rent, avoiding utility disconnection or eviction. The funds may not be used for unpaid or overdue rent.
- Supports CUPS also assists with obtaining basic identification, crisis management assistance, referrals and preparing taxes.

CUPS provides health and dental services including:

- General health care
- Blood tests, immunizations, EKGs
- Pre and post natal care (in the Women's Clinic)
- Paediatric Care
- Mental health care
- Dental Clinic and Extractions Clinic
- Visiting Specialists (e.g.: psychiatry, gynaecology, optometry, infectious disease)
- Hep C testing, treatment, support
- Diabetes group education
- Outreach medical care provided at local shelters
- Addictions specialist once per week

Between April 1, 2013 and March 31, 2014, CUPS provided medical care for 5,183 patients. This number included pre-natal care for 214 women, paediatric care for 659 children and mental health care for 530 adults.

Education Services

Pre-Natal to Three Child Development Centre

Parents attend the 16 session Nurturing Parent Program which is focused on early intervention and provides support, education and training related to parenting and child development. Participants also have opportunities to practice the skills they learn at the centre. Also available: play and attachment therapy, psychological counselling, early literacy programs and recreational opportunities.

One World Child Development Centre

An early intervention preschool and kindergarten program for children ages 3 to 6 years old that have educational challenges due to trauma based environments. Parents have a family support worker assigned to them, attend the Nurturing Parent Program, attend community kitchen events and recreational outings and receive support through CUPS health and housing programs.

Family Development Centre

The Family Development Centre provides education to pregnant women, families and children who are impacted by poverty. The Centre offers intensive parent education, goal setting with clients, group classes, home visits, psychological support and recreational opportunities. The centre has also implemented the Supporting Fathers Initiative which highlights the importance of fathers in families and works to strengthen family relationships.

Lorraine Melchior Bursary Fund

Financial support for individuals pursuing education. The bursary is designed to assist applicants with expenses such as rent, childcare, food and transportation while they are in school so that these things do not become barriers to acquiring education. Recipients have used the bursary as they have worked toward their GED, academic upgrades, trades certificates, ESL, immigrant skills transfer and university degrees.

Between April 1, 2013 and March 31, 2014:

- 87 students enrolled in the Prenatal to three and One World Child Development Centre
- 224 parents attended the Nurturing Parent Program
- 207 parents attended other CUPS parenting programs
- 628 families in crisis were supported
- 69 adults received the Lorraine Melchior Bursary Fund



Report to Committee

Planning and Development Department

To:

Planning Committee

Date:

April 14, 2015

From:

Re:

Wayne Craig

File:

RZ 14-669511

Director of Development

Application by Yamamoto Architecture Inc. for Rezoning at 9560 Alexandra Road

from "Single Detached (RS1/F)" to "Town Housing (ZT67) - Alexandra

Neighbourhood (West Cambie)"

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9240, for the rezoning of 9560 Alexandra Road from ""Single Detached (RS1/F)" "to "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)", be introduced and given first reading.

Wayne Craig

Director of Development

WC:døb

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing Parks Services	র্জ ত	he Freg

Staff Report

Origin

Yamamoto Architecture Inc. has applied to rezone 9560 Alexandra Road from "Single-Detached (RS1/F)" to "Town Housing (ZT67) – Alexandra Neighbourhood (West Cambie)" in order to construct 20 three storey townhouse units.

A location map and an aerial photo are provided in Attachment 1. A proposed site plan and preliminary landscape plan are provided in Attachment 2.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is in Attachment 3.

Surrounding Development

To the North: Properties immediately north of the subject site (i.e. 9491 to 9591 Alexandra

Road) are part of a rezoning application (RZ 12-598506) by 0731649 BC Ltd. which proposes to develop 280 units in a 4 storey wood frame apartment building. The application seeks to rezone the site from "Single Detached (RS1/F)" and "Two-Unit Dwellings (RD1)" to a Site Specific Zone. This application is

currently in being reviewed by staff.

To the East: Six lots (9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road) under an

application for Rezoning (13-649999) from "Single Detached (RS1/F)" and "Two-Unit Dwellings (RD1)" to "Town Housing (ZT67) — Alexandra Neighbourhood (West Cambie)" in order to develop approximately 96 three storey townhomes on the assembled site. This application was granted third

reading at the July 21, 2014 Public Hearing.

To the South: Alderbridge Way and the Garden City lands to the south of that. The 55 hectare

(136.5 acres) Garden City lands are zoned "Agriculture (AG1)".

To the West: To the immediate west, 9540 Alexandra Road is currently zoned "Single"

Detached (RS1/F)". This property is designated as Park under the Alexandra Neighbourhood Land Use Plan but is currently privately owned. Immediately to the west of 9540 Alexandra Road is a narrow park strip (zoned "School and

Institutional Use (SI)") owned by the City.

Related Policies & Studies

Official Community Plan - West Cambie Area Plan

The site is designated "Neighbourhood Residential" in the Official Community Plan (OCP) and townhouses in the West Cambie Area Plan with a maximum density of 0.65 FAR with potential density bonus to a maximum of 0.75 FAR with the provision of built affordable housing. The proposal is consistent with this designation at 0.65 FAR and provides a cash contribution to the affordable housing fund. The West Cambie Area Plan is shown in Attachment 4.

Aircraft Noise Policy

The subject property is located within Area 2 of the Aircraft Noise Sensitive Development (ANSD) Policy Areas, which allows all aircraft noise sensitive land uses except new single family. The proposed townhouse development conforms to this policy. The Rezoning Considerations include provisions for the registration of a restrictive covenant related to aircraft noise.

Flood Management

The proposed development will meet the flood proofing requirements of the Flood Plain Designation and Protection Bylaw No. 8104. Registration of a flood indemnity covenant on title is required prior to final adoption of the Rezoning Bylaw.

Energy Efficiency

This project will be required to achieve an Ener-Guide rating of 82 or better and to pre-duct for solar hot water heating. Registration of legal agreements on title ensuring these requirements will be addressed prior to Bylaw adoption is included in the Rezoning Considerations.

Public Consultation

Development information signage has been installed on the subject site. No telephone or written enquiries have been received to time of writing.

Analysis

Preliminary Architectural and Landscape Plans

The intent of the rezoning application is to allow development of a 20 unit townhouse development arranged in four buildings. The townhouse units are proposed to be 3 storeys high and each unit will have 3 bedrooms providing the ability to accommodate families. The site will include a 133.78 m² (1,440 ft²) outdoor amenity space with play equipment and landscaping.

Conceptual development plans are provided in Attachment 2.

Site Servicing and Vehicle Access

No significant concerns have been identified through the technical review. Key elements of the required off-site works will include replacement of the watermain along the site's frontage, upgrading of sanitary and storm sewers in the vicinity of the site, undergrounding of private utilities, road improvements along Alexandra Road and walkway upgrades along Alderbridge Way. These elements will be addressed through a forth coming Servicing Agreement to be executed prior to final adoption of the Rezoning Bylaw.

Registration of a covenant to ensure that only emergency vehicles can access the site from Alderbridge Way is required prior to final adoption of the Rezoning Bylaw. Removable bollards or an equivalent barrier system will be required at the emergency access through the forth coming Development Permit. Registration of a Statutory Right of Way (SRW) is also required to ensure that emergency vehicles will have access through the site and the ability to connect to the neighbouring property if necessary. Registration on title of this SRW is required prior to final adoption of the Rezoning Bylaw.

To facilitate an uninterrupted 20 m (19.7 ft) wide greenway at the northern end of the property, a Statutory Right of Way (SRW) has been secured over the adjacent property (9580-9680 Alexandra Road) to provide access to the subject property. Way finding signage has also been secured to facilitate locating the future dwellings on the subject site.

A road dedication is required to accommodate the installation of a new 3.3 m (10.8 ft) wide public sidewalk with pedestrian scale lighting and a 1.5 m (4.9 ft) wide treed boulevard along Alderbridge Way between the subject property's eastern property boundary and May Drive. New pedestrian lighting will also be required along this same area.

West Cambie – Alexandra Amenity Contributions

The site is subject to the "West Cambie-Alexandra Interim Amenity Guidelines Policy 5044" for voluntary developer contributions toward affordable housing, community and engineering planning costs, child care and City beautification for new developments in the Alexandra area.

The contributions for community and engineering planning costs (estimated at \$1,968.49), child care (estimated at \$16,872.77) and City beautification (estimated at \$16,872.77) will be finalized and collected at the prior to final adoption of the Rezoning. The City beautification contribution may be reduced from the rate established by Policy 5044 as a result of frontage improvements identified and bonded for through the Servicing Agreement that extend beyond the site's immediate frontage. These contributions are included in the Rezoning Considerations to be addressed prior to Bylaw adoption.

Parking

The preliminary site plan indicates that 40 regular parking spaces and 4 visitor parking spaces will be provided meeting the Zoning Bylaw requirements for a project of this size. The site plan also indicates that 24 (55%) of the 44 parking spaces will be in a tandem configuration as is permitted under the proposed ZT67 Zoning. Registration of a legal agreement on title is required prior to final adoption of the Rezoning Bylaw ensuring that the tandem stalls will not be used for habitable space and that each set of two tandem parking spaces shall be assigned for use by only one unit.

Affordable Housing

The proponent has opted to build to a maximum density of 0.65 FAR and provide a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund. The estimated Affordable Housing contribution for this project is approximately \$143,418.50 based on the plan submission. This contribution is included in the Rezoning Considerations to be addressed prior to Rezoning adoption.

Greenway Preservation

The proposal includes a 533.26 m² (5,740 ft²) treed greenway across the northern portion of the property that will be combined with adjacent greenways eventually running between Alderbridge Way and the interior of the Alexandra Neighbourhood. The greenway link is a key component previously identified in the Alexandra Neighbourhood Land Use Plan (Attachment 4).

A Statutory Right of Way is required to be registered on title prior to Bylaw adoption to preserve this 20 m (65.6 ft) wide greenway corridor. This area will be enhanced with native trees and shrubs. Parks staff will coordinate the greenway plan, vegetation selections, drainage and pedestrian linkages through the Servicing Agreements for the subject site and the adjacent development to the east (Am-Pri Developments 2012 Ltd at 9580-9680 Alexandra Road).

Tree Assessment Report

A Tree Retention Assessment report prepared by Arbortech Consulting (report dated July 21, 2014) indicates that 5 trees are located within the proposed greenway and recommends that these be retained. The report also identifies 20 bylaw sized trees not within the greenway. An additional 3 trees are located on a neighbouring property in proximity to the site.

The Arborist report recommends the removal the 20 bylaw sized trees. Both the consulting Arborist and the City's Tree Preservation Coordinator agree that the trees are in poor condition with structural defects, dying or are unsuitable for retention due to conflicts with the proposed site preparation and/or the proposed construction. Protection fencing will be required for the 3 off-site trees located on a neighbouring property.

A preliminary landscape plan has been included in the Rezoning submission. This plan will be refined through the Development Permit review. Forty four replacement trees are currently proposed for the 20 trees proposed to be removed exceeding the Official Community Plan requirements of 2 for 1 replacement. Submission of a tree security of \$40,000 and a letter agreeing not to remove any trees or understory vegetation within the existing Environmentally Sensitive Area until the Development Permit has been issued are included in the Rezoning Considerations to be addressed prior to Bylaw adoption.

The Rezoning Considerations include requirements that:

- No trees or understory vegetation is to be removed from the Environmentally Sensitive Area (ESA) until the Development Permit has been issued;
- Submission of a contract with a Qualified Environmental Professional to monitor removal and proper disposal of invasive species to prevent their spread;
- A requirement for a Qualified Environmental Professional (QEP) to undertake a preclearing bird nest survey and submit a summary of the findings and recommendations to the City prior to Building Permit issuance; and
- Submission of a contract with a certified Arborist for supervision of any works within the tree protection zone of any retained trees on-site including those within the greenway.

Environmentally Sensitive Area

Detailed environmental assessments of the subject site were undertaken by Stantec Consulting Ltd. (Biologist report dated August 23, 2013) as part of their review of a larger area involving six adjacent properties (9560 through 9680 Alexandra Road). This inventory has been refined and updated with a second assessment report (report dated March 24, 2015) by Stantec. Their assessment classifies the site into five different areas as shown on the map and accompanying table in Figure 1 below. Much of the north half of the subject site (polygon 5) has been altered by human activities and consequently has a lower environmental value. Slightly higher habitat value exists in the mixed forest area (two areas identified as polygon 4) but a higher presence of

invasive vegetation and the low habitat connectivity have resulted in an overall "low" environmental ranking in the assessment.

The majority of the southern half (polygons 1-3) of the subject site is characterized as Birch shrubland, and graminoid or shrub/graminoid meadows (grass and shrub meadows). While some vegetation diversity is evident, habitat connectivity is low and there is evidence of some invasive species in each area. Overall, the assessment rates these three areas as "low-moderate" or "low" in terms of their environmental habitat value

Invasive species noted in different areas of the site include Himalayan blackberry, Reed canarygrass, creeping buttercup, horse chestnut, English oak and European birch. Japanese knotweed has been observed on adjacent sites and may also be present on the subject site but was not noted in any significant quantities.

ALDER BRIDGE WAY

ALDER BRIDGE

Figure 1: Environmental Ranking Summary Map and Table

Polygon Number	Community Type	Vegetation Diversity and Health	Wildlife Habitat Connectivity	Invasive Species Presence	Overall Rank
Polygon 1	Birch Shrubland	Moderate	Low	Low	Low- Moderate
Polygon 2	Graminoid Meadow	Low	Low	Low	Low
Polygon 3	Shrub/ Graminoid Meadow (grasses & Shrubs)	Moderate	Low	High	Low
Polygon 4	Mixed Forest	Moderate	Low	Moderate	Low
Polygon 5	Anthropogenic	Low	Low	High	Low

From: Stantec Consulting Ltd. Environmental Site Assessment For 9560 Alexandra Road, March 24, 2015.

Anticipated Environmental Compensation Package

Based on the findings of both the Environmental Assessment and the Arborist's report, the conceptual development plans for the site have incorporated a proposed compensation / enhancement plan that includes the following:

- The provision of a 20 m (65.6 ft) wide corridor running east-west across the frontage of the subject site that will merge with a similar greenway provision across the frontage of 9580 and 9600 Alexandra Road. This area will be enhanced with native trees and shrubs. Parks staff will coordinate the greenway plan, vegetation selections, drainage and pedestrian linkages through the Servicing Agreements for the subject site and the adjacent development to the east (Am-Pri Developments 2012 Ltd at 9580-9680 Alexandra Road).
- Provision of a minimum 4.0 m (13.12 ft) wide strip of native trees and shrubs within the 6 m (19.7 ft) wide setback at the southern end of the property adjacent to Alderbridge Way. Provision will be made to accommodate an emergency vehicle access only to the site
- Infill tree planting will be sought along the centre median for a portion of Alderbridge Way with the intent of providing a year round visual screen to the subject site when viewed from the south. The applicant will work with Parks staff on an appropriate planting plan for the median through the Servicing Agreement.

A detailed landscape plan and an overall ESA balance sheet for the subject site will be developed and assessed through the Development Permit review. Based on the Arborist's report and the two Biologist's report of the existing vegetation on the site, staff's assessment is that the overall quality of the habitat will be significantly improved as a result of the proposed enhancements.

Public Art

The applicant has submitted a Public Art Plan checklist and is working with the Public Art Planner to address the City's Public Art Program Policy 8703. A voluntary contribution of \$22,215.81 to the City's public art fund is included in the Rezoning Considerations to be addressed prior to Bylaw adoption.

Development Permit Issues

Site plan and design elements that will be further defined through the Development Permit review include:

- Confirmation of the site plan in relation to the Zoning Schedule "Town Housing (ZT67) Alexandra Neighbourhood (West Cambie)" requirements, detailing of building massing and design, provision of parking, loading, pedestrian access, amenity areas, surface permeability, incorporation of play areas;
- Details on the proposed ESA compensation/enhancement and submission of an acceptable long term maintenance plan;
- Registration of legal agreements for the protection and maintenance of the ESA vegetation areas;
- Submission of an Ener-Guide 82 assessment based on the building design;
- Resolving on-site garbage collection and ensuring that appropriate vehicle movement allowances are provided;
- Inclusion of the emergency vehicle access in the site plan;
- Incorporation of appropriate Aircraft Noise Mitigation measures in the building plans;
- Addressing accessibility features within the units;
- Addressing drainage concerns adjacent to the Alexandra Road greenway;
- Submission of preliminary plans for planting and drainage measures to be incorporated within the 20 m wide greenway to be reviewed through the Development Permit application; and
- Confirmation of the sustainability and aging in place measures will be built into the units.

Financial Impact or Economic Impact

No operating budget impacts are anticipated from the development project.

Conclusion

Staff recommend support for the Rezoning of 9560 Alexandra Road from ""Single Detached (RS1/F)" "to "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)" as the development proposal is consistent with the intent of the Alexandra Neighbourhood Land Use Plan and the conceptual development plans are sufficient to allow greater design detail to be prepared. On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9240 be introduced and given first reading.

David Brownlee

Planner 2 DCB:cas

Attachment 1: Location Map and Aerial Image

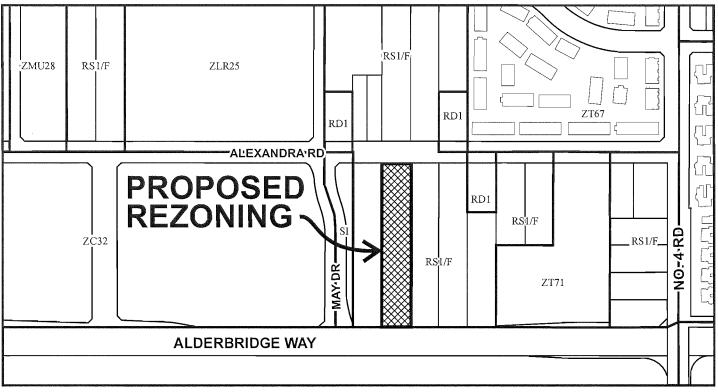
Attachment 2: Conceptual Development Plans

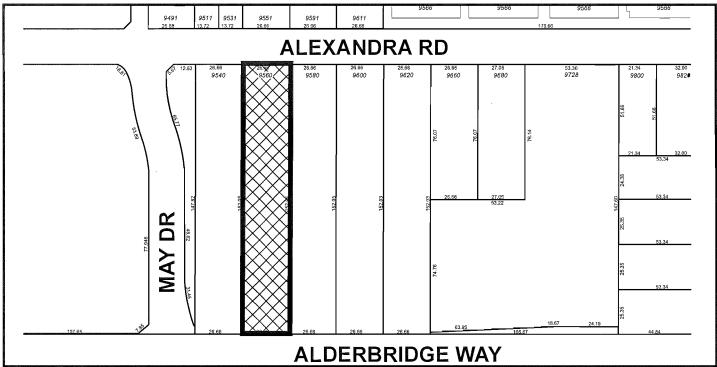
Attachment 3: Development Application Data Sheet

Attachment 4: Alexandra Neighbourhood Land Use Plan

Attachment 5: Rezoning Considerations Concurrence.









RZ 14-669511

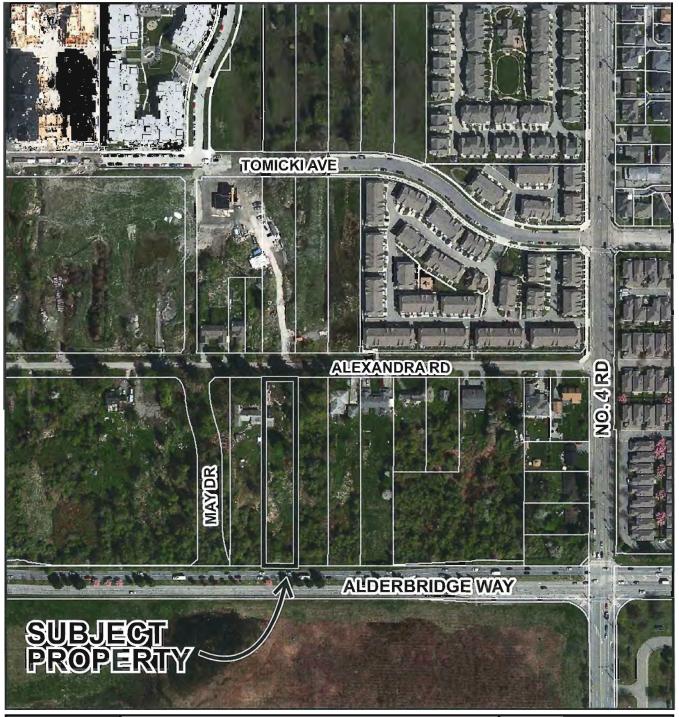
CNCL - 131

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Revision Date: 04/14/15

Note: Dimensions are in METRES





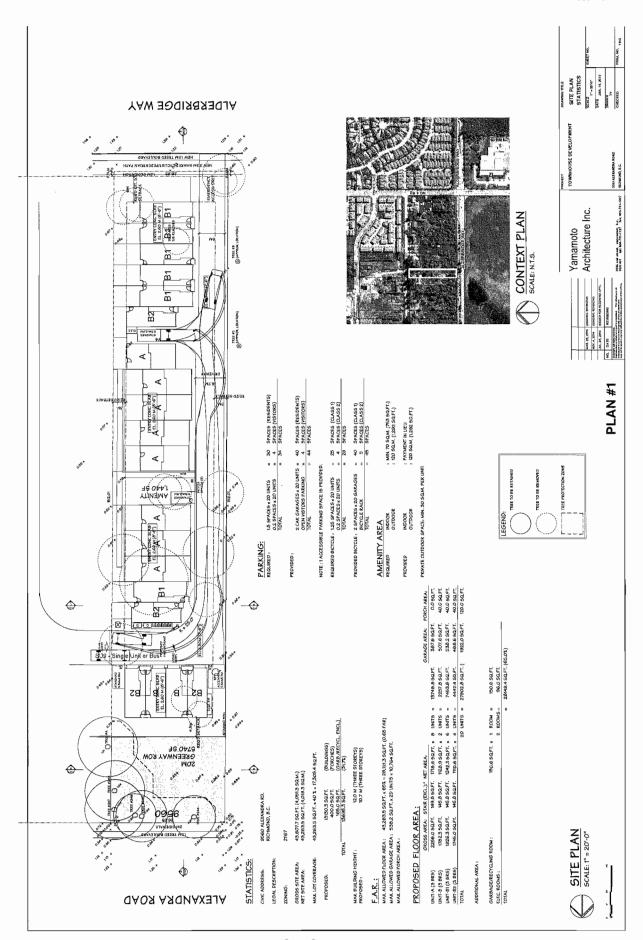


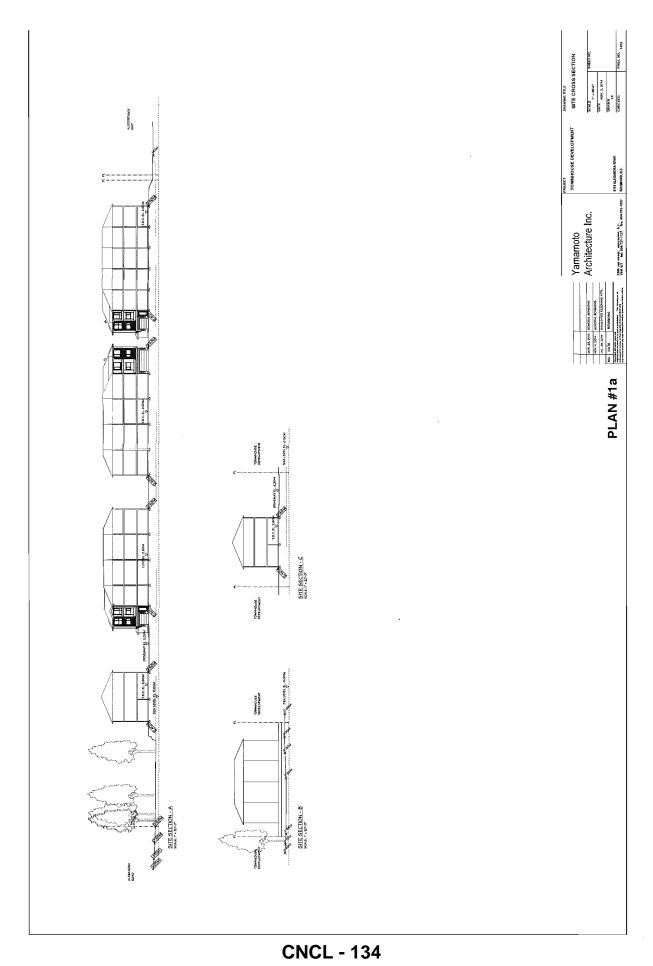
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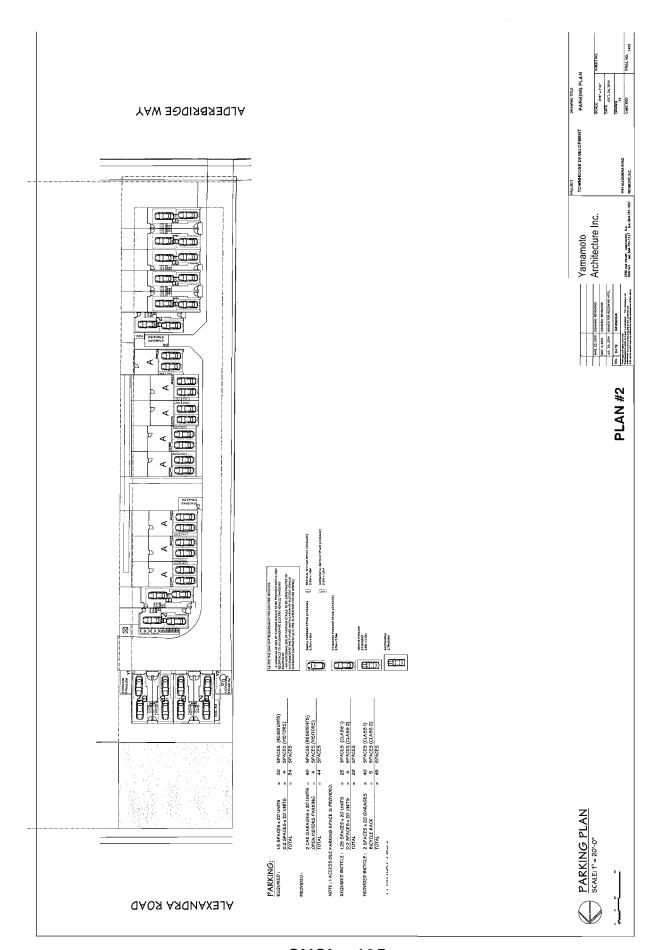
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Revision Date: 04/14/15

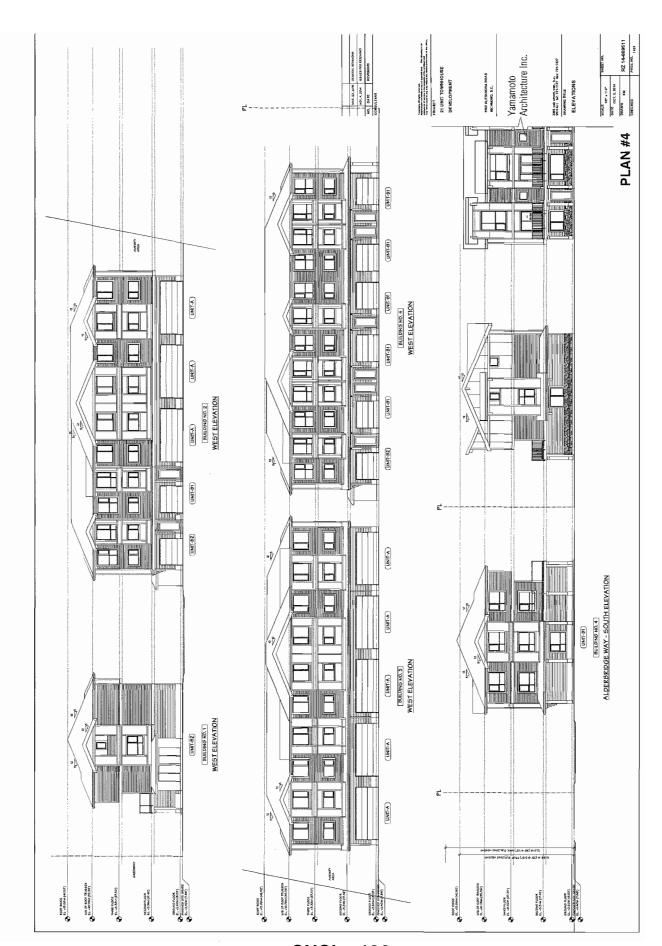
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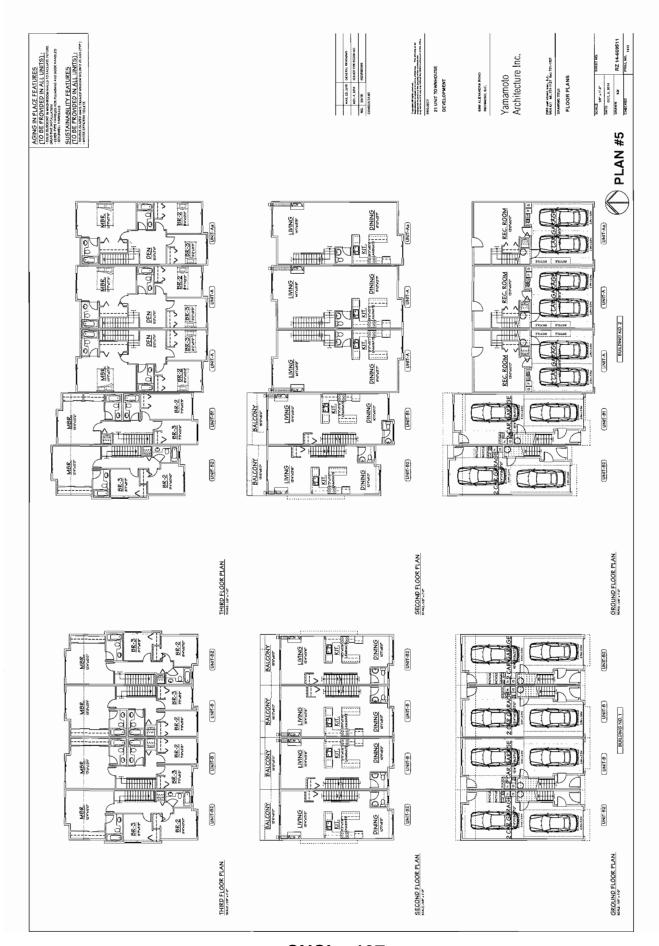




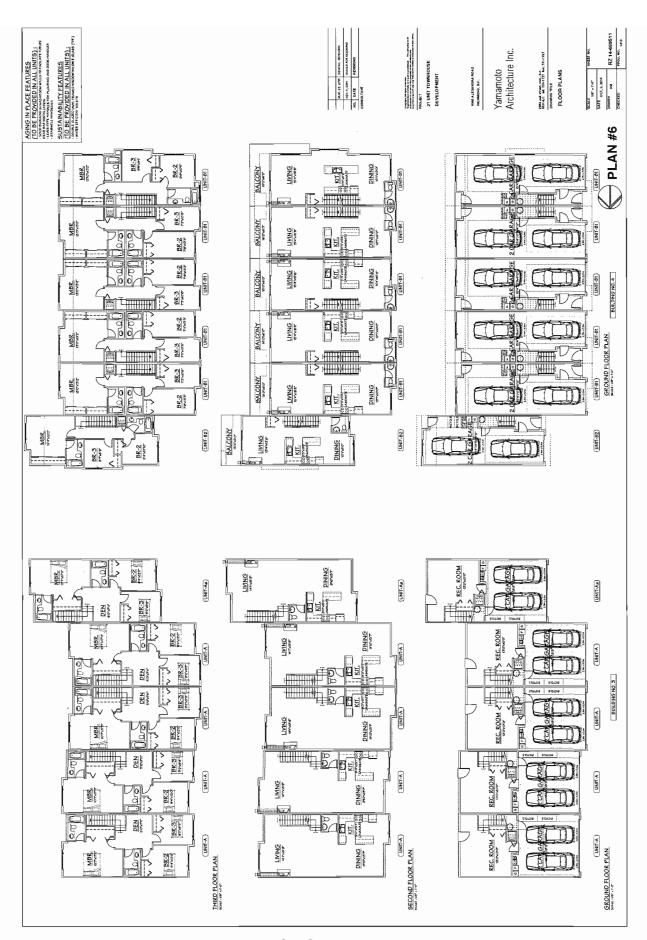
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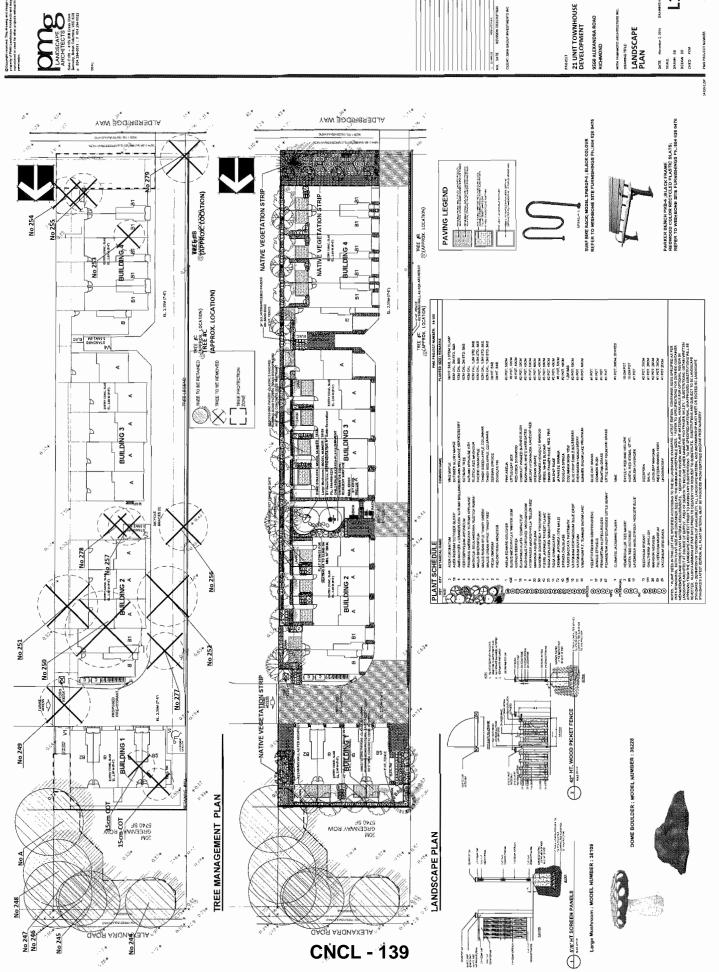
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CNCL - 137



CNCL - 138



WITH YAMMOTO ARCHITECT DEARMING THILE LANDSCAPE PLAN



Development Application Data Sheet

Development Applications Division

RZ 14-669511 Attachment 3

Address: 9560 Alexandra Road

Applicant: Yamamoto Architecture Inc.

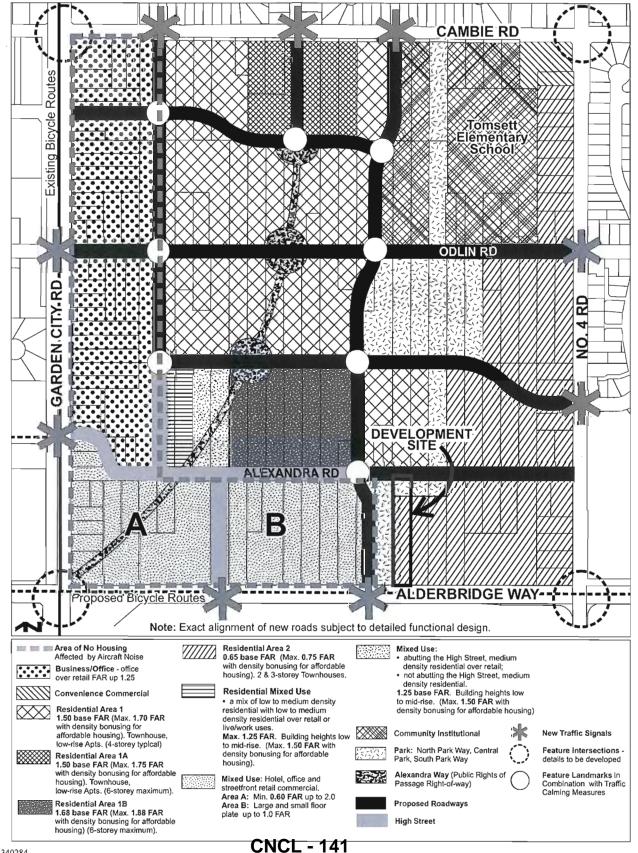
Planning Area(s): West Cambie – Alexandra Neighbourhood

	Existing	Proposed
Owner:	Marden Enterprises Ltd. Inc.No. 364683	Rick Sian
Site Size (m²):	4,051.3 m ² (43,607.7 ft ²) gross	4,019.3 m ² (43,263.5 ft ²) after road dedications
Land Uses:	Single Family Residential	Multiple Family Residential
OCP Designation:	Neighbourhood Residential and Park	No Change
Area Plan Designation:	Residential Area 2	No Change
Zoning:	Single Detached (RS1/F)	Town Housing (ZT67)
Number of Units:	1 Single Family Dwelling	20 Townhouses
Other Designations:	Environmentally Sensitive Area (ESA) covering approximately 60% of the lot.	Compensation / replacement required for impacts

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	20.13 upa	none permitted
Floor Area Ratio:	Max. 0.65	0.65	none permitted
Lot Coverage – Building:	Max. 40%	31.7%	none
Setback – Front Yard (m):	Min. 5.0 m	24.5 m	none
SetbackInterior Side & Rear Yards (m):	Min. 3.0 m	Side: Min. 3.0 m Rear: Min. 6.0 m	none
Height (m):	12 m	10.7 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.5/unit (30 R) and 0.2/unit (4 V)	40 (R) and 4 (V) per unit	none
Off-street Parking Spaces – Total:	34	44	none
Tandem Parking Spaces:	Permitted	24 stalls total in 12 units (60%)	none
Accessible Stalls	1	1	None
Amenity Space – Indoor:	Min. 70 m2 (753.5 ft ²) or \$1,000/unit for 19 units & \$2,000 / unit over 19 units	\$21,000 cash in lieu	none
Amenity Space – Outdoor:	120 m ² (1,292 ft ²)	120 m ² (1,292 ft ²)	none

Tree replacement compensation required for loss of significant trees. Based on Arborist report 12 Bylaw sized Other: trees to be removed. 5 Bylaw sized trees to be retained in greenway.

Alexandra Neighbourhood Land Use Map



ATTACHMENT 5



Rezoning Considerations

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

Address: 9560 Alexandra Road File No.: RZ 14-669511

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9240, the developer is required to complete the following:

- 1. Dedicate a strip of land along the entire Alderbridge Way frontage in order to accommodate a 3.3m wide shared cyclist/pedestrian path and a 1.5m wide treed boulevard. Final dedication requirement to be determined by a functional road design approved by the Director of Transportation. Outside the development frontage to May Drive, the same treed boulevard and shared cyclist/pedestrian path should be provided within the existing road right-of-way where space permits.
- 2. Installation of appropriate tree protection fencing around all trees to be retained including the 20m wide greenway as part of the development prior to any construction activities, including building demolition, occurring on site.
- 3. Submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained including those within the 20 m wide greenway. 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.
- 4. Submission of a contract entered into between the applicant and a Qualified Environmental Professional to ensure that the invasive vegetation on site will be appropriately removed and disposed of.
- 5. Submission of a tree security in the amount of \$40,000 and submission of a letter agreeing not to remove any trees, with the exception of hazard trees, or understory vegetation within the existing Environmentally Sensitive Area until the Development Permit has been issued.
- 6. Registration of a 20 m wide statutory right-of-way along the northern property line for public right of passage and conservation purposes maintenance and liability to be the responsibility of the City.
- 7. Registration of an aircraft noise sensitive use covenant on title.
- 8. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed Ener-guide 82 criteria for energy efficiency and that the dwellings are pre-ducted for solar hot water heating. A report by a qualified professional prepared to the satisfaction of the Director of Development is to be submitted prior to the Development Permit Panel review certifying that the units meet the Ener-guide 82 criteria and that the solar heating pre-ducting has been installed.
- 9. Registration of a flood indemnification covenant on title identifying a minimum habitable elevation of 2.6 m GSC.
- 10. Registration of a statutory right-of-way on title ensuring that, with the exception of emergency vehicles, there will be no vehicle access to Alderbridge Way.
- 11. Registration of a statutory right-of-way to the satisfaction of the Director of Development, over the internal drive-aisle for emergency service providers. Maintenance and liability to be the responsibility of the owners.
- 12. City acceptance of the developer's offer to voluntarily contribute \$0.79 per buildable square foot (e.g. \$22,215.81 based on 28,121.28 ft² at \$0.79 / ft²) to the City's public art fund.
- 13. City acceptance of the developer's offer to voluntarily contribute \$5.10 per buildable square foot (e.g. \$143,418.50 based on 28,121.28 ft²) to the City's affordable housing fund.
- 14. City acceptance of the developer's offer to voluntarily contribute the following amounts per Policy 5044 West Cambie Alexandra Interim Amenity Guidelines:
 - a) Community and Engineering Planning Costs of \$0.07 per buildable square foot (e.g. \$1,968.49 based on 28,121.28 ft²);

CNCL - 142

- b) Child Care Contribution of \$0.60 per buildable square foot (e.g. \$16,872.77 based on 28,121.28 ft²);
- c) City Beautification contribution of \$0.60 per buildable square foot (e.g. \$16,872.77 based on 28,121.28 ft²). Note that the amount of the City Beautification contribution may be reduced once the value of the frontage improvements have been determined through the Servicing Agreement).
- 15. Registration of a legal agreement on title prohibiting the conversion of tandem parking areas into habitable space and to ensure that each set of two tandem parking spaces shall be assigned for use by only one unit.
- 16. Contribution of \$1,000 per dwelling unit up to 19 units and \$2,000 per dwelling unit over 19 units (total: \$21,000) in-lieu of on-site indoor amenity space.
- 17. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
- 18. Enter into a Servicing Agreement* for the design and construction of frontage improvements. Works include, but may not be limited to;
 - If adequate flow is not available on Alexandra Road, the developer shall be required to construct a 200 mm diameter watermain along the future May Drive from Alexandra Rd to Tomicki Avenue or from Alexandra Road to Alderbridge Way;
 - Replacement of existing watermain is required along the development site frontage;
 - Installation of additional fire hydrants to achieve minimum spacing requirements;
 - Construction of a 200 mm diameter gravity sanitary sewer along Alexandra Road from the east property line of the site to the future May Drive;
 - Construction of a 375 mm diameter sanitary sewer along the future May Drive from Alexandra Road to Tomicki Avenue;
 - Upgrade the existing storm sewer line from the west property line of 9560 Alexandra Road to the existing box culvert in No 4 Road as per storm capacity analysis dated April 23, 2014 (complete with tie-in the box culvert);
 - Undergrounding of existing private utility lines along Alexandra Road frontage to accommodate the proposed raising of Alexandra Road;
 - Planting and drainage works as necessary and in consultation with Parks staff for the 20 m wide greenway adjacent to Alexandra Road; and
 - Provide pedestrian lighting along the site's Alexandra Road frontage and the frontage of 9540 Alexandra Road extending to the tie in at May Drive. The lighting standard is to be the same as that used under SA12-627046 for 9251 Alderbridge Way.

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, **CNCL - 143**

- 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. A Qualified Environmental Professional to undertake a pre-clearing bird nest survey and submit a summary of the findings and recommendations to the City prior to site clearing activities.
- 3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 4. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood.
- 5. Payment of latecomer agreement charges associated with eligible latecomer works.
- 6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
 - All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
 - The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or
 Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required
 including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling,
 underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in
 settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed Original on File]	
Signed	Date



Richmond Zoning Bylaw 8500 Amendment Bylaw 9240 (RZ 14-669511) 9560 Alexandra Road

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

1. Richmond Zoning Bylaw 8500 is amended by repealing the existing zoning designation of the following area and by designating it "TOWN HOUSING (ZT67) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)";

P.I.D. 013-044-061 Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan 80461

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9240".

FIRST READING	CITY OF RICHMOND APPROVED
PUBLIC HEARING	- Pyl
SECOND READING	APPROVEI by Director or Solicitor
THIRD READING	- il
OTHER CONDITIONS SATISFIED	
ADOPTED	
MAYOR	CORPORATE OFFICER



Report to Committee

Planning and Development Department

To:

Planning Committee

Date: April 10, 2015

From:

Wayne Craig

File:

RZ 14-673732

Re:

Director of Development

Application by Casa Mia Projects Ltd. for Rezoning at 8491 Williams Road from

Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9242, for the rezoning of 8491 Williams Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

Wayné Craig

Director of Development

WC:el

Att.

	REPORT CONCURRE	ENCE
ROUTED TO:	Concurrence	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<u> </u>	ne zrug

Staff Report

Origin

Casa Mia Projects Ltd. has applied to the City of Richmond for permission to rezone 8491 Williams Road (Attachment 1) from "Single Detached (RS1/E)" zone to "Low Density Townhouses (RTL4)" zone in order to permit the development of four (4) townhouse units with vehicle accesses from 8391 Williams Road and 8531 Williams Road. 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: Existing single-family homes on lots zoned "Single Detached (RS1/E)".

To the East: A 10-unit townhouse complex with access from Williams Road. A Public Rights

of Passage Statutory Rights-of-Way is registered on title of this property (8531 Williams Road) to provide vehicle access to the subject site. 8531 Williams Road

is zoned "Low Density Townhouses (RTL4)".

To the South: Across Williams Road, the Church of Jesus Christ of Latter-Day Saints on a lot

zoned "Assembly (ASY)".

To the West: A 15-unit townhouse complex with access from Williams Road. A Cross-Access

Easement is registered on title of this property (8391 Williams Road) to provide vehicle access to the subject site. 8391 Williams Road is zoned "Medium Density

Townhouses (RTM1)".

Related Policies & Studies

Official Community Plan

The subject property is designated "Neighbourhood Residential (NRES)" in the Official Community Plan (OCP). This land use designation allows single-family, two-family and multiple family housing (specifically townhouses). This proposal would be consistent with the OCP.

Arterial Road Redevelopment and Lane Establishment Policies

The Arterial Road Policy in the 2041 OCP, Bylaw 9000, directs appropriate townhouse development onto certain arterial roads outside the City Centre. The subject site is identified for "Arterial Road Town House Development" on the Arterial Road Development Map. The subject development site meets all of the Townhouse Development Requirements under the Arterial Road Policy except for the site width. Since the subject site is an orphaned lot landlocked by the

adjacent developments and a cross access easement / public-rights-of-passage are provided from both 8391 Williams Road and 8531 Williams Road, the proposed development can be considered as an extension of the adjacent townhouse developments. A high quality pedestrian environment along the fronting street will be created as no driveway access will be required.

Floodplain Management Implementation Strategy

The developer is required to comply with the requirement of Richmond Flood Plain Designation and Protection Bylaw 8204. A Flood Indemnity Restrictive Covenant is required prior to rezoning bylaw adoption.

Townhouse Energy Efficiency and Renewable Energy Policy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and providing pre-ducting for solar hot water for the proposed development. A Restrictive Covenant specifying all units are to be built and maintained to the ERS 82 or higher, and all units are to be solar-hot-water-ready, is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developer is also required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

Public Consultation

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

The applicant advised that he has approached the Strata Council of the townhouse development to the west (at 8391 Williams Road) and that they are in support of the subject proposal including the utilization of the access easement on 8391 Williams Road. The applicant has also approached the Strata Council of the townhouse development to the east (at 8531 Williams Road) and the property owner to the north (at 8480 Pigott Road) with the preliminary site layout showing accesses to the site through both 8391 Williams Road and 8531 Williams Road; and there were no concerns raised.

Analysis

Official Community Plan (OCP) Compliance – Arterial Road Developments

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects 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 and the townhouse developments to the east and west. The front units are $2\frac{1}{2}$ storeys in height and the rear units are two (2) storeys in height; this massing will be further developed and controlled through the Development Permit process.

Built Form and Architectural Character

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

- Demonstrate compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan Bylaw 9000.
- Refinement of the proposed building form.
- Address potential privacy concerns through landscaping and built form.
- Site grading plans to ensure the survival of protected hedgerow.
- Refinement of the outdoor amenity area design.
- Review of a sustainability strategy for the development proposal.
- Provision of a convertible unit and other accessibility/aging-in-place features.

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

Variance Requested

Based on the review of the current site plan for the project, the following variances are being requested:

- 1. Reduce the minimum lot width on local arterial road from 40.0 m to 20.12 m.
- 2. Allow one (1) small car parking stall in each of the side-by-side garages (four (4) small car stalls in total).

Staff support the first variance since the subject site is an orphan lot located between two (2) recently developed townhouse complexes. Transportation staff support the second variance to allow one (1) small car stall in each of the side-by-side double car garages.

Tree Retention

A Topographic Survey was submitted in support of the application. No tree within the property lines, on neighbouring properties within 2 m of the property line or has a crown (dripline) encroaching on the property was identified. An existing hedgerow located along the rear (north) property line is proposed to be protected and retained. Tree protection fencing will be installed around the hedge prior to any construction activities (including demolition) occurring on-site. In addition, proof that the owner has entered into a contract with a Certified Arborist to monitor all works to be done near or within the protection zone will be required prior to final adoption of the rezoning bylaw.

In order to ensure that the protected hedgerow 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. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected hedgerow survived the construction, is reviewed by staff.

Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$4,000 as per the Official Community Plan (OCP) and Council Policy.

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

Transportation and Site Access

No direct vehicular access is permitted to Williams Road. Main vehicular access to this new townhouse project is to be from Williams Road through the existing Access Easements (BB4000608 and BB4000609) on the adjacent property to the west (at 8391 Williams Road). This access arrangement was envisioned when the original Rezoning and Development Permit applications for the adjacent townhouse development at 8391 Williams Road were approved by Council in 2011 to facilitate on site trunk turning at 8391 Williams Road and 8491 Williams Road. This access point is required to be widened to meet current City's standards (i.e., 7.5 m at the property line and taper from the property line at 5:1 to a minimum width of 6.7 m within the site). A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the widened driveway on the subject site and the internal manoeuvring aisle will be secured as a condition of rezoning.

A Public Rights of Passage (PROP) Statutory Rights-of-Way (SRW) BB3003951 (Plan BCP51723) providing access to the subject site through the townhouse development to the east is also registered on title of 8531 Williams Road. The developer is proposing to utilize this PROP SRW as a secondary access to the subject development site.

Registration of a legal agreement on title ensuring vehicle access is from either the Access Easement on 8391 Williams Road or the PROP SRW on 8531 Williams Road will be required prior to final adoption of the rezoning bylaw.

Site Servicing and Frontage Improvements

No servicing concerns. The developer is required to pay DCC's (City & GVS & DD), School Site Acquisition Charge, Address Assignment Fee and Servicing Cost.

Removal of the existing sidewalk crossing and reinstatement of the side walk will be done through a City Work Order at the developer's cost prior to issuance of a Building Permit.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund at \$2.00 per buildable square foot; for a contribution of \$12,000.00.

Financial Impact or Economic Impact

None.

Conclusion

The proposed four (4) unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments on arterial road. The proposal would be consistent with the form and character of the surrounding area. 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.

On this basis, it is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9242 be introduced and given first reading.

Edwin Lee Planner 1

EL:rg

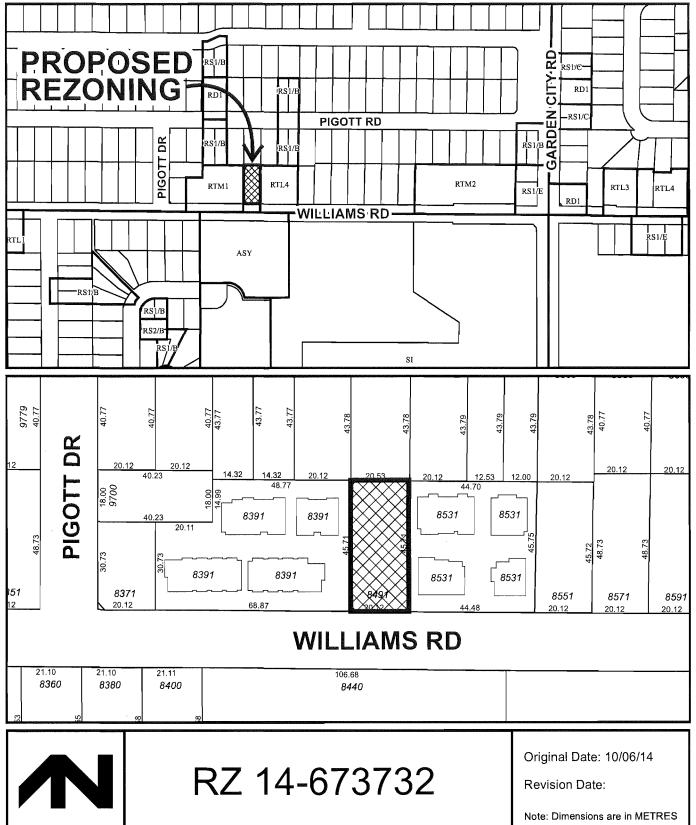
Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

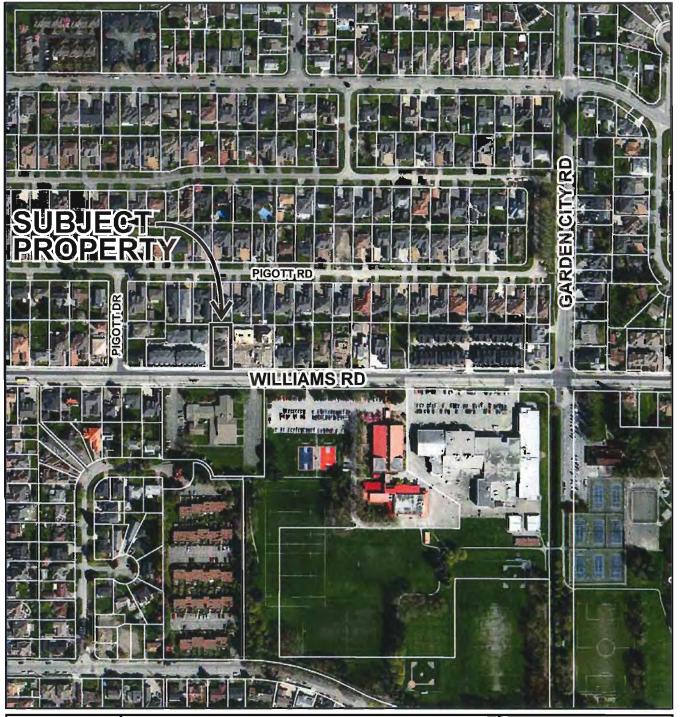
Attachment 3: Development Application Data Sheet

Attachment 4: Rezoning Considerations











RZ 14-673732

Original Date: 10/06/14

Revision Date:

Note: Dimensions are in METRES

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PROJECT DATA AND SITE PLAN

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DAT Sept. 00. 2014

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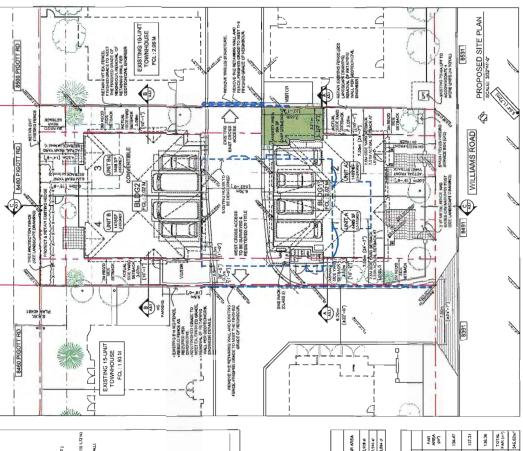
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Proposod 4-Unit: Townhouse Developm 8491 Williams Road Rehmond, B.C.

PROJECT NO. 1421

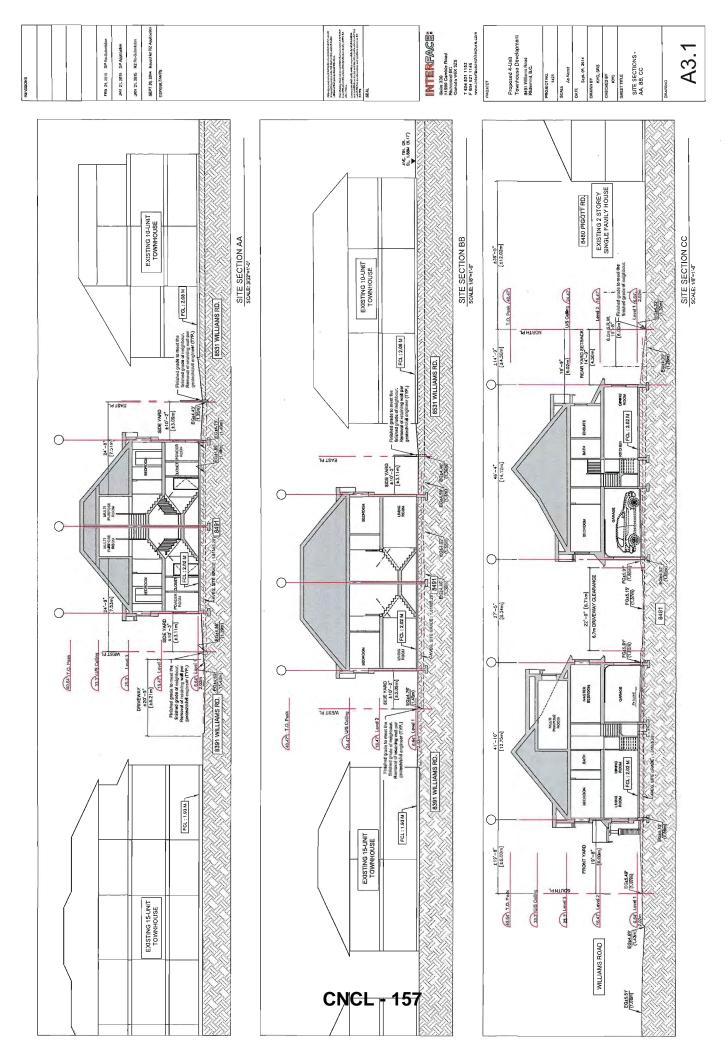
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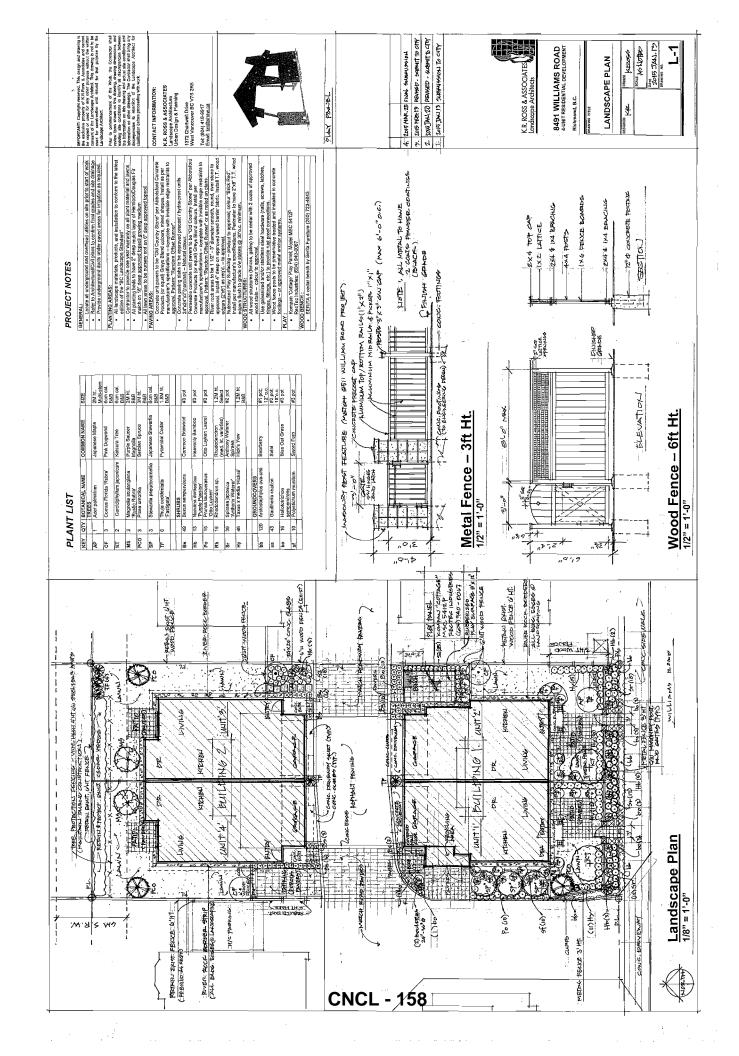
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Development Application Data Sheet

Development Applications Division

RZ 14-673732 Attachment 3

Address: 8491 Williams Road

Applicant: Casa Mia Projects Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Casa Mia Projects Ltd.	No Change
Site Size (m²):	929 m²	929 m²
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	1	4
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Lot Coverage – Building:	Max. 40%	40%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	63%	none
Lot Coverage – Landscaping:	Min. 25%	35%	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m	none
Setback - East Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – West Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – Rear Yard (m):	Min. 3.0 m	Ground Floor 4.5 m Min. Second Floor 6.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	2½ storeys (12.0 m max.)	none
Lot Width:	Min. 40.0 m	20.32 m	variance required
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces - Total:	9	9	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (4 x Max. 50% = 2)	0	none
Small Car Parking Spaces	None when fewer than 31 spaces are provided on site	4	variance required
Handicap Parking Spaces:	None when fewer than 3 visitor parking spaces are required	none	none
Amenity Space - Indoor:	Min. 70 m² or Cash-in- lieu	Cash-in-lieu	none
Amenity Space - Outdoor:	Min. 6 m ² x 4 units = 24 m ²	28 m²	none

Other: No bylaw-sized trees on site.



Rezoning Considerations

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

Address: 8491 Williams Road File No.: RZ 14-673732

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9242, the developer is required to complete the following:

- 1. Registration of a flood indemnity covenant on title.
- 2. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to have the proposed development achieving Energuide 82 requirements and pre-ducted for solar hot water. This covenant and/or legal agreement(s) will include, at minimum, that no building permit will be issued for a building on the subject site unless the building is designed to achieve Energuide 82 requirements and pre-ducted for solar hot water; and that the owner has provided a professional report by a Certified Energy Advisor (CEA), to the satisfactory to the Director of Development.
- 3. Registration of a statutory public-rights-of-passage right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the full width and extent of the internal drive-aisle with or without vehicles, in favour of the adjacent residential developments to the east and west. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within this SRW. The Owner shall be responsible for constructing and maintaining the SRW Area.
- 4. Registration of a legal agreement or measures, as determined to the satisfaction of the Director of Development, ensuring that the only means of vehicle access to and from 8491 Williams Road is from the access easements (BB4000608 and BB4000609) burdening the adjacent west property (8391 Williams Road) and the existing statutory public-right-of-passage registered under number BB3003951 (Plan BCP51723) on the adjacent east property (8531 Williams Road); and that there be no direct vehicle access to or from Williams Road.
- 5. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$12,000.00) to the City's affordable housing fund.
- 6. Contribution of \$1,000 per dwelling unit (e.g. \$4,000) in-lieu of on-site indoor amenity space.
- 7. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the hedges 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.
- 8. Installation of appropriate tree protection fencing around all hedges to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
- 9. 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. Include notations on the Development Permit Plans that all residential units will be designed to meet Energuide 82 requirements and be pre-ducted for solar hot water with design specifications to be included on the building permit plans.

Prior to a Development Permit* issuance, the developer is required to complete the following:

- 1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.
- 2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the hedge rows identified for retention will be protected. **IGNGL** scape 6.4 tter of Credit will be returned until the post-

Initial:	

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. Removal of the existing sidewalk crossing and reinstatement of the sidewalk to be done at the developer's sole cost via City Work Order.
- 2. Submission of DCC's (City & GVS&DD), School site acquisition charges, Address Assignment Fee, and servicing charges, etc.
- 3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 4. Incorporation of all accessibility and sustainability features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
- 6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
 - All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
 - The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s),
 and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site
 investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading,
 ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and
 private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed	Date



Richmond Zoning Bylaw 8500 Amendment Bylaw 9242 (RZ 14-673732) 8491 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 "LOW DENSITY TOWNHOUSES (RTL4)".

P.I.D. 001-477-595 Lot 3 Section 28 Block 4 North Range 6 West New Westminster District Plan 18218

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9242".

FIRST READING	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON	APPROVED by
SECOND READING	APPROVED by Director
THIRD READING	or Soljcitor
OTHER CONDITIONS SATISFIED	
ADOPTED	
MAYOR	CORPORATE OFFICER



Report to Committee

Planning and Development Department

To: Planning Committee

Date: April 9, 2015

From: Wayne Craig

File:

: RZ 14-665401

Director of Development

Re: Application by Sukinde

Application by Sukinder Mangat for Rezoning at 9840 Seaton Court from Single

Detached (RS1/E) to Single Detached (RS2/B)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9244, for the rezoning of 9840 Seaton Court from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

Wayne Craig

Director of Development

CL:blg Att.

REPORT CONCURRENCE			
ROUTED TO:	Concurrence	CONCURRENCE OF GENERAL MANAGER	
Affordable Housing		fre Greg	

Staff Report

Origin

Sukinder Mangat has applied to the City of Richmond for permission to rezone the property at 9840 Seaton Court from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two (2) lots with vehicle access to a rear lane (Attachment 1). A survey of the subject site is included in Attachment 2.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

To the north, is a dwelling on a lot zoned "Single Detached (RS1/E)", which was created through subdivision in 2005.

To the east, immediately across the rear lane, are two (2) dwellings on lots zoned "Single Detached (RS1/E)" fronting Seabright Road.

To the south, is a dwelling on a lot zoned "Single Detached (RS1/E)" fronting Seaton Court.

To the west, immediately across Seaton Court, are two (2) dwellings on lots zoned "Single Detached (RS1/B)", which were created through rezoning and subdivision in 1997.

Related Policies & Studies

Official Community Plan (OCP)

The OCP land use designation for the subject property is "Neighbourhood Residential". This redevelopment proposal is consistent with this designation.

Lot Size Policy 5409

The subject property is located within the area covered by Lot Size Policy 5409 (adopted by Council in 1989; amended in 1995, 2001, and 2013). This Policy permits rezoning and subdivision of lots shown cross-hatched on the accompanying plan to the Policy in accordance with the "Single Detached (RS2/B)" zone (Attachment 4). This redevelopment proposal is consistent with the Lot Size Policy.

Flood Management

The proposed development must meet the requirements of Flood Plain Designation & Protection Bylaw No. 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been placed on the property. Staff has received comments from a neighbouring resident at 9880 Seaton Court by phone and in writing (Attachment 5). The resident has expressed general concerns about continued infill development in this and other neighbourhoods in Richmond. Specific concerns about the proposed development on the subject site include:

- Construction practices such as lot grading and maximizing the building envelope.
- Adjacency impacts resulting from tree removal and building separation, such as the loss of the existing screening and privacy that is provided by mature trees, and the proximity and extent of the new building facades to neighbouring lots.

Proposed development on the subject site must comply with all aspects of zoning at the Building Permit application stage. The building envelope under the proposed "Single Detached (RS2/B)" zone is relatively the same as under the existing "Single Detached (RS1/E)" zone. The proposed new dwellings must achieve the minimum flood construction level required in Flood Plain Designation & Protection Bylaw No. 8204, which is 0.3 m (1 ft.) above the highest elevation of Seaton Court. The method of achieving the minimum flood construction level can be by raising the lot grade, by structural elevation of the habitable floor elevation, or by a combination of both methods.

Tree retention, removal, and replacement has been assessed as part of this development application and is described below. On-site works at future development stage are not permitted to negatively impact trees identified for protection, and any works proposed to be conducted within or adjacent to tree protection zones must be done under supervision of a Certified Arborist.

Analysis

Background

The subject property is located on the east side of the Seaton Court cul-de-sac, in an established residential area. Seaton Court has undergone some redevelopment through rezoning and subdivision since the late 1980's, consistent with applicable land use policies.

Site Servicing, Off-Site Improvements, and Vehicle Access

Vehicle access to the proposed lots is to be from the existing rear lane. Prior to rezoning adoption, the applicant is required to register a restrictive covenant to ensure no vehicular access to Seaton Court and that access is to be to/from the existing rear lane only.

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of rear lane drainage and asphalt grading over the lane's full width from the north property line of the subject property to Seaton Road. The design is to include the water, storm, and sanitary connections for the proposed lots. The preliminary scope of work is outlined in Attachment 7.

Trees and Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies on and off-site tree species, assesses their structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses:

- Five (5) bylaw-sized trees on the subject property.
- One (1) bylaw-sized tree located on the west property line of the subject site, which is shared with City-owned property.
- Three (3) bylaw-sized trees located entirely in the Seaton Court boulevard on City-owned property.
- Three (3) bylaw-sized trees located on the south property line, which are shared with the adjacent property to the south at 9880 Seaton Court.
- Two (2) bylaw-sized trees located entirely on the adjacent property to the south at 9880 Seaton Court.

The City's Tree Preservation Coordinator and the City's Parks Department Arborist have reviewed the Arborist's Report, conducted visual tree assessment, and provide the following comments:

- Five (5) trees located on-site are recommended for removal due to poor condition from historic topping, co-dominant stems, and inclusions (Trees # 748, 749, 750, 751, 752).
- The four (4) trees that are either shared with the City or located entirely in the boulevard on City-owned property are recommended for retention as they are outside of the building envelope (Trees # 744, A, B, C).
- Tree # 745 is recommended for retention as it is outside of the building envelope.
- The four (4) trees that are either shared with or located entirely on the adjacent property at 9880 Seaton Court are recommended for removal (subject to neighbouring property owners' authorization) due to their marginal condition and significant root loss that would result with development at the subject site (Trees # 746, 747, D, E).

The neighbouring property owners at 9880 Seaton Court wish to retain Trees # 746, 747, D, E, despite the recommendations of the project Arborist's and City staff. Since Trees # 746 and 747 are co-owned and Trees D and E are located entirely on the neighbouring property at 9880 Seaton Court, these trees must be retained and protected unless the applicant obtains written authorization from the property owners.

The proposed Tree Retention Plan is shown in Attachment 6.

To ensure protection of Trees # 744, 745, 746, 747, A, B, C, D, E, the applicant is required to complete the following prior to rezoning approval:

• Submit a contract with a Certified Arborist for supervision of all works conducted within close proximity to tree protection zones. The contract must include the scope of work, including the number of monitoring inspections at specified stages of construction, any special measures to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

• Submit a survival security in the amount of \$7,000. The security will not be released until an acceptable impact assessment report is submitted and a landscaping inspection has been passed by City staff.

Prior to demolition of the existing dwelling on the subject site, the applicant is required to install tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

Consistent with the Official Community Plan (OCP) tree replacement ratio of 2:1, a total of 10 replacement trees are required on the proposed lots. Due to the limited space available in the yards of the proposed lots and the considerable effort to be taken by the applicant to protect a total of eight (8) trees shared with or located entirely on adjacent property, staff recommend that a total of six (6) replacement trees be required to be planted and maintained on the subject at development stage.

To ensure that the six (6) replacement trees are planted and maintained, the applicant is required to submit a landscaping security in the amount of \$3,000 (\$500/tree) prior to final adoption of the rezoning bylaw. Suitable tree species for the proposed lots, as recommended by the project Arborist and the City's Tree Protection Department staff, include: Paperbark Maple, Japanese Snowbell, and Dogwood.

Affordable Housing Strategy

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

The applicant proposes to provide a legal secondary suite on one (1) of the two (2) lots proposed at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement on title registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings to be constructed (e.g. approximately \$5,623).

Subdivision Stage

At subdivision and future development stage, the developer is required to pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, and Address Assignment Fees.

Rezoning Considerations

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

Financial Impact or Economic Impact

None.

Conclusion

The purpose of this rezoning application is to rezone the property at 9840 Seaton Court from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two (2) lots with vehicle access to a rear lane.

This rezoning application complies with the land use designations and applicable policies contained within the OCP for the subject site, and with Lot Size Policy 5409.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9244 be introduced and given first reading.

Cynthia Lussier

Planning Technician – Design

(604-276-4108)

CL:blg

Attachment 1: Location Map/Aerial Photo

Attachment 2: Survey of the Subject Property

Attachment 3: Development Application Data Sheet

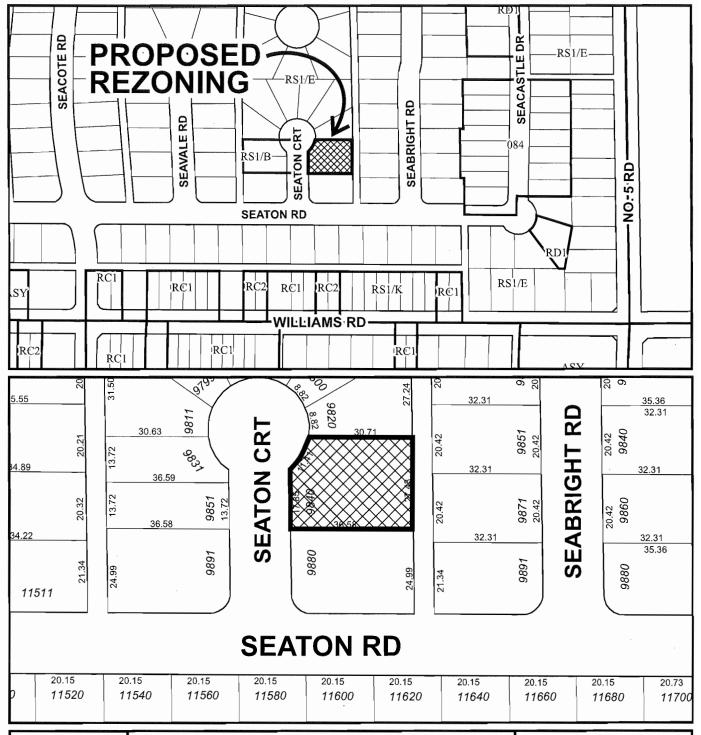
Attachment 4: Lot Size Policy 5409

Attachment 5: Correspondence from neighbouring resident at 9880 Seaton Court

Attachment 6: Tree Retention Plan

Attachment 7: Rezoning Considerations







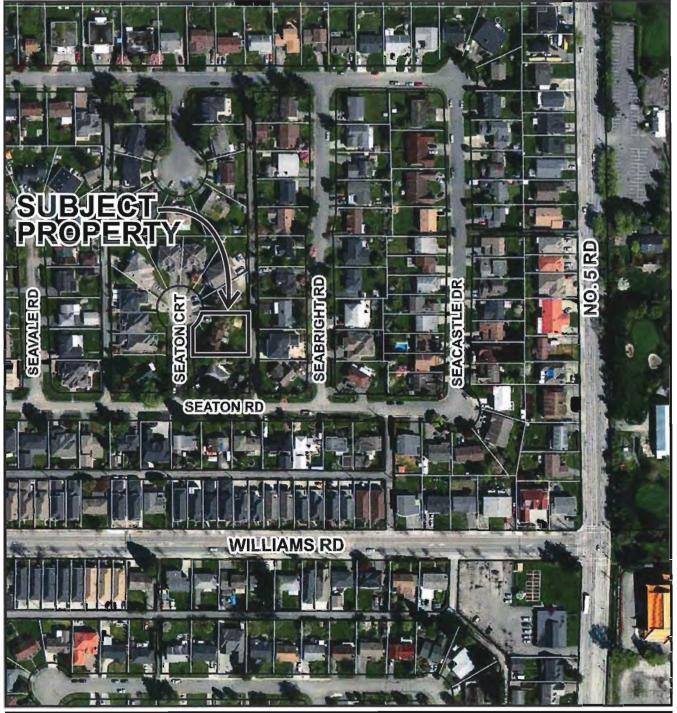
RZ 14-665401

Original Date: 06/18/14

Revision Date: 04/14/15

Note: Dimensions are in METRES





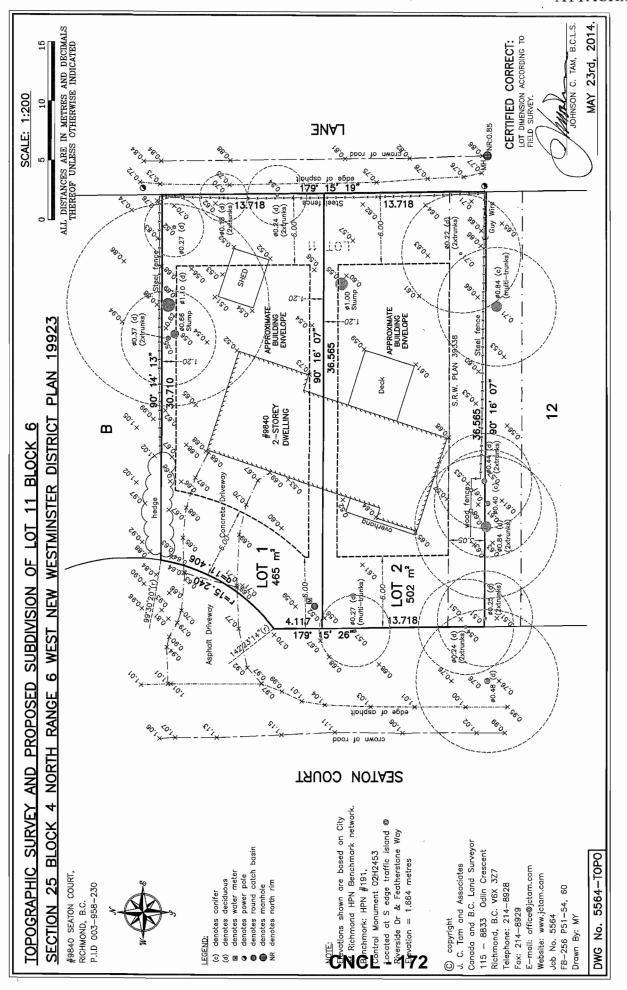


RZ 14-665401

Original Date: 06/18/14

Revision Date:

Note: Dimensions are in METRES





Development Application Data Sheet

Development Applications Division

RZ 14-665401 Attachment 3

Address: 9840 Seaton Court

Applicant: Sukinder Mangat

Planning Area(s): Shellmont

	Existing	Proposed	
Owner:	Harjinder Dhaliwal Gurmeet Dhaliwal	To be determined	
Site Size (m²):	967 m²	Proposed north lot – 465 m ² Proposed south lot – 502 m ²	
Land Uses:	One (1) single detached dwelling	Two (2) residential lots	
OCP Designation:	Neighbourhood Residential	No change	
Lot Size Policy Designation:	Lot Size Policy 5409 permits rezoning and subdivision of the subject site in accordance with the "Single Detached (RS2/B)" zone, as shown cross-hatched on the plan that accompanies the policy	No change	
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)	

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, structures, and non-porous surfaces	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material	Min. 25%	Min. 25%	none
Lot Size (min. dimensions):	360 m²	Proposed north lot – 465 m ² Proposed south lot – 502 m ²	none
Setback - Front & Rear Yard (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 ½ storeys	2 ½ storeys	none

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



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: April 10, 1989 Amended by Council: October 16, 1995 Amended by Council: July 16, 2001*	POLICY 5409
. На бър-борба.	Amended by Council: October 21, 2013	
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SE	ECTION 25-4-6

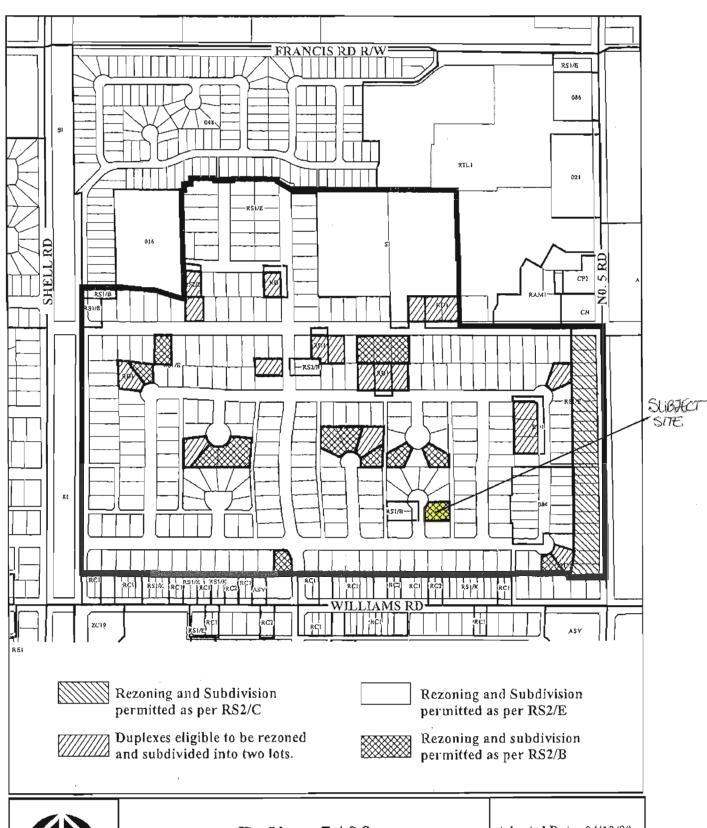
POLICY 5409:

The following policy establishes lot sizes for the area generally bounded by Shell Road, King Road, No. 5 Road and properties fronting onto Seaton Road, in a portion of Section 25-4-6:

- 1. That properties within the area be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS2/E) in Richmond Zoning Bylaw 8500, with the following exceptions:
 - (a) properties with existing duplexes identified on the accompanying plan may be rezoned and subdivided into a maximum of two lots;
 - (b) properties with frontage on No. 5 Road may be rezoned and subdivided as per Single Detached (RS2/C); and
 - (c) properties shown as "cross-hatched" on the accompanying plan may be rezoned and subdivided as per Single Detached (RS2/B).

This policy, as shown on the accompanying plan, is to 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 Richmond Zoning Bylaw 8500.

^{*} Original Adoption Date in Effect





Policy 5409 Section 25,4-6 Adopted Date: 04/10/89

Amended Date: 07/16/01 Amended Date: 10/21/13 From: B Masson [mailto:bec masson@hotmail.com]

Sent: Monday, 03 November 2014 6:04 AM

To: Lussier, Cynthia

Subject: re: 9840 Seaton Crt

Date: 03.Nov.2014

From:

G.& R. Masson 9880 Seaton Court Richmond V7A 4B8 (604) 271-0384

Email: < bec masson@hotmail.com>

To: Cynthia Lussier

Planning Technician Development Applications Division City of Richmond

Tel: 604-276-4108 Email: clussier@richmond.ca

Re: Development & Rezoning of 9840 Seaton Court

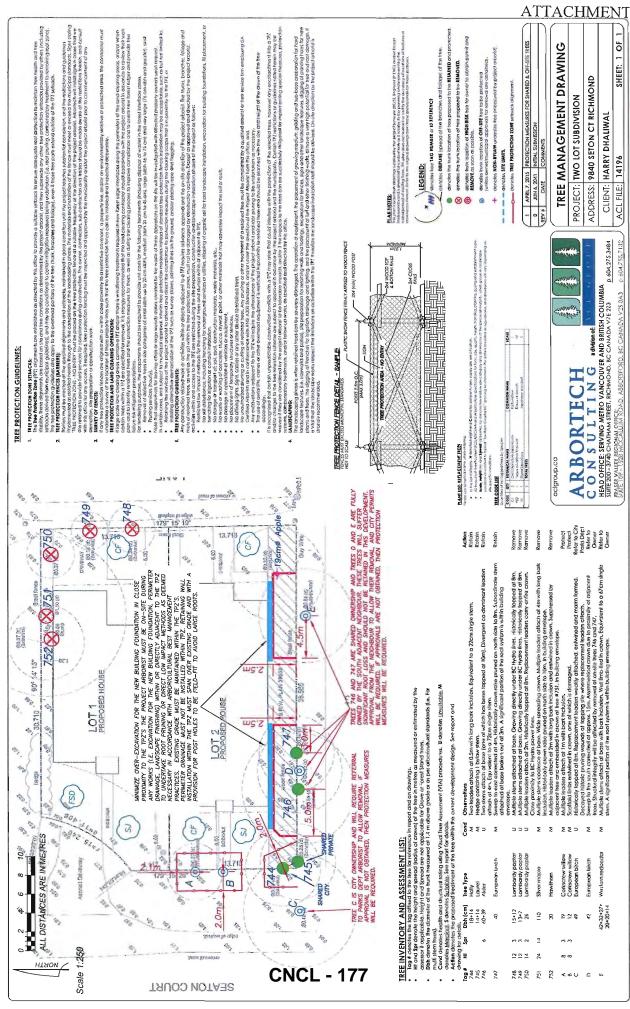
We are concerned about the back filling, raising the height of the lot as per Richmond City building code, and how it will effect the trees along the property line, general increased drainage of ground water into our property and the maintenance of the structures and drainage lines put in place to mitigate any of these negative impacts into to the future.

Can you clarify what the exact requirements are concerning the raising of the lot height on new construction is. Is it the lot that has to be raised, (a portion of the lot or the whole lot) or is it just a requirement to have the foundation of the house at a specific height in relationship to the crown of the road?

Could the new construction be done without changing the height of the 9840 Seaton Court lot along our property line within a specified zone that would limit the effect to us regarding the trees, drainage etc.

This is a follow up to a phone call on Monday, October 27th , left a message.

Regards





Rezoning Considerations

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

Address: 9840 Seaton Court File No.: RZ 14-665401

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9244, the following must be completed:

- 1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained (Trees # 744, 745, 746, 747, A, B, C, D, E). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, any special measures to ensure tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 2. Submission of a Tree Survival Security to the City in the amount of \$7,000 for the trees to be retained (Trees # 744, 745, 746, 747, A, B, C, D, E).
- 3. Submission of a landscaping security to the City in the amount of \$3,000 for the planting and maintenance of a total of six (6) replacement trees on the future lots, with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree		Minimum Height of Coniferous Tree
2	11 cm		6 m
2	8 cm		4 m
2	6 cm		3.5 m

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

- 4. Registration of a flood indemnity covenant on title.
- 5. Registration of a legal agreement on title ensuring that the only means of vehicle access is to the rear lane and that there be no access to Seaton Place.
- 6. 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. \$5,623) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.
- 7. Enter into a Servicing Agreement* for the design and construction of upgrades to the rear lane, including (but not limited to): rear lane drainage and modification of asphalt grading over the lane's full width from the subject property's north property line to Seaton Road. No street lighting or curbs are required in the lane. A centre swale with 200 mm diameter storm drainage pipe, inspection chambers, and manholes is required. Subject to approval, the City will fund construction work extending beyond the development's frontage, the cost of which will be added to the Cost Recovery Bylaw. Note: the design is to include the water, storm, and sanitary connections for the proposed lots (as described below).

Water Works

• Using the OCP Model, there is 92.6 L/s of water available at a 20 psi residual at the Seaton Court frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s. and as a result upgrade to the frontage water main along Seaton Court may be required. Or alternatively, please submit fire flow calculations signed and sealed by a crossional presincer based on the Fire Underwriter Survey (FUS) or

Initial:	
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- International Organization for Standardization (ISO) to confirm that there is adequate available flow for onsite fire protection without needing to upgrade the existing frontage water main.
- A water main upgrade may be required pending the review of the FUS calculation to be submitted by the developer.
- City to disconnect the existing 20mm water connection and install two new 25mm diameter water connections complete with meter boxes at the PL fronting Seaton Court.

Storm Sewer Works:

- City to relocate the two existing storm inspection chambers onto the City boulevard and reconnect services to provide on-site drainage for each subdivided lot.
- Depending on the final lot elevations and driveway locations, 2 additional inspection chambers will be required on Seaton Court for boulevard drainage. Boulevards must be swaled to inspection chambers to prevent storm water ponding on the road, driveway and boulevard.
- Lane drainage upgrade is required. See detail in Frontage Improvements section.

Sanitary Sewer Works:

- No sanitary sewer upgrade is required.
- City to cut and cap the existing sanitary connection at the inspection chamber in the northeast property corner, and install a new inspection chamber and two service connections at the common property line in the rear lane.

General Items:

• Proposed driveway locations must not conflict with existing street lights and/or utility poles. Requests to relocate street lights and/or utility poles will not be considered other than under exceptional circumstances.

At Demolition* stage, the following must be completed:

• Installation of tree protection fencing around all trees to be retained (Trees # 744, 745, 746, 747, A, B, C, D, E). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

At Subdivision* & Future Development* stage, the following must be completed:

• Pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, and Address Assignment Fees.

Prior to Building Permit* issuance, the following must be completed:

• 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 Department 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.

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* 1.1 1	
Initial:	

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

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

(signed original on file)		
Signed	Date	



Richmond Zoning Bylaw 8500 Amendment Bylaw 9244 (RZ 14-665401) 9840 Seaton Court

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. 003-958-230

Lot 11 Block 6 Section 25 Block 4 North Range 6 West New Westminster District Plan 19923

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9244".

FIRST READING	CITY OF RICHMONI
A PUBLIC HEARING WAS HELD ON	APPROVE by
SECOND READING	APPROVE by Directo
THIRD READING	or Solicifo
OTHER REQUIREMENTS SATISFIED	
ADOPTED	
MAYOR	CORPORATE OFFICER



Report to Committee

Planning and Development Department

To:

Planning Committee

Director of Development

Date: April 12, 2015

From:

Wayne Craig

File:

RZ 14-677417

Re:

Application by 1015553 B.C. Ltd. for Rezoning at 4760/4780 Fortune Avenue from

Single Detached (RS1/E) to Single Detached (RS2/B)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9201, for the rezoning of 4760/4780 Fortune Avenue from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

Wayne Craig

Director of Development

AY:blg

REPORT CONCURRENCE

ROUTED To:

CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Affordable Housing

Staff Report

Origin

1015553 B.C. Ltd. has applied to the City of Richmond to rezone the property at 4760/4780 Fortune Avenue from "Single Detached (RS1/E)" zone to "Single Detached (RS2/B)" zone to permit subdivision into two (2) lots. An existing duplex situated on the lot will be demolished. A map and aerial photograph showing the location of the subject site is provided in Attachment 1. A preliminary subdivision plan is included in Attachment 2.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Surrounding Development

The subject site is located in the Steveston Planning Area. Existing development immediately surrounding the property is as follows:

- To the north, directly across Fortune Avenue, is a duplex zoned "Two-Unit Dwellings (RD1)".
- To the south and east, are single-family residential lots zoned "Single Detached (RS1/E)".
- To the west, are single-family residential lots under Land Use Contract 113.

Related Policies & Studies

2041 Official Community Plan (OCP) & Steveston Area Plan

The Official Community Plan (OCP) designation of the subject site is "Neighbourhood Residential (NRES)". The Steveston Area Plan designation of the subject site is "Single-Family". The proposed single-family development complies with the OCP and Steveston Area Plan land use designations. The proposed rezoning and subdivision is also consistent with Section 2.3 of the Richmond Zoning Bylaw, regarding the subdivision of a lot occupied by a legal duplex into no more than two single detached housing lots.

Flood Management

The proposed redevelopment must meet the requirements of Richmond Flood Plain Designation and Protection Bylaw No. 8204. A flood indemnity covenant must be registered on Title of the subject property prior to final adoption of the rezoning bylaw.

Public Consultation

The rezoning information sign has been installed on the subject site. In response, one (1) neighbourhood resident of the property immediately west of the existing walkway expressed concerns to Staff regarding on-site tree preservation, notification process, potential issues with rodents and vermin from the demolition of the existing dwelling, and the design of the proposed new dwellings.

Staff met with the resident to discuss these matters and advised the resident that his property falls within the statutory notification area required for the Public Hearing and will be notified by mail of the Public Hearing date. Building Approvals Division does not have any specific requirements for pest control associated with the demolition of the existing structure. The developer has agreed to undertake a period of rodent control prior to the demolition of the structure.

The resident was concerned with two trees along the east edge of the walkway that are identified for removal (one multi-stemmed holly and one locust tree), based on the conflict with the proposed building envelope. The developer's arborist has assessed these two trees and while relatively healthy, the trees are identified for removal based on the building envelope. The developer will provide on-site planting and cash-in-lieu as compensation for their removal. The City's tree bylaw staff have reviewed and agree with the findings of the arborist's report.

The design of the houses and finish materials have not been determined at this time. Any structures built must conform to the siting, setbacks, height, and other regulations of the Richmond Zoning Bylaw No. 8500, which will be confirmed and secured through the Building Permit process.

Analysis

Public Pedestrian Walkway

A north-south public pedestrian walkway linking Fortune Avenue and Hermitage Drive is located adjacent to the subject site along the west property line. The chain link fencing and gate to the walkway must remain intact and unobstructed throughout all future demolition and construction activities associated with the proposed redevelopment, so as not to interfere with public access. The walkway surface and landscaping are currently serviceable, but the developer has agreed to contribute \$5,000 towards upgrades to north and south entrances to the walkway.

Site Servicing and Vehicle Access

There are no site servicing concerns with the proposed rezoning.

Vehicle driveway access to both proposed lots is to be from Fortune Avenue. At Subdivision stage, the developer will be required to pay servicing costs to reinstate the curb and gutter, sidewalk and boulevard along the property frontages.

Trees and Landscaping

A Certified Arborist's Report and Tree Retention Plan have been submitted by the applicant. The Report identifies the following:

- 14 bylaw-sized trees located on-site proposed for removal.
- Four (4) bylaw-sized trees located on-site proposed for retention.
- Four (4) bylaw-sized trees located on neighbouring property proposed for retention.
- Three (3) trees located on City property proposed for removal.
- Two (2) trees located on City property proposed for retention.

A copy of the proposed Tree Retention Plan is provided in Attachment 4.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site Visual Tree Assessment, and concurs with the Arborist's recommendations as follows:

- 14 trees located on-site (Tag#'s 4-9, 14, 18-19, 21-23 and 25-26) are in conflict with the proposed building envelope, have been previously topped, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.
- Four (4) Birch trees located on-site (Tag#'s 10-13) are to be retained and protected.
- Four (4) trees located on neighbouring property (Tag#'s 15-17 and 20) are to be retained and protected.

Parks Department Staff have reviewed the Arborist's Report and concurs with the Arborist's recommendations as follows:

- Three (3) trees on City property two (2) Cedar trees (Tag#'s 3 and 27) and one (1) Cypress tree (Tag# 2) near the frontage of the subject site should be removed, as they will be in direct conflict with proposed driveway construction to serve the subdivided lots.
- Two (2) trees (Tag#'s 1 and 24) located on City property are to be retained and protected.

Tree protection fencing is to be installed to City standard and in accordance with the City's Bulletin Tree-03 around the drip-lines of all trees to be retained (Tag#'s 1, 10-13, 15-17, 20 and 24). All tree protection fencing must be installed prior to demolition of existing buildings, and must remain in place until all construction and landscaping activities are completed on-site. To ensure the protection of the trees to be retained, the applicant must complete the following prior to final adoption of the rezoning bylaw:

• Submit a Tree Survival Security in the amount of \$6,000 for the four (4) trees located on-site and the two (2) trees located on City property to be retained. After construction and landscaping works on-site are completed, a landscaping inspection will be conducted to verify tree survival and 50% of the security will be released. The remaining 50% of the security will be released one (1) year after the initial landscaping inspection if the trees have survived.

• Enter into a Contract between the applicant and a Certified Arborist for the supervision of works conducted in close proximity to the Tree Protection Zones of all trees to be retained.

Prior to final adoption of the rezoning bylaw, the applicant will be required to provide compensation in the amount of \$1,950 (\$650/tree) to the City Tree Compensation Fund for the three (3) trees located on City property to be removed.

Under the 2:1 tree replacement guideline ratio in the OCP, the applicant is required to provide 28 replacement trees. In recognition of the efforts to be taken by the applicant to retain the six (6) trees located on-site and on City property, as well as the space limitations for re-planting after the subdivision, Staff recommends that the applicant be required to plant a total of eight (8) replacement trees on-site (four [4] on each subdivided lot). To ensure that the eight (8) replacement trees are planted and maintained on-site, the applicant is required to submit a Landscaping Security in the amount of \$4,000 (\$500/tree). Suitable tree replacement species include the Stewartia (Stewartia Pseudocamellia), Dik's Weeping Cypress (Chamaecyparis Lawsoniana 'Dik's Weeping') and the Serbian Spruce (Picea Omorika), at a minimum size of 3.5 m tall conifer or 6 cm deciduous caliper.

In recognition of the tree preservation efforts made by the applicant to retain a total 7 trees both on-site and on City property, proposed replacement trees (4 per lot) and the voluntary contribution of \$5,000 towards upgrades to the adjacent public walkway, staff recommends that the applicant be required to provide a cash-in-lieu payment of \$6,500 for trees not replaced on site.

Affordable Housing Strategy

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

The applicant proposes to provide a contribution of \$1.00 per buildable square foot of the single-detached dwellings (i.e., \$5,480) to the City's Affordable Housing Reserve Fund in-lieu of providing a legal secondary suite in a dwelling on one (1) of the two (2) lots proposed at the subject site. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw.

Subdivision Stage

At Subdivision stage, the applicant is required to pay servicing costs for the completion of engineering servicing and frontage upgrades outlined in Attachment 5 via Work Order.

Financial Impact or Economic Impact

None.

Conclusion

This rezoning application to permit the subdivision of an existing property into two (2) smaller lots zoned "Single Detached (RS2/B)" is consistent with the applicable policies and land use designations outlined within the Official Community Plan (OCP) and the Steveston Area Plan.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) included in Attachment 5.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9201 be introduced and given first reading.

Andrew Yu

Planning Technician (Temp)

(604-204-8518)

AY:blg

Attachment 1: Location Map and Aerial Photograph

Attachment 2: Preliminary Subdivision Plan

Attachment 3: Development Application Data Sheet

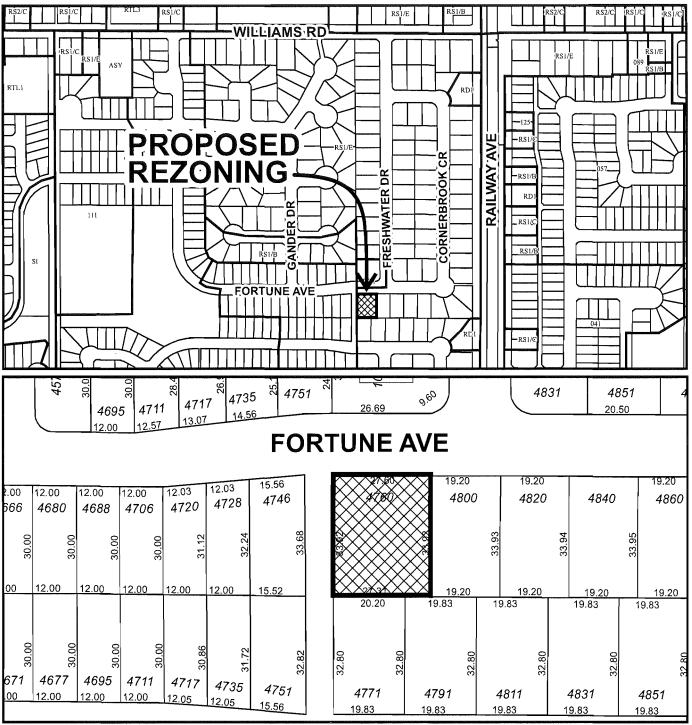
Attachment 4: Proposed Tree Retention Plan

Attachment 5: Rezoning Considerations

6	Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal
	Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance
	of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends
	that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured
	to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[signed copy on file]			
Signed	Date	•	







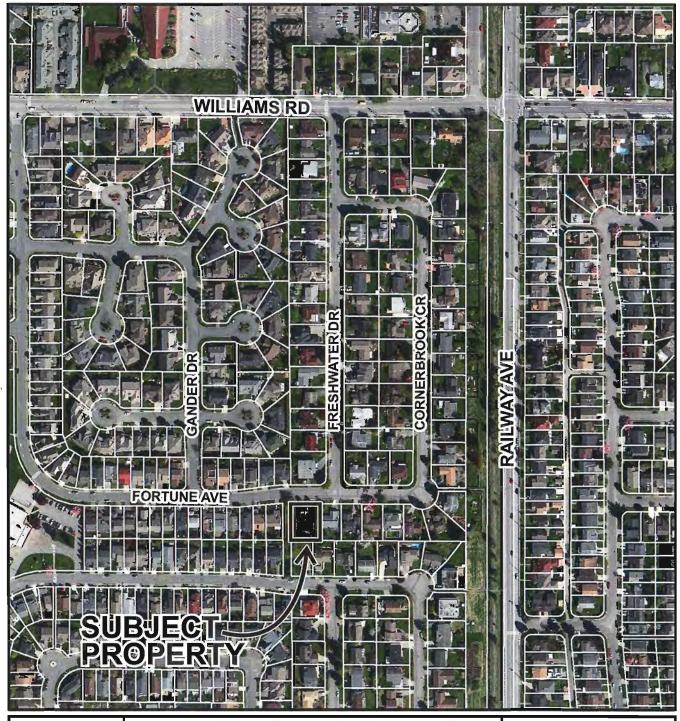
RZ 14-677417

Original Date: 11/28/14

Revision Date:

Note: Dimensions are in METRES





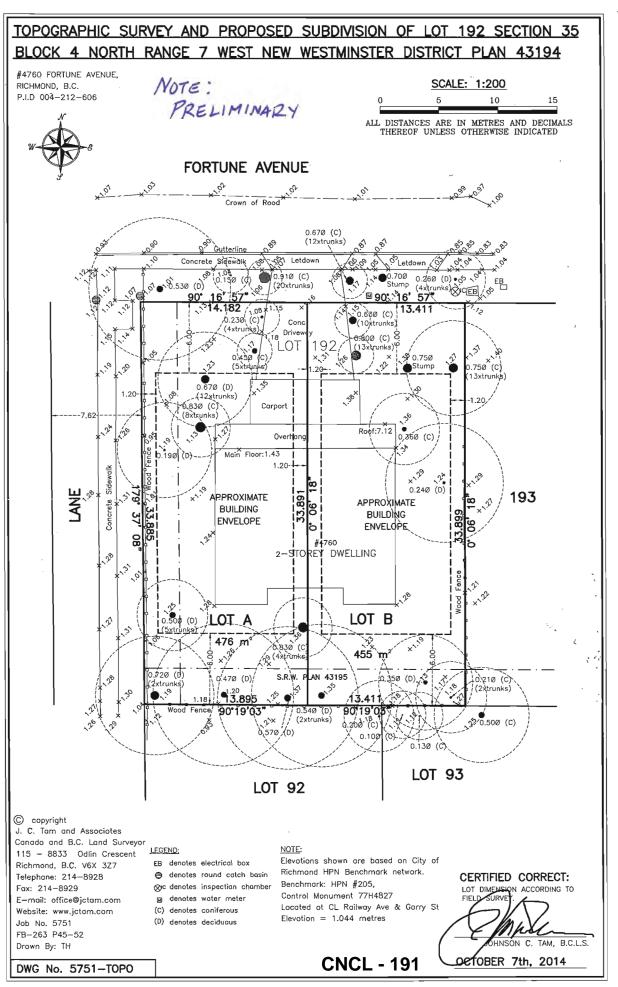


RZ 14-677417

Original Date: 11/28/14

Revision Date

Note: Dimensions are in METRES





Development Application Data Sheet

Development Applications Division

RZ 14-677417 Attachment 3

Address: 4760/4780 Fortune Avenue

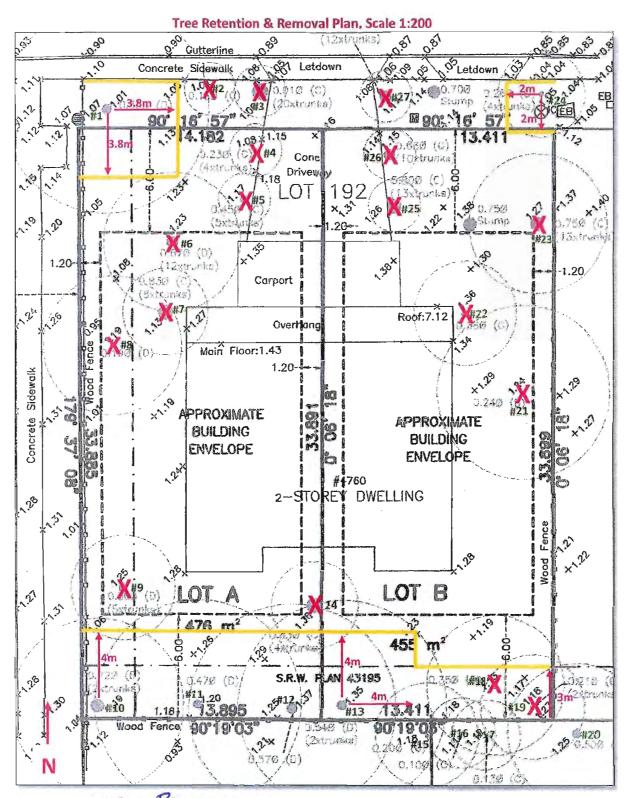
Applicant: 1015553 B.C. Ltd.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Natalia Bendo	TBD
Site Size (m²):	931 m²	Proposed west lot: 476 m ² Proposed east lot: 455 m ²
Land Uses:	Legal non-conforming duplex	Single-family residential
OCP Designation:	Neighbourhood Residential	Complies
Area Plan Designation:	Single-Family	Complies
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Lots:	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, non-porous surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material:	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback - Interior Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height:	Max. 2½ storeys	Max. 2½ storeys	none
Lot Size (m²):	Min. 360 m²	Proposed west lot: 476 m² Proposed east lot: 455 m²	none
Lot Width (m):	Min. 12 m	Proposed west lot: 14.0 m Proposed east lot: 13.4 m	none
Lot Depth (m):	Min. 24 m	Proposed west lot: 33.9 m Proposed east lot: 33.9 m	none
Lot Frontage (m):	Min. 6 m	Proposed west lot: 14.2 m Proposed east lot: 13.4 m	none

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



NOTE: PROPOSED

TREE	TREE SPECIES	DBH	SPREAD
#	(Botanical name)	(cm)	radius (m) est.
1	Birch	61cm	5.6m
2	(Betula sp.)	15cm	1.6m
2	Cypress (Chamaecyparis sp.)	15cm	1.6m
3	Cedar	34cm	1.4m
3	(Thuja occidentalis sp.)	combined	2
4	Cedar	29cm	1.2m
•	(Thuja occidentalis sp.)	combined	
5	Cedar	30	1.2m
	(Thuja occidentalis sp.)	combined	
6	Mountain ash	44cm	3.8m
	(Sorbus sp.)	combined	
7	Cedar	68cm	2.2m
	(Thuja occidentalis sp.)	combined	
8	Locust	21cm	3.8m
	(Robinia pseudoacacia)		
9	Holly	52cm	2.8m
	(Ilex sp.)	Combined	
10	Birch	99cm	4.8m
	(Betula sp.)	Combined	
11	Birch	45cm	5.6m
	(Betula sp.)		
12	Birch	70cm	6m
	(Birch sp.)		
13	Birch	63 cm	5.8m
	(Birch sp.)	combined	
14	Western red Cedar	79cm	2.2m
	(Thuja plicata)	combined	
15	Yew	20cm	3m
	(Taxus sp.)		
16	Western red Cedar	10cm	2.2m
	(Thuja plicata)		
17	Western red Cedar	13cm	2.2m
	(Thuja plicata)	No. 2	
1 8	Mulberry	26cm	4m
	(Morus sp.)		
19	Cedar	26cm	2.8m
	(Thuja occidentalis sp.)	combined	
20	Western red Cedar	50cm	5.6m
<u> </u>	(Thuja plicata)		
21	Mulberry	31cm	4.8m
**************************************	(Morus sp.)		
22	Cedar	41cm	3m
	(Thuja plicata)		
23	Cedar	75cm	3.8m
24	(Thuja sp.)	20	2.0
24	Japanese maple	32cm	2.8m
25	(Acer palmatum sp.)	combined	1.0
25	Cedar	32cm	1.2m
26	(Thuja occidentalis sp.)	combined	1.0
26	Cedar	41cm	1.2m
25	(Thuja occidentalis sp.)	combined	1./
27	Cedar (Thuja occidentalis sp.)	31 cm combined	1.6m
		combined	



Rezoning Considerations

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

Address: 4760/4780 Fortune Avenue

File No.: RZ 14-677417

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9201, the developer is required to complete the following:

- 1. City acceptance of the developer's offer to voluntarily contribute \$1,950 to the City's Tree Compensation Fund for the planting of replacement trees within the City, for the three (3) trees located on City property (Tag#'s 2, 3 and 27) to be removed.
- 2. City acceptance of the developer's offer to voluntarily contribute \$6,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City, for the required replacement trees that cannot be accommodated on-site.
- 3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 4. Submission of a Landscaping Security in the amount of \$4,000 (\$500/tree) to ensure that eight (8) replacement trees (four [4] on each subdivided lot) are planted and maintained on-site. The trees must be a minimum size of 3.5 m tall conifer or 6 cm deciduous caliper.
- 5. Submission of a Tree Survival Security to the City in the amount of \$6,000 for the six (6) trees located on-site and on City property (Tag#'s 1, 10-13 and 24) to be retained. After construction and landscaping works on-site are completed, a landscaping inspection will be conducted to verify tree survival and 50% of the security will be released. The remaining 50% of the security will be released one (1) year after the initial landscaping inspection if the trees have survived.
- 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. \$5,480) to the City's Affordable Housing Reserve Fund.
- 8. The City's acceptance of the applicant's voluntary contribution of \$5,000 towards upgrades to the walkway adjacent to the west property line of the site.

At Demolition Permit* Stage, the developer must complete the following requirements:

1. 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.

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

1. Pay Servicing Costs for the design and construction of engineering infrastructure and frontage improvements via Work Order. Works include, but may not be limited to the following:

Water Works:

- Using the OCP Model, there is 195.7 L/s of water available at a 20 psi residual at the Intersection of Freshwater Drive and Fortune Avenue. Based on the proposed development, the site requires a minimum fire flow of 95 L/s.
- The Developer is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.

• At the Developer's cost, the City is to cut and cap the existing water service connection at the watermain along the Fortune Avenue frontage and install two (2) new water service connections complete with meters and meter boxes along the Fortune Avenue frontage.

Storm Sewer Works:

• At the Developer's cost, the City is to cut and cap the existing service connection at the northwest corner of the development site and install a new storm service complete with IC and dual service connections at the adjoining property line of the newly subdivided lots along the Fortune Avenue frontage.

Sanitary Sewer Works:

• At the Developer's cost, the City is to cut and cap the existing sanitary service to 4760 Fortune Avenue located at the southeast corner of the development site and install a new sanitary service complete with IC and dual service connections at the adjoining property line of the newly subdivided lots along the existing service Right-of-Way (south).

Frontage Improvements:

- Vehicle access for the proposed dwellings will be required. The Developer is required to restore the curb and gutter, sidewalk
 and boulevard along the property frontages.
- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers.
 - To underground proposed Hydro service lines when relocating/modifying any existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

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.

- 3 -		
Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.		
Date		
	quired to comply at all times with the condition contain prohibitions on the removal or dis nindividual authority to contravene these legition exists on site, the services of a Qualified levelopment activities are in compliance with	



Richmond Zoning Bylaw 8500 Amendment Bylaw 9201 (RZ 14-677417) 4760/4780 Fortune Avenue

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

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

P.I.D. 004-212-606 Lot 192 Section 35 Block 4 North Range 7 West New Westminster District Plan 43194

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9201".

MAYOR	CORPORATE OFFICER
ADOPTED	
OTHER CONDITIONS SATISFIED	
THIRD READING	- al
SECOND READING	APPRO by Dire or Solic
A PUBLIC HEARING WAS HELD ON	
FIRST READING	CITY OF RICHMO



Report to Committee

Planning and Development Department

To: Planning Committee

Date: April 7, 2015

From: Wayne Craig

Re:

File: RZ 10-516067

Director of Development

Application by LW and Chen Development Ltd. for Rezoning at

6731, 6751 Eckersley Road and 6740 Cooney Road from Single Detached (RS1/E) to Mid Rise Apartment & Townhouse (ZLR16) – Brighouse Village (City Centre)

Staff Recommendation

That Richmond Zoning Bylaw 8500 Amendment Bylaw No. 9241 to:

- 1. Create the "Mid Rise Apartment & Townhouse (ZLR26) Brighouse Village (City Centre)" zone and to rezone 6731, 6751 Eckersley Road and 6740 Cooney Road from "Single Detached (RS1/E)" to "Mid Rise Apartment & Townhouse (ZLR26) Brighouse Village (City Centre)"; and
- 2. Amend Section 5.15.1 (Affordable Housing) to include the "ZLR26" zone and a density bonusing cash in lieu sum in accordance with the Affordable Housing Strategy.

be introduced and given first reading.

Wayne Craig

Director of Development

DN:blg Att.

REPORT CONCURRENCE

ROUTED TO:

Concurrence

Concurrence of General Manager

Affordable Housing
Transportation

Staff Report

Origin

Andrew Cheung Architects Inc., on behalf of LW & Chen Development Ltd., has applied to the City of Richmond to rezone 6740 Cooney Road, and 6731, 6751 Eckersley Road (Attachment 1) from "Single Detached (RS1/E)" to a new site specific zone, the "Mid Rise Apartment & Townhouse (ZLR26) – Brighouse Village (City Centre)" zone to permit development of approximately 41 apartment units and eight (8) townhouse units above a partially submerged parking structure (Attachment 2).

Findings of Fact

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

Surrounding Development

The subject site is in the Brighouse Village in an area designed for medium-density, mid-rise (4 to 8 storeys) housing under the City Centre Area Plan (CCAP) (Attachment 4). Development surrounding the subject site is as follows:

To the North: Park Road, which will be partially constructed as part of the subject development application, single-family lots zoned "Single Detached (RS1/E)" and designated "General Urban T4 (15 m)" in the Brighouse Village in the CCAP.

To the East: Eckersley Road, four-storey low rise apartments ("Saffron") zoned "Low Rise Apartment (ZLR23) – Brighouse Village (City Centre)" and designated "Urban Centre T5 (25 m)" in the Brighouse Village in the CCAP.

To the South: Street level townhouses and two (2) residential towers on a parking podium ("Emerald") zoned "High Rise Apartment (ZHR5) – Brighouse Village (City Centre)" and designated "Urban Centre T5 (25 m)" in the Brighouse Village in the CCAP.

To the West: Cooney Road and a nine (9) unit townhouse development zoned "Town Housing (ZT46) – South McLennan and Brighouse Village" and designated "Urban Centre T5 (25 m)" in the Brighouse Village in the CCAP.

Related Policies & Studies

Official Community Plan (OCP)

The site is designated "Mixed Use" in the Official Community Plan (OCP), which supports the proposed residential use.

City Centre Area Plan (CCAP)

The site is located within the Brighouse Village in an area that is intended for medium-density, mid-rise (4 to 8 storeys) housing, which supports the use, building form, and density proposed by the subject application (Attachment 4).

Flood Management Implementation Strategy

The development proposal is required to comply with the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. A Flood Indemnity Restrictive Covenant is required prior to rezoning bylaw adoption.

Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is located within an area that permits all aircraft noise sensitive land uses. However, as the site is affected by OCP Airport Noise Contours, the development is required to register a covenant prior to rezoning bylaw adoption.

Existing Legal Encumbrances

An existing statutory right of way, J87135 Plan 44271, which is currently registered on all of the subject properties, is no longer required by Engineering. Discharge of this right of way is required before final adoption of the rezoning bylaw.

Public Consultation

The applicant has confirmed that development signage has been posted on both the site's Cooney Road and Eckersley Road frontages. Staff have not received any written correspondence or phone calls from residents expressing concerns in association with the subject application to date.

Analysis

Project Description

The subject site, which includes 6740 Cooney Road, 6731 Eckersley Road, and 6751 Eckersley Road, is comprised of the three (3) remaining undeveloped lots within a block bound by Cooney Road, Eckersley Road, Anderson Road and as yet unconstructed Park Road. The three (3) properties are proposed to be consolidated into one (1) "L" shaped lot with frontage on Cooney Road, Park Road and Eckersley Road, and developed into approximately 41 apartments and eight (8) townhouse units above a partially submerged parking structure.

As a result of incremental redevelopment within this neighbourhood that occurred prior to the adoption of the CCAP, density within the area ranges from 1.0 floor area ratio (FAR) to 2.3 FAR and building forms range from ground level entry townhouse units to towers above a parking podium. The proposed townhouses and mid-rise apartment on a semi-submerged parking level is consistent with the diversity of building form and character within this neighbourhood, and softens the transition between the high-rise development located south of the site and the lots on the north side of Park Road that are designated to be developed at a lower density and height. The proposed maximum density, which includes exemptions for the inclusion of Basic Universal Housing features in accordance with the Zoning Bylaw, is 2.0 FAR.

The proposed three storey townhouse units are located on the narrower western portion of the lot and are oriented toward Park Road. The units facilitate transition between the proposed apartment and future redevelopment on the north side of Park Road where 15 m (49 ft.) is the maximum supported building height. The site's Cooney Road frontage provides access to a pathway leading to townhouse back patios, the common outdoor amenity space, and the apartment building. The end townhouse unit abutting Cooney Road is designed to both

maximize opportunities for visual surveillance and articulate the western building façade. Along Park Road, proposed townhouse units have front yard patio spaces and a pathway between the townhouses and the apartment building provides a connection between Park Road and the common outdoor amenity space.

The proposed six-storey apartment building (23 m (75 ft.) high), which accommodates most (78%) of the density proposed on-site, is sited at the northeast corner of the site. The building anchors the corner and facilitates transition between the townhouses proposed on-site and 45 m (147 ft.) high residential towers within the southern adjacent development ("Emerald"). The proposed apartment is designed to encourage an active relationship with the adjacent Park Road and Eckersley Road street frontages by proposing first level apartment units and a recessed lobby entrance along the Park Road frontage. A first level apartment wraps around the northeast corner of the site and the pattern continues along Eckersley Road to the required on-site loading and collection area, which is adjacent to the access to residential and visitor parking at the southern end of the site.

The proposal includes 318 m² (3,422 ft²) of outdoor amenity space located on a southern portion of the site adjacent to 117 m² (1,259 ft²) of indoor amenity space. In both cases, the proposed amenity area exceeds the recommendations of the OCP. Staff will work with the applicant at the Development Permit stage to ensure the design and programing of the spaces respond to the Development Permit Guidelines in the OCP and CCAP (Attachment 2).

Servicing Capacity and Upgrades

Engineering issues will be addressed through the required Servicing Agreement (SA), which is discussed in detail in Attachment 6. The scope of the SA includes but is not limited to providing a watermain along the site's Park Road frontage and an associated hydrant, undertaking storm sewer upgrades along the site's Cooney Road, Eckersley Road and Park Road frontages, improving sanitary sewer connections, and designing and constructing road improvements, including a functional extension of Park Road between Cooney Road and Eckersley Road.

Frontage Dedications and Improvements

The applicant is required to provide the following dedications and undertake the following frontage improvements as discussed in detail in Attachment 6:

Corner Cut

- 4 m x 4 m (13 ft. x 13 ft.) corner cut dedication at the northeast (Park Road/Eckersley Road) corner of the site.
- 4 m x 4 m (13 ft. x 13 ft.) corner cut dedication at the northwest (Park Road/Cooney Road) corner of the site.

Cooney Road

Approximately 4.68 m (15 ft.) wide dedication along the entire west property line to align
with the new west property line established by the southern adjacent site ("Emerald").
The total dedication area is to be verified by the applicant's survey and final functional
design plan approved by the Director of Transportation, which is a requirement of the
SA.

 Relocate and widen the pavement width to match the cross section established by the southern adjacent site ("Emerald") and install City Centre standard sidewalk and treed boulevard.

Park Road

- The connection of Park Road between Cooney Road and Eckersley Road is a requirement of rezoning for this project and will be facilitated through the required SA. The subject site is within the Park Road Funding Program catchment area, which is an area that has been identified by the Transportation Department as benefitting from the expansion of Park Road. The catchment includes properties within an area is generally bound by Anderson Road, Cooney Road, Eckersley Road, and extends north of the Park Road connection to include eight (8) lots that have not yet redeveloped. The catchment also includes a large site that has redeveloped at the south east corner of Eckersley Road and Park Road (8600 Park Road).
- The catchment area was established in 2007 to facilitate the acquisition and construction of the Park Road extension to City standards. Development within the catchment contributes toward anticipated total project costs including land acquisition and road construction costs. The costs are proportionally shared between properties within the catchment area based on total parcel size and contribution rates are periodically adjusted to reflect up to date costs. Of the thirty three (33) lots originally identified within the catchment area, including the subject lots in the equation, twenty five (25) have redeveloped or are actively pursuing redevelopment.
- The project proponent is responsible for 27.3% of the costs associated with the road expansion project based on the area of the site within the total catchment area. However, as the land for the Park Road extension was purchased and acquired by the City in early 2011, the subject application, which fronts the southern edge of the Park Road connection between Cooney Road and Eckersley Road, is responsible for the design of the Park Road connection and partial construction of the road in accordance with the Subdivision and Development Bylaw (No. 8751). The bylaw requires development adjacent to a dedicated road to undertake off-site works to establish a functional road.
- Through the SA process, the applicant is required to provide a functional design for Park Road to the satisfaction of the Director of Transportation to confirm the extent of off-site works. The Park Road frontage improvements include:
 - Providing full turning movements (ie. full pavement width) at the intersection with Cooney Road and Eckersley Road;
 - o Introduction of an 11.2 m (37 ft.) wide pavement width for Park Road and widening for a three (3) lane cross section width at the Park Road/Cooney Road intersection (to be confirmed by the required functional design); and
 - o Introduction of a City Centre standard sidewalk, curb/gutter, street trees and boulevard on the south side of Park Road adjacent to the subject site.
- The applicant is responsible for the construction of Park Road based on a functional road plan to the satisfaction of the Director of Transportation. There is no compensation if the cost is greater than the site's Park Road Funding Program catchment area contribution value based on proportional land area (\$550,000 during the 2015 calendar year, or 27.3% of the total projected costs at a rate reflective of current year costs subject to the satisfaction of the Director of Transportation). However, if the cost of construction of a

functional road is less than the catchment contribution value at the SA stage, the applicant will be accountable for the provision of the value of the contribution shortfall.

Eckersley Road

- Align the west curb to introduce a parking layby for Eckersley Road.
- Introduce a new City Centre standard sidewalk and treed boulevard.

Parking and Loading

Resident and visitor parking are enclosed within a single storey, semi-submerged parking podium, with access at the south easterly end of the site. Ten (10) visitor parking stalls are provided on-site in accordance with the standard bylaw requirement. The bylaw required number of resident parking stalls may be reduced by up to a maximum of 10% (from 59 to 53 resident parking stalls) conditional to the implementation of Transportation Demand Management (TDM) measures that are supported by Transportation staff. A total of 54 resident parking stalls are proposed, which is supported by Transportation staff conditional to:

- Installation of a bench mounted on a concrete pad along each of the site's three (3) road frontages. The benches are shown within the property lines in the attached site plan; and
- Construction of a bike lane along Cooney Road through the required Servicing Agreement.

As a condition of rezoning, a covenant is required to be registered on Title to ensure visitor parking spaces remain unassigned and used solely by visitors. Bicycle parking is provided in accordance with the bylaw.

The applicant has demonstrated to the satisfaction of Transportation staff that loading vehicles can be accommodated on-site within the designated on-site truck parking area. The design of the garbage and recycling enclosure is integrated into the building and includes a roll up door to provide direct access to the loading area. A layby will be introduced along the Eckersley Road frontage to accommodate garbage/recycling collection. Signage will be installed to ensure the layby parking area will be available for use by collection vehicles. The parking access driveway will not be blocked at any time by loading or collection, and two (2) lanes of traffic on Eckersley Road will remain clear at all times.

Proposed Rezoning Bylaw

The proposed site specific "Mid Rise Apartment & Townhouse (ZLR26) – Brighouse Village (City Centre)" zone bylaw is based on other similar existing zones within the neighbourhood (including "High Rise Apartment (ZHR5) – Brighouse Village (City Centre)" and "Low Rise Apartment (ZLR23) – Brighouse Village (City Centre)") but tailored for the proposed use and density. Importantly, the proposed zone supports development that will soften the transition between the existing range of building forms and densities south of Park Road and future redevelop on the north side of Park Road where lower building height and density is supported by the CCAP, in a form generally consistent with the surrounding area. The following is a synopsis of key features of the proposed site-specific zone:

Density and Lot Coverage: The proposed 2.0 FAR, contingent upon compliance with the City's Affordable Housing Strategy, and proposed lot coverage is consistent with the site's designation in the CCAP.

Setbacks: A 3.0 m to 4.0 m setback from adjacent roads is proposed, which is consistent with established building setbacks in the neighborhood. Similarly, the parking structure setbacks are consistent with those of existing developments and include terraced landscaping and unit entries.

Permitted Height: The CCAP supports 25.0 m (82 ft.) building height at this location. The proposed apartment building height is 23 m (75 ft.); however, the maximum height for townhouses is 12 m (40 ft.), which softens transition from the southern adjacent high rise development to future maximum 15 m (50 ft.) high development on the north side of Park Road.

Tree Retention & Replacement

The City Tree Preservation Coordinator and Parks arboriculture staff have reviewed an Arborist Report and associated tree plan submitted by the applicant, which analyzes tree retention/removal on-site and is summarized below:

Location of trees	# of trees	Condition and Recommendation	Compensation
Development site	17	Poor condition (dead, dying, previously topped and/or exhibit structural defects) Remove	2:1 replacement
City property	14	Trees located within future road way and associated, sidewalk, curb, gutter, and boulevard improvements.	No compensation

A landscape plan confirming the planting of a minimum of 34 replacement trees that includes a mix of conifer and deciduous trees would be provided as part of the Development Permit (DP 10-516068) review process.

Affordable Housing Strategy

In accordance with provisions in the Affordable Housing Strategy for smaller townhouse and apartment developments that consist of less than 80 units, the applicant will make a cash contribution to the affordable housing reserve fund in accordance with the Affordable Housing Strategy.

Accessible Housing

Of the 49 units proposed, all 41 apartment units will be constructed to be fully accessible for a person in a wheelchair at the time of construction. As per the Basic Universal Housing Features provisions outlined in Section 4.16 of the Zoning Bylaw, each of these units is permitted a density exclusion of 1.86 m² (20 ft.) per unit. Detailed floor plans that identify the Basic Universal Housing Features will be checked through the Development Permit review process (DP 10-516068).

Also through the Development Permit review process, the applicant will be required to demonstrate that barrier-free access is provided to the apartment lobby, and to the indoor and outdoor amenity areas. In addition, all units and common areas will incorporate aging in place features to accommodate mobility constraints associated with aging. These features include lever style door handles and plumbing fixtures, solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs, and showers, stairwell hand rails, etc.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will make a voluntary contribution to the City's Public Art Reserve fund at a rate of \$0.76 per buildable square foot (approximately \$37,935.00) as referenced in the Rezoning Considerations (Attachment 6). The contribution would be allocated to the Public Art reserve fund.

Sustainability

As a condition of rezoning bylaw adoption, the applicant would commit to connect the subject development to the proposed City Centre District Energy Utility (DEU), which includes design and construction of the building to facilitate hook-up to a DEU, entering into a Service Provision Agreement(s), and registration of statutory right-of-way(s) and/or alternative agreements, to establish District Energy Utility (DEU) for the proposed development.

In accordance with the CCAP, the proposed development would be constructed to achieve LEED Silver equivalency. The applicant has provided a list of sustainability features that may be incorporated to ensure the development proposal achieves LEED Silver equivalency (Attachment 5).

Development Permit (DP 10-516068)

The Rezoning Considerations attached to this report (Attachment 6) include a requirement for the substantive completion of a Development Permit prior to adoption of the rezoning bylaw. The Development Permit review process will include:

- Articulation and review of proposed building materials and colors;
- Provision of geotechnical information to confirm the elevation of the proposed semisubmerged parking;
- Development of a landscape plan that includes perimeter landscaping, landscaping of the building wall above the parking access ramp, and a minimum of 34 replacement trees onsite; and
- Provision of hard surface landscaping details to minimize the impact of the service access character of Eckersley Road.

Financial Impact or Economic Impact

No financial or economic impact is anticipated as a result of the proposed development.

Conclusion

The applicant has demonstrated the feasibility of accommodating the proposed density on a site with a challenging geometry and three (3) road frontages. Further, the development proposes a mid-rise apartment and three-storey townhouse units in response to the site specific context and complies with its designation in the CCAP.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9241 be introduced and given

first reading.

Diana Nikolic, MCIP Planner 2-Urban Design

(604-276-4040)

DN:blg

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

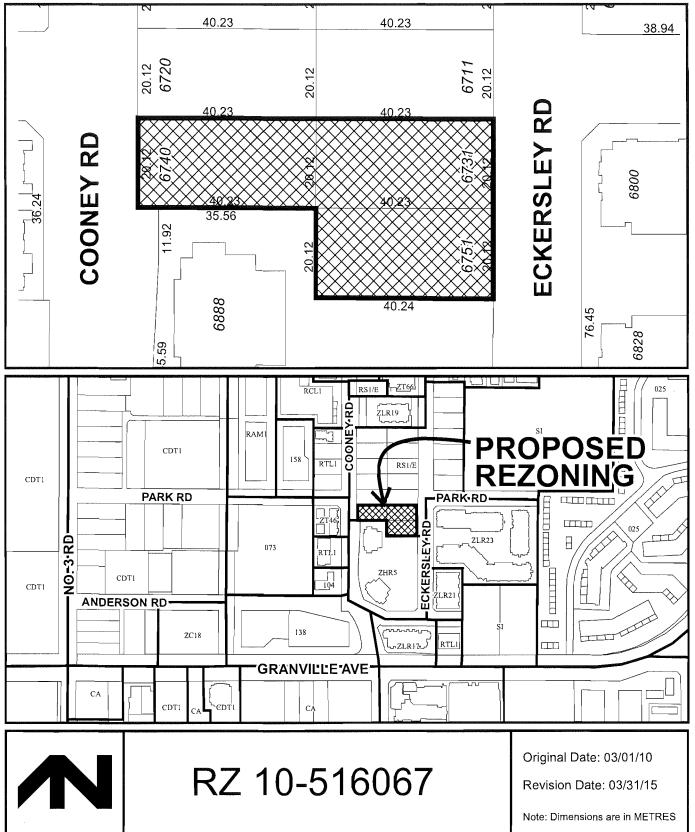
Attachment 3: Development Application Data Sheet

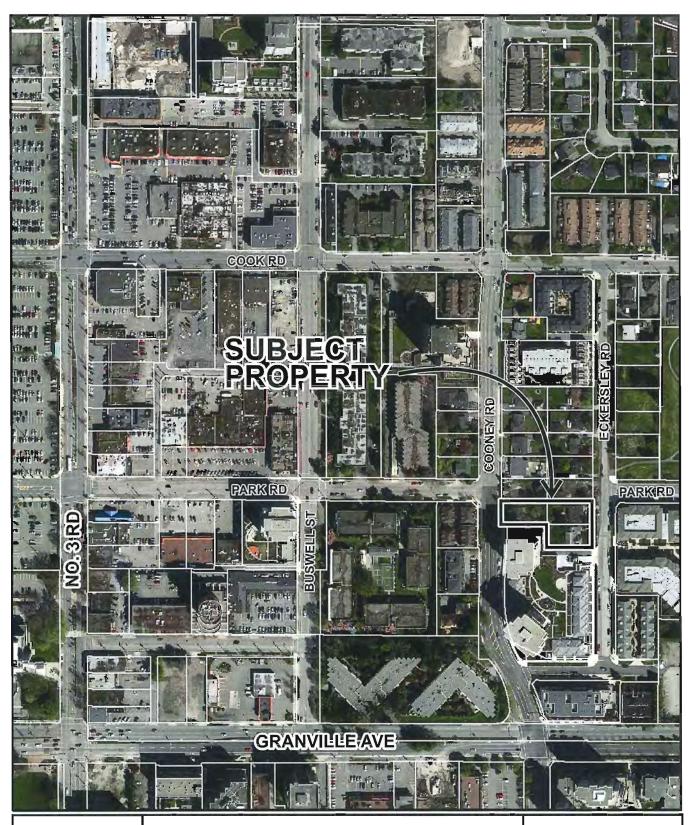
Attachment 4: Brighouse Village Plan

Attachment 5: Sustainability and CPTED Provisions List (provided by applicant)

Attachment 6: Rezoning Considerations







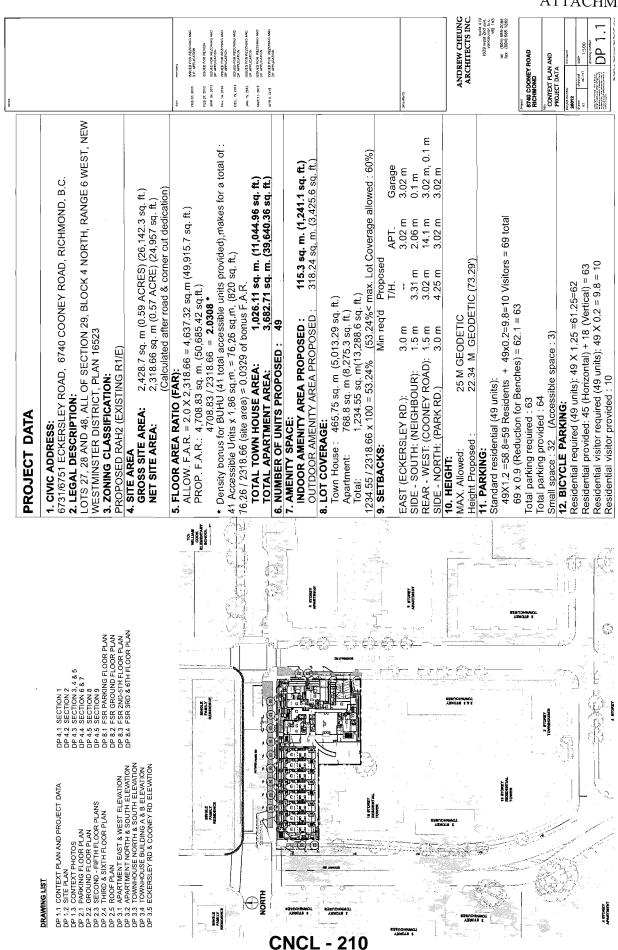


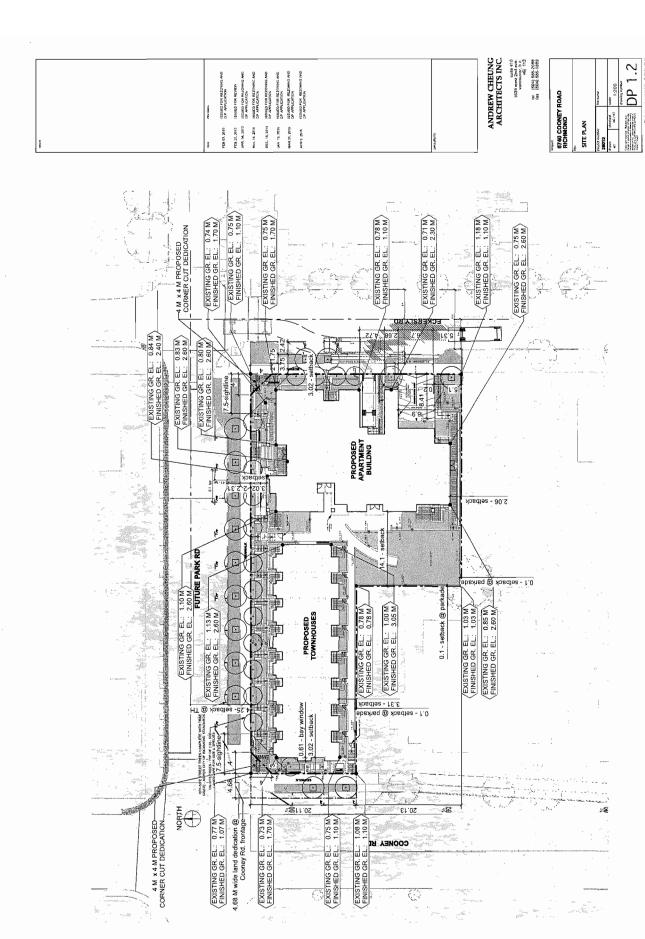
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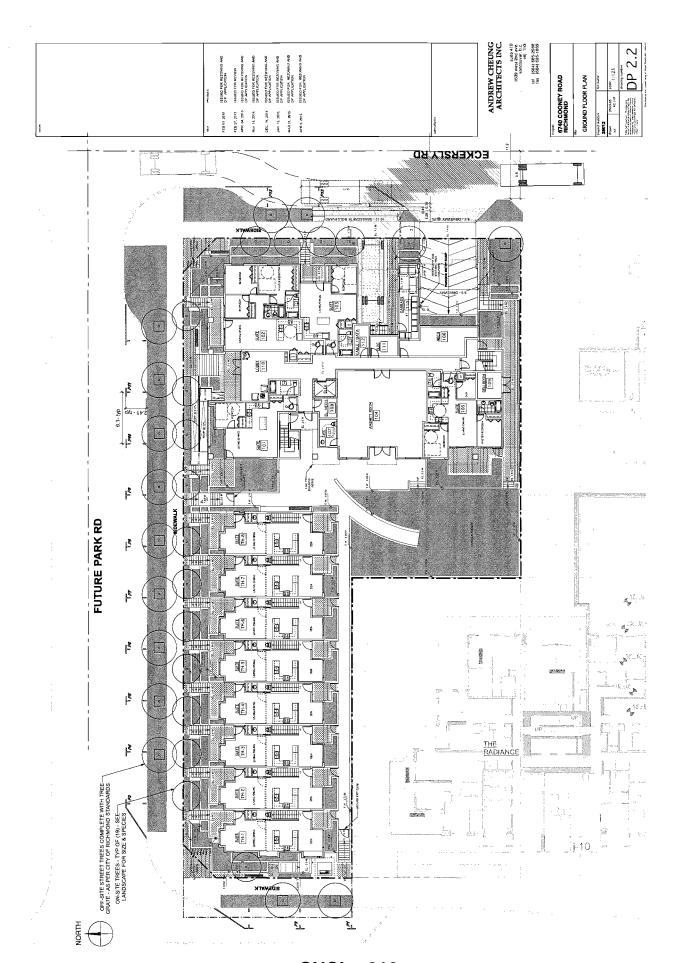
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Amended Date: 03/31/15

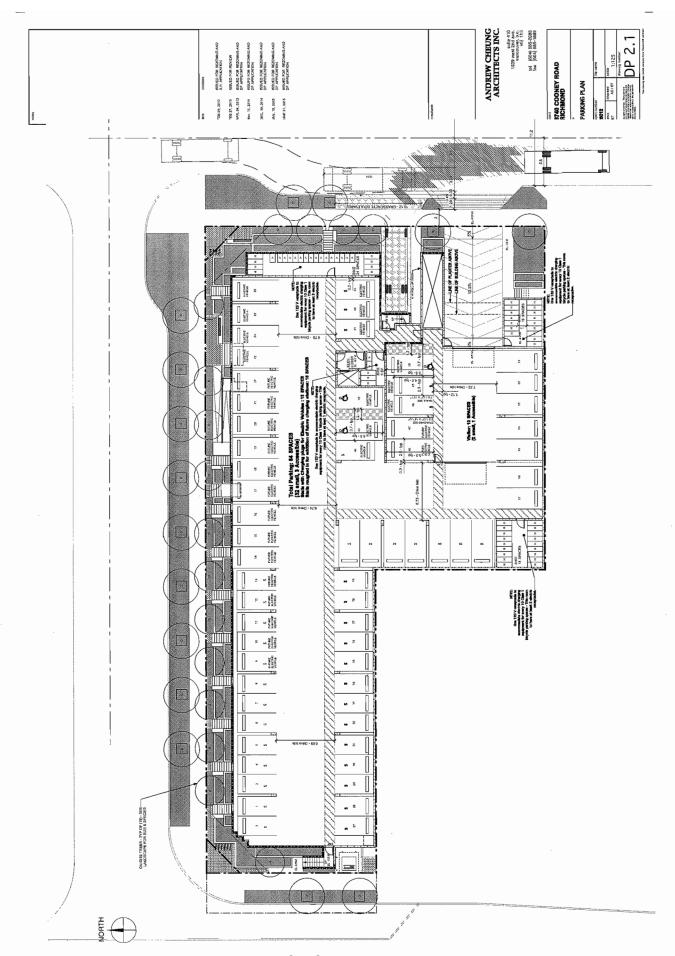
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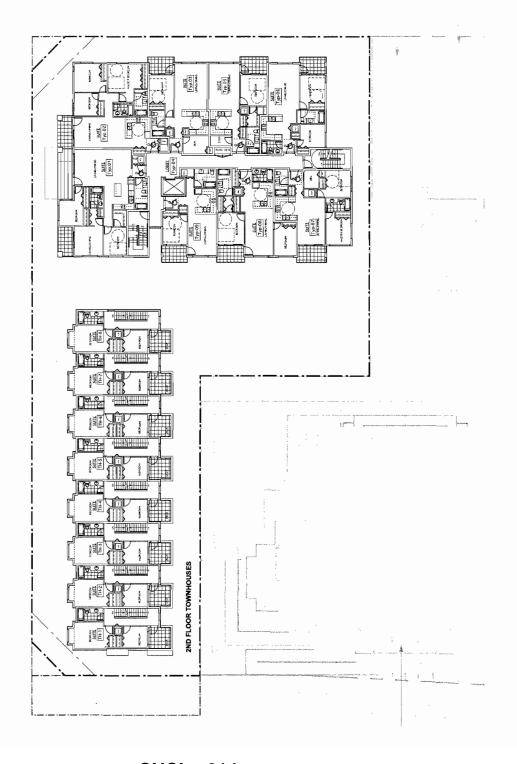


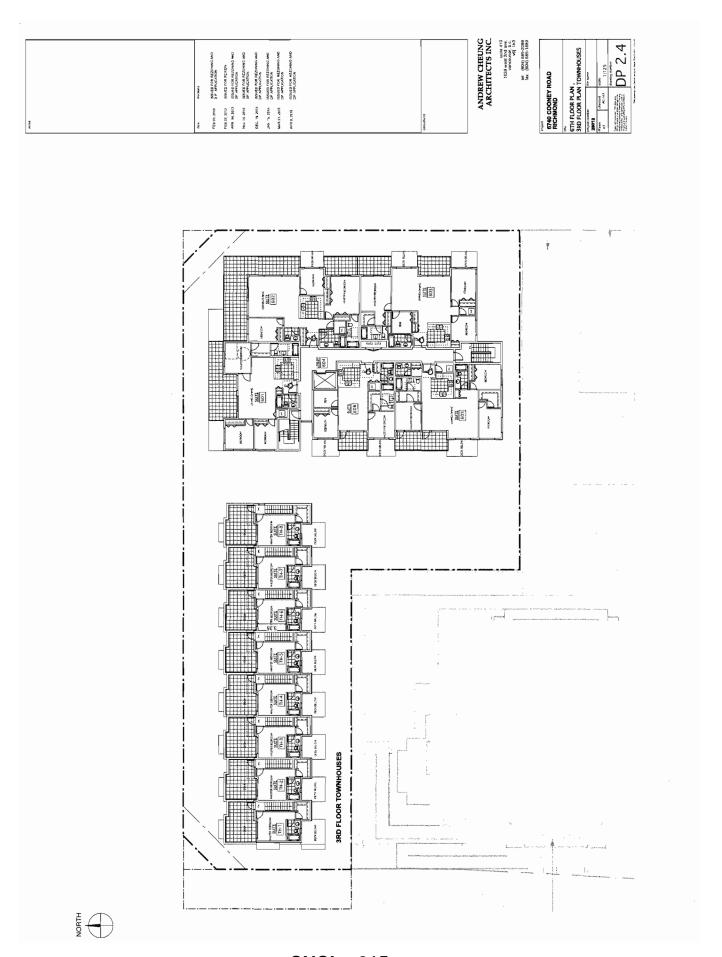
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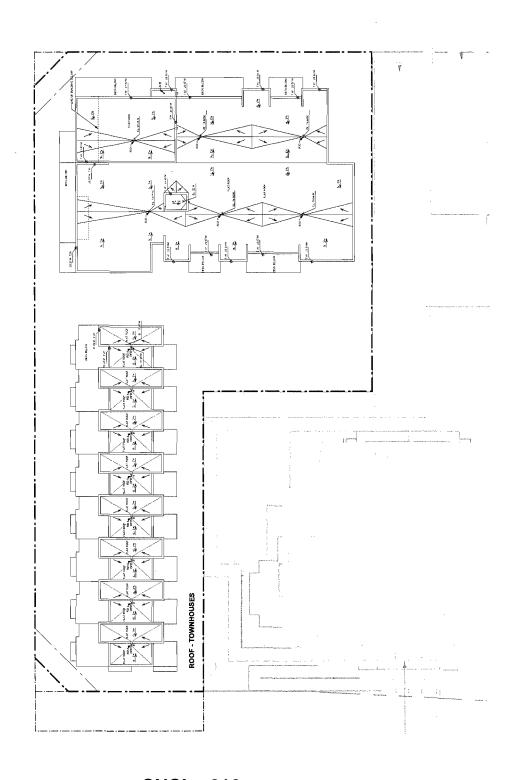
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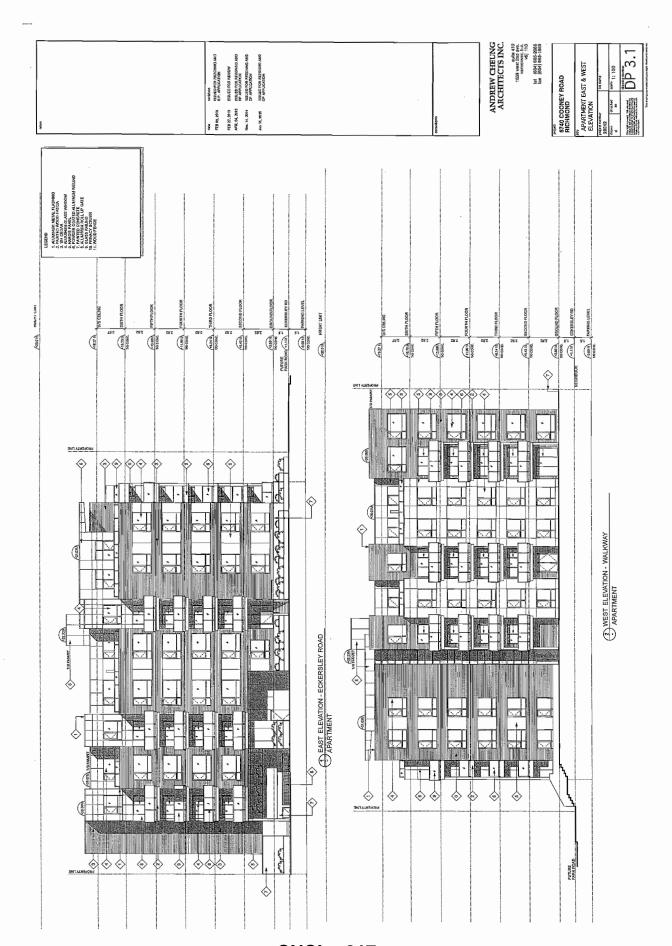




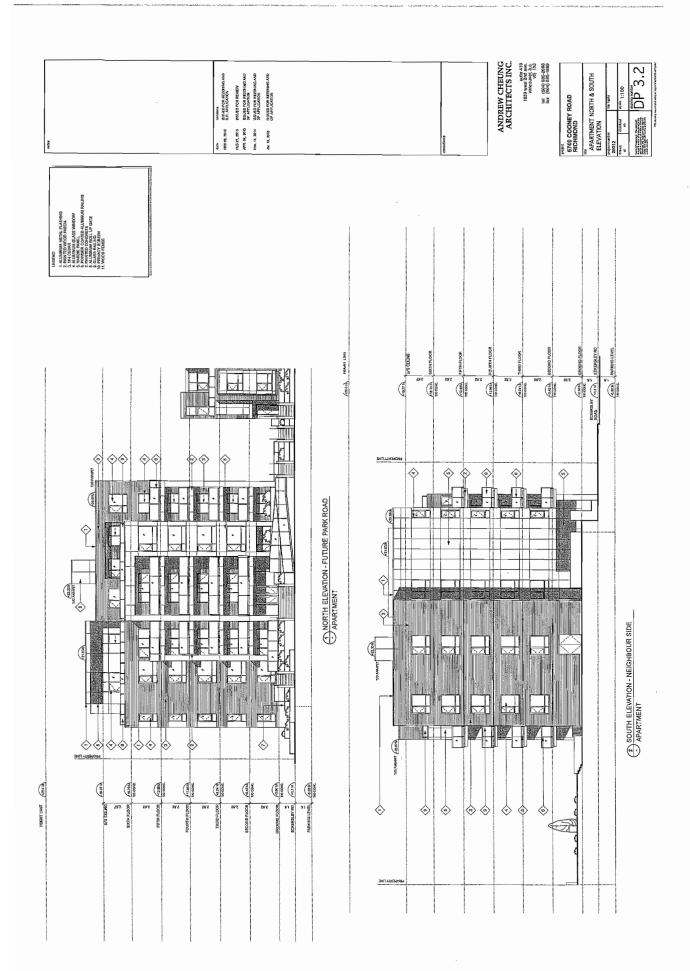
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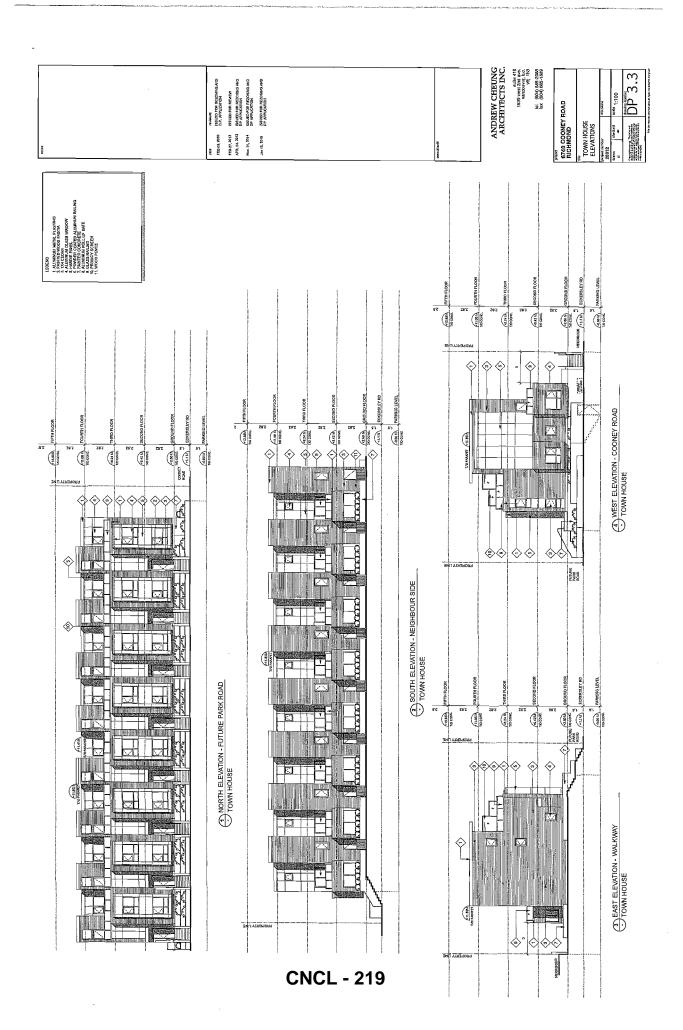
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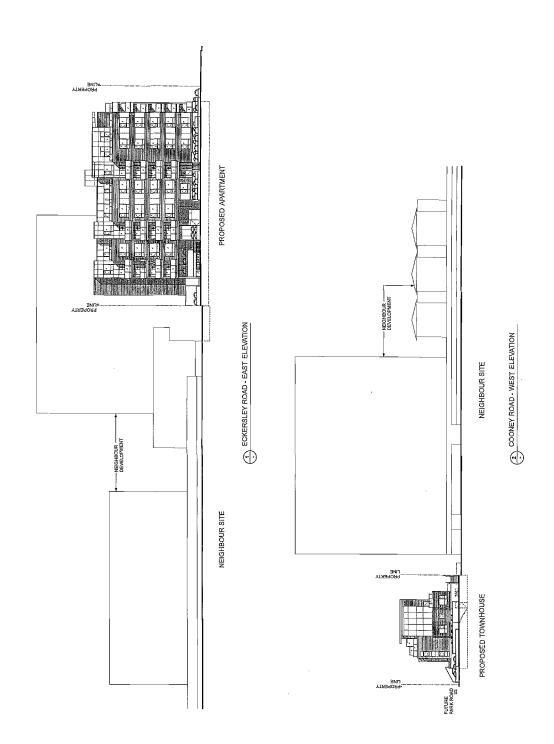


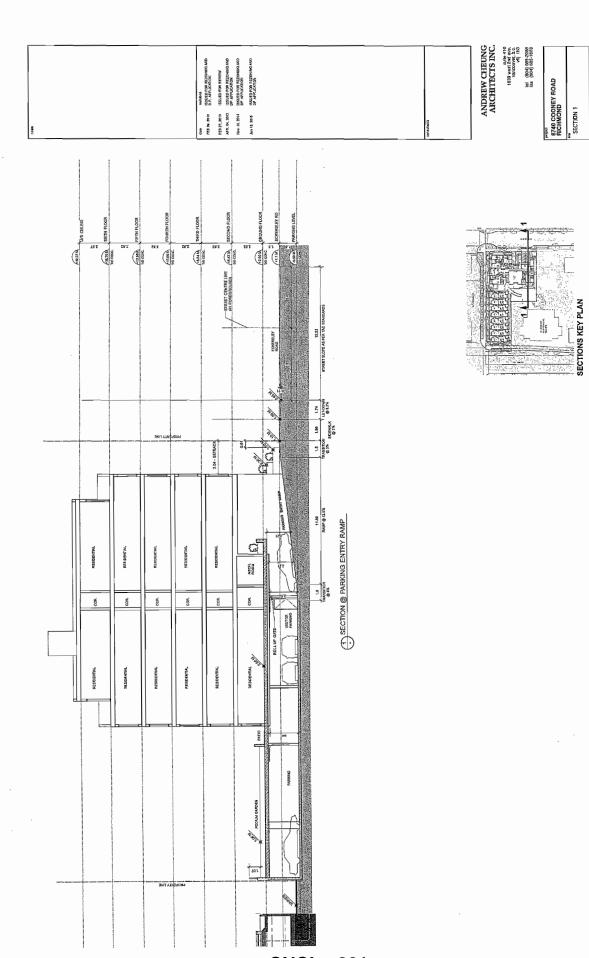
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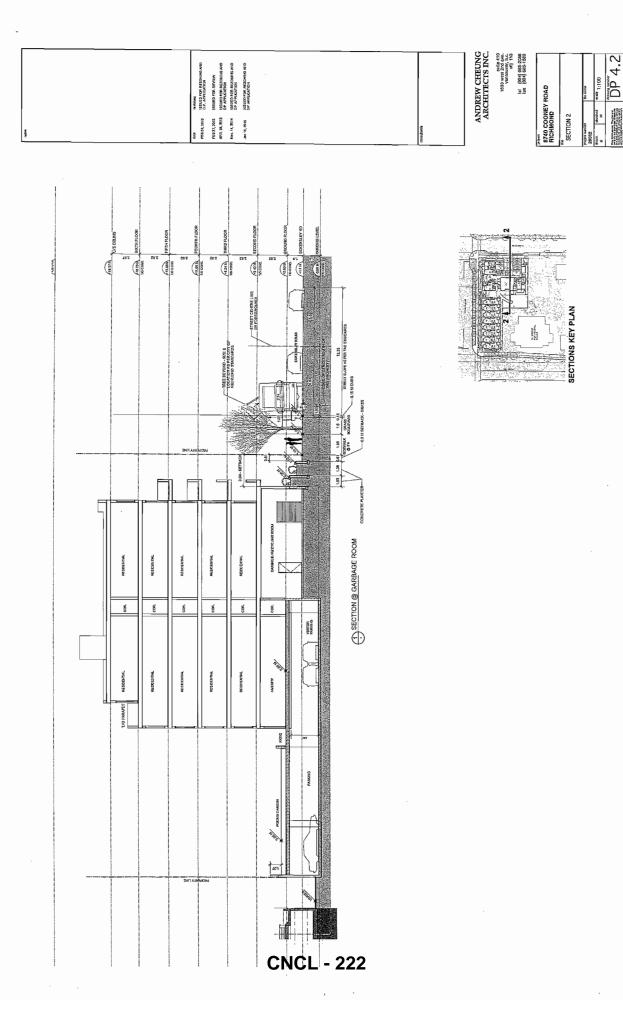
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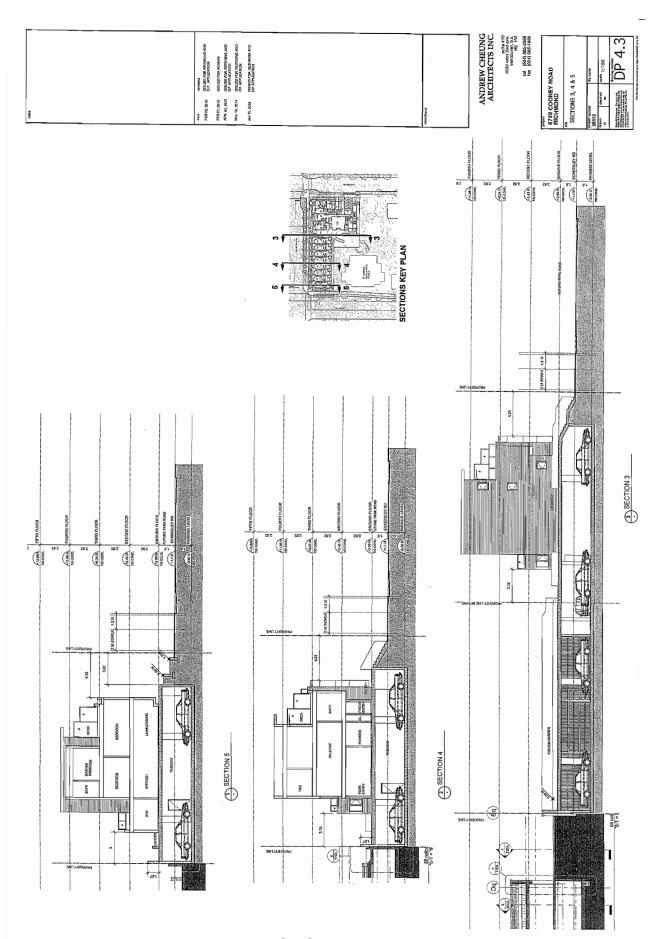




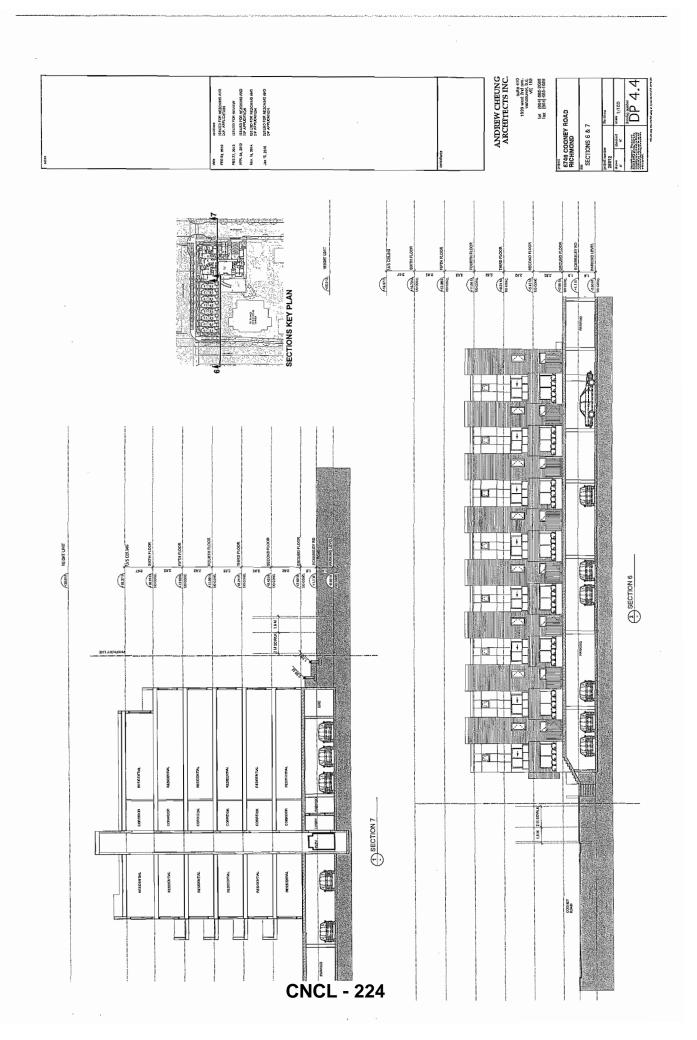
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Development Application Data Sheet

Development Applications Division

RZ 10-516067 Attachment 3

Address: 6731, 6751 Eckersley Road and 6740 Cooney Road

Applicant: LW and Chen Development Ltd.

Planning Area(s): Brighouse Village

	Existing	Proposed
Owner:	LW and Chen Development Ltd.	LW and Chen Development Ltd.
Site Size (m²):	2,428.7 m ² (26,142 ft ²)	2,318 m ² (24,960 ft ²)
Land Uses:	Single-family	Multi-family including townhouses and a mid-rise apartment
OCP Designation:	Mixed-Use	Mixed-Use
Area Plan Designation:	Urban Centre T5 (25 m)	Urban Centre T5 (25 m)
Zoning:	Single Detached (RS1/E)	Mid Rise Apartment and Townhouse (ZMRx) – Brighouse Village (City Centre)
Number of Units:	3 single-family homes	Approximately 49 residential units consisting of 8 townhouse units and 41 apartment units

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.2 FAR plus 0.8 FAR conditional to compliance with the Affordable Housing Strategy	2.0 FAR plus BUH density exemption = 2.03	none permitted
Lot Coverage – Building:	Max. 60%	53.6%	none
Lot Size (min. dimensions):	2,300 m² (0.6 ac.)	2,334 m² (25,130 ft²)	none
Setback Public road setbacks:	Eckersley Road: 3.0 m Park Road: townhouse: 4.0 m apartment 3.0 m Cooney Road: 3.0 m	Eckersley Road: 3.02 m Park Road townhouse: 4.25 m apartment: 3.02 m Cooney Road: 3.02 m (with projecting bay windows)	none
Setback – rear:	townhouses: 3.0 m apartments: 2.0 m	townhouses: 3.02 m apartments: 2.06 m	none
Setback – parking structure	Public road: 3.0 m Rear yard: 0.0 m	Public road: 3.0 m Rear yard: 0.1 m	
Height (m):	Apartment: 25.0 m Townhouses: 12.0 m	Apartment: 22.34 m Townhouses: 11.89 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	Residential: 1.2/unit: 59 Visitor: 0.2/unit: 10	Residential: 1.2/unit: 54 Visitor: 0.2/unit: 10 TDM permitted 10% reduction in residential parking requirement	none
Off-street Parking Spaces – Total:	69	64	none
Tandem Parking Spaces:	permitted	none	none
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	117.37 m ² (1,263 ft ²)	none
Amenity Space - Outdoor:	6 m²/unit: 294 m²	318.2m ² (3,425 ft ²)	none

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

Specific Land Use Map: Brighouse Village (2031) WESTMINSTER HWY N-CITY BERT RD SUBJECT SITE **GRANVILLE AVE** 0 50100 200 300 400 Meters General Urban T4 (15m) School Proposed Streets Pedestrian-Oriented Retail Precincts-High Street & Linkages Village Centre Bonus Urban Centre T5 (25m) Institution Urban Core T6 (45m) Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages Park Pedestrian Linkages Park-Configuration & **Enhanced Pedestrian** Canada Line Station location to be determined & Cyclist Crossing Village Centre: В P Bus Exchange Transit Plaza

No. 3 Road & Cook Road

Intersection

Sustainable Features

6740 Cooney Rd. Richmond.: Residential Apartments and Townhouses.

The following is a list of some of the sustainable related aspects and features included in this development design:

- •The site is centrally located and close to transit, schools, shopping and parks.
- •The site consists of 3 residual lots, and overall irregularly shaped. Once rezoned, the site will support a much higher density, contributing to better use of city centre land and efficiency of infrastructures.
- •In response to the CCAP requirement this project will comply with LEED Silver equivalency, paying particular attention to features significant to Richmond (e.g., landscaped roofs, connecting and drawing power from District Energy Utility (DEU), storm water management and quality, etc.) Applicant will submit a LEED scoreboard confirming that the subject development will achieve between 50 and 60 points (Silver equivalency) prior to issuance of a Development Permit.
- •The building will be DEU ready with a DEU connection room provided on ground floor, accessible directly from the exterior of the building.
- •At least 20% of the materials will be locally sourced and at least 10% of the materials used in the building will be recycled materials (resource re-use).
- •Construction Waste Management will be controlled to divert at least 50% of waste material from landfill.
- •Low VOC emitting materials and low flow toilets, showers and lavatories will be used in the building.
- •The building aims to achieve at least 23% savings in energy consumption and a 10% in energy cost savings. All exterior glazing will have 'low-e' coatings.
- •"In-set" balconies ensure a better weather protection for outdoor experience of residents, and help provide better resistance against solar heat gains for units facing East, South and West directions.
- •Large areas of non-roof (landscaped outdoor area) as well as larger roof terraces at the townhouses will help the heat island effect and contribute to additional insulation value and help reduce energy loss.
- •All landscaping located on site, along the streets on tiered planters, as well as over the parking in outdoor amenity area will use low maintenance planting/landscape materials, and are irrigated with a highly efficient irrigation system (smart irrigation controllers, moisture sensors and other devices that will help avoid over-watering). Climate-tolerant plants and diversity of species will contribute to reduce water consumption.
- •A second row of trees are added on site in addition to the city standard trees located in the boulevard. These additional trees help emphasize the "garden city" look and feel described in OCP.
 - Accessible roof decks have pre-cast pavers or similar sustainable materials.
- •Electric charging plug provisions are provided in enclosed bike storage rooms and for 20% of the required parking stalls.
 - •All units are provided with open balconies or landscape treated roof decks.
 - ·Balconies have glazed guards to allow visibility.

- •All bedrooms and living rooms have large glazed windows to allow maximum natural light and provide a lively atmosphere. All habitable rooms are provided with windows that open to allow natural/ventilation.
- •Glazed windows and other exterior wall assemblies will have adequate acoustic performance as required by building code and regulations.
- •Consideration will be given to sustainable fit and finish of the building including energy star appliances, lighting fixtures and other electrical appurtenances used throughout the building, as well as reduced allergen carpeting/ finishing materials.

Crime Prevention Through Environmental Design (CPTED)

The proposed development includes the following CPTED features:

- •All street level untis, including all of the townhouses have entries that lead directly to street, with their main living rooms overseeing the public realm along the street sidewalk, with large overlooking windows.
- •Front entry porches that are welcoming and encourage residents' presence in front of their unit and help monitoring events at public realm.
- •Only 3 secured access gates to the landscaped podium / private yards / outdoor amenity area, each located on one of the three adjacent streets, and such as to offer easy access between the outdoor spaces and the surrounding public realm.
 - •Security features in the building lobby to limit access.
- •Separate visitor parking with open grill roll-up gate, and additional secured gate beyond to protect access to private parking.
- •Single vehicular access point to the parkade via a recessed entry gate for all visitors and residents.
- •Parkade lighting with interior parkade walls and columns painted white to increase visibility.
 - •Glazing in all vestibule doors and access/exit doors from parking.
- •Additional safety windows in concrete walls near key locations such as parking elevator vestibule..
 - Secured garbage rooms with access via a large, 1 1/2 storey high covered loading bay.
 - •Secured bike storage rooms with view windows built in their entry doors.
- •Secure podium-top common outdoor amenity area with children's play area located in the inner-most corner facing South West for best sun exposure all day. Overlooking views of the outdoor amenity area from residential units adjacent and from adjacent neighbouring Emerald development tower and podium.

File No.: RZ 10-516067



Rezoning Considerations

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

Address: 6731, 6751 Eckersley Road and 6740 Cooney Road

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9241, the developer is required to complete the

following:

1. Pond dedication including the following subject includes functional design that is approved by the Director of

- 1. Road dedication, including the following, which includes functional design that is approved by the Director of Transportation:
 - a) 4.0 x 4.0 m corner cut at the corner of Cooney Road and Park Road (the north west corner of the site);
 - b) 4.0 x 4.0 m corner cut at the corner of Eckersley Road and Park Road (the north east corner of the site); and
 - c) An approximate 4.68 m wide dedication, to be verified by the applicant's survey and final functional plan, along the entire west property line. The dedication area may be amended subject to detailed road design that will be undertaken in association with the Servicing Agreement. The west property line is to align with the new west property line established by the southern adjacent development (6888 Cooney Road, SA 08-439280).
- 2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
- 3. Registration of an aircraft noise sensitive use covenant on title.
- 4. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any adjacent parcel, or as exempted by Section 4.3(a) of the Flood Plain Designation and Protection Bylaw No. 8204 for a site within Area A of the bylaw.
- 5. Registration of a legal agreement on title ensuring visitor parking spaces remain unassigned and available for use by visitors.
- 6. Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
- 7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
- 8. City acceptance of the developer's offer to voluntarily contribute \$2/sq.ft. per buildable square foot applied to townhouse density and \$4/sq. ft. per buildable square foot applied to apartment density (e.g. \$22,089.00 for townhouse + \$158,561.00 for apartment) to the City's affordable housing fund.
- 9. City acceptance of the developer's offer to voluntarily contribute \$0.76/sq.ft. per buildable square foot (e.g. \$37,935.00) to the City's public art fund.
- 10. Discharge of statutory right of way J87135 Plan 44271.
- 11. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
 - b) If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
 - c) If a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:

- i) The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU.
- ii) The owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation.
- iii) The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building.
- iv) If required by the Director of Engineering, the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
- 12. Enter into a Servicing Agreement* for the design and construction of the following works, which include but may not be limited to:

Water:

Using the OCP Model, there is 469 L/s available at 20 psi residual at the hydrant located at 6888 Cooney Road and 316 L/s available at 20 psi residual at 6751 Eckersley Road. Based on the development proposed, the site requires a minimum fire flow of 220 L/s. Water analysis is not required; however, at the Building Permit stage, fire flow calculations that are signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO are required to confirm that there is adequate available flow.

Provide a 200mm diameter watermain and hydrant at the site's Park Road frontage. The new 200mm watermain shall tie-in to the existing watermains on Eckersley Road on the east and Cooney Road on the west.

Drainage works servicing:

Storm sewer capacity analysis is not required; however, the following storm sewer works are required:

Cooney Road frontage:

Upgrade the existing 375mm diameter storm sewer to 600mm diameter from existing manhole STMH 116855 located at the southwest corner of 6740 Cooney Road going north to its tie-in to the proposed 600mm diameter along the site's Park Road frontage and to the existing 375mm diameter storm sewer to the north. Upgrade length is approximately 40 meters. An adequately sized manhole is required at the tie-in point.

Eckersley Road frontage:

Upgrade the existing ditch to a 600mm storm sewer from existing manhole STMH 116877 located at the southeast corner of 6751 Eckersley Road going north to its tie-in to the proposed 600mm diameter along the site's Park Road frontage and to the existing ditch to the north. Upgrade length is approximately 61 meters. An adequately sized manhole is required at the tie-in point.

Park Road frontage:

Provide a 600mm diameter storm sewer at Park Road frontage from the proposed 600mm diameter storm sewer along Eckersley Road to the proposed 600mm diameter storm sewer along Cooney Road. Upgrade length is approximately 85 meters. Adequately sized manholes are required at the tie-in points.

Sanitary works servicing:

Sanitary sewer capacity analysis is not required; however, the following sanitary sewer works are required:

- a) Provide a new sanitary manhole south of the existing sanitary manhole SMH884. The new sanitary manhole shall be in line with the existing sanitary manhole that was built under SA09-490129 at the intersection of Eckersley Road and Park Road.
- b) Remove and dispose off-site the existing sanitary manhole SMH884 and extend the existing 200mm diameter sanitary sewer located at the rear yard of 6691 Eckersley Road south and tie-in to the new sanitary manhole required in item a) above.
- c) Provide an adequately sized sanitary sewer from the new manhole required in item a) above to the existing sanitary manhole that was built under SA09-490129 at the intersection of Eckersley Road and Park Road.

- d) Remove and dispose off-site the existing manholes, sanitary mains, sanitary connections and inspection chambers between existing manhole SMH884 and the south property line of 6740 Cooney Road after the new manhole required in item a) and the sanitary mains required in item c) above are operational and accepted by the City.
- e) After removal of the existing manholes, sanitary mains, sanitary connections and inspection chambers between existing manhole SMH884 and the south property line of 6740 Cooney Road, discharge the existing sanitary statutory right of way J871345 Plan 44271 at the rear yards of the following properties:
 - o 6740 Cooney Road
 - o 6731 Eckersley Road
 - o 6751 Eckersley Road
- f) Abandon and fill with controlled density fill the existing manhole, inspection chamber and sanitary mains between the south property line of 6740 Cooney Road and existing manhole SMH51636 located near the south property line of the site on Eckersley Road. Retain the existing statutory right of ways in 6888 Cooney Road.
- g) Plug the west opening of existing manhole SMH51636.
- h) Sanitary service connection for the proposed site shall be at Park Road frontage and tied-in to the south side of the new sanitary manhole required under item a) above.

Frontage Upgrades:

Cooney Road

Relocate the east curb of Cooney Road and widen the pavement width as per SA 08-439280 to match road works to the south and the new Cooney Rd. cross section. From the new property line on Cooney Road introduce a 2.0 m wide concrete sidewalk and minimum 1.5 m wide treed boulevard with street trees between the sidewalk and the new road curb.

Park Road

Ensure that the future property lines shown in the site plan/main floor plans conform to the functional design for the proposed extension of Park Road between Cooney Road and Eckersley Road. Functional design for Park Road is to be designed by the developer to the satisfaction of City Transportation and Engineering staff. A functional design of Park Road is required to confirm dedication/statutory right of way along the site's Park Road frontage and the extent of off -site works. The Park Road alignment is to tie into the south curb of the existing Park Road sections to the west and the east of the site to ensure a straight road alignment. A preliminary functional road design and cross section is illustrated on the Draft Interim Road Functional Plan attached to this document.

The Park Road cross section is to include the following from the north property line:

- 2.0 m concrete sidewalk
- Minimum 1.5m wide landscaped and treed boulevard
- 0.15 m wide curb and gutter (curb to align with Park Road curb at west leg of intersection)
- 11.2 m wide asphalt pavement
- 1.0 m wide gravel shoulder
- Temporary retaining wall

The applicant is responsible for the construction of Park Road based on a functional road plan to the satisfaction of the Director of Transportation. There is no compensation if, at the SA stage, the cost of design and construction is greater than the site's Park Road Funding Program catchment area contribution value based on proportional land area (\$550,000.00 during the 2015 calendar year, or 27.3% of the total projected costs at a rate reflective of current year costs subject to the satisfaction of the Director of Transportation). However, if the cost of design and construction is less than the catchment contribution value at the SA stage, the applicant will be responsible for the value of the contribution shortfall.

Eckersley Road

2.0 m wide new sidewalk at property line, with remaining to existing curb to be treed boulevard. See SA 08-439280 to match. The west curb alignment is to create a parking layby for Eckersley Road, which will be finalized as part of the Servicing Agreement process.

Additional Requirements:

Pre-ducting and undergrounding of pole lines along Eckersley Road and Cooney Road frontages.

Review street lighting along road frontages and extend street lighting works consistent with SA 08-439280.

The developer is responsible for the under-grounding of the existing private utility pole lines (subject to concurrence from the private utility companies) along Eckersley Road and Cooney Road frontages. Private utility companies may require rights-of-ways for their equipment and/or to accommodate the future under-grounding of the overhead lines. It is recommended that the developer contact the private utility companies to learn of their requirements.

The developer is responsible for the installation of pre-ducting for private utilities along Cooney Road, Park Road and Eckersley Road frontages. Private utility companies may require rights-of-ways to accommodate their equipment (i.e., Vista, PMT, LPT, etc.) and future under-grounding of the overhead lines. It is recommended that the developer contact the private utility companies to learn of their requirements.

Telecommunication equipment (i.e., SAC Pad, kiosks, etc.) must be located on private property and not within City SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. It is recommended that the developer contact the private utility companies to learn of their requirements.

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. The Engineering design, via the Servicing Agreement and/or the Development Permit and/or the Building Permit design must incorporate the recommendations of the impact assessment.

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. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

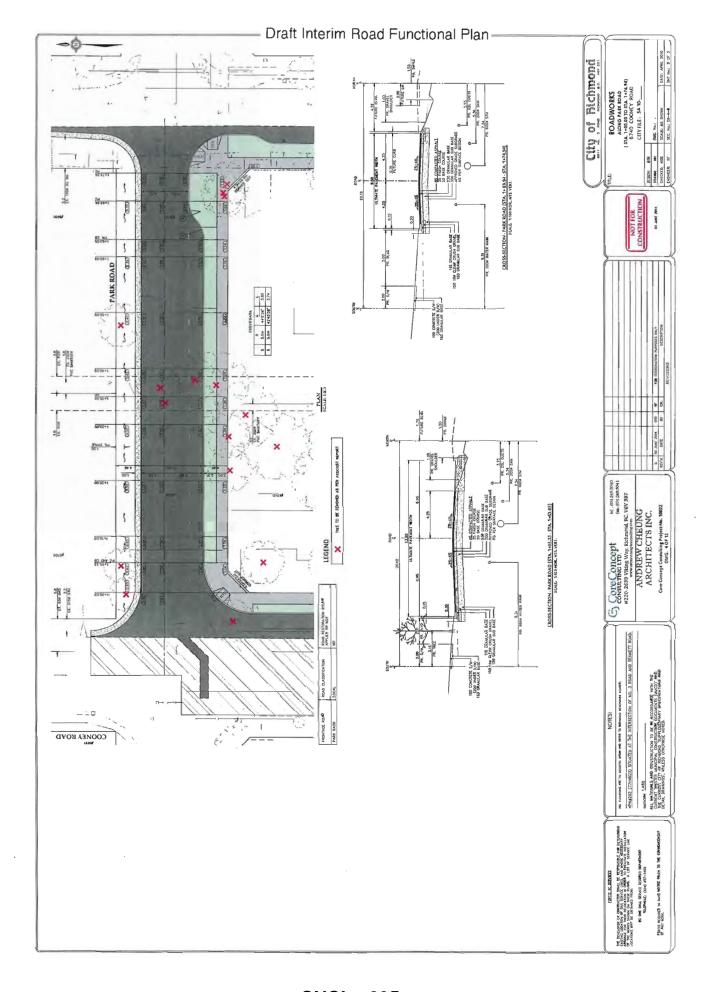
- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

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

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

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

Signed (original on file)	Date	





Richmond Zoning Bylaw 8500 Amendment Bylaw 9241 (RZ 10-516067) 6731, 6751 Eckersley Road AND 6740 Cooney Road

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

- 1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - a) inserting the following at the end of the table contained in Section 5.15.1:

Zone	Sum Per Buildable Square Foot of
	Permitted Principal Building
"ZLR26	\$2.00 for housing, townhouse, \$4.00
	for housing, apartment"

b) inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment Zones), in numerical order:

"18.26 Mid Rise Apartment and Townhouse (ZLR26) – Brighouse Village (City Centre)

18.26.1 Purpose

The **zone** provides for medium **density** apartments and townhouses and compatible **uses**.

18.26.2 Permitted Uses

- housing, apartment
- housing, townhouse

18.26.3 Secondary Uses

- boarding and lodging
- child care
- community care facility, minor
- home business

18.26.4 Permitted Density

- 1. The maximum **floor area ratio** is 1.2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
- 2. Notwithstanding Section 18.26.4.1, the reference to "1.2" is increased to a higher **density** of "2.0" if the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the ZLR26 **zone**, pays into the **affordable housing reserve**, the sum of the buildable square foot rates applied to **housing, townhouse** and **housing, apartment** as specified in Section 5.15 of the Zoning Bylaw.

Bylaw 9241 Page 2

18.26.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 60% for **buildings**.

18.26.6 Yards & Setbacks

- The minimum public road setback is:
 - a) 3.0 m from Eckersley Road;
 - b) 4.0 m for **housing, townhouse** and 3.0 m for an **housing, apartment** from Park Road; and
 - c) 3.0 m from Cooney Road
- 2. The minimum yard setback along the south property line is:
 - a) 3.0 m for housing, townhouse; and
 - b) 2.0 m for housing, apartment.
- 3. The minimum parking structure setback is:
 - a) 3.0 m from a public road; and
 - b) 0 m from a **rear yard**, provided that the parking **structure** is screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

18.26.7 Permitted Heights

- 1. The maximum **height** for **housing, apartment** is 25.0 m.
- 2. The maximum **height** for **housing**, **townhouse** is 12.0 m.
- 3. The maximum height for accessory buildings and accessory structures is 5.0 m.

18.26.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** requirement is 2,300 m².

18.26.9 Landscaping & Screening

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

18.26.10 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.

18.26.11 Other Regulations

 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." Bylaw 9241 Page 3 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following parcels and by designating it MID RISE APARTMENT AND TOWNHOUSE (ZLR26) – BRIGHOUSE VILLAGE (CITY CENTRE): P.I.D. 004-057-945 Lot 48 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523 P.I.D. 004-615-948 Lot 28 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523 P.I.D. 004-927-583 Lot 27 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523 3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9241". CITY OF RICHMOND FIRST READING APPROVED PUBLIC HEARING SECOND READING APPROVED by Director or Solicitor THIRD READING

CORPORATE OFFICER

OTHER CONDITIONS SATISFIED

MAYOR

ADOPTED



Report to Committee

Planning and Development Department

To:

Planning Committee

Date:

March 25, 2015

From:

Re:

Wayne Craig

File:

ZT 15-694251

Director of Development

Application by Penta Builder's Group for a Zoning Text Amendment to the

"Commercial Mixed Use (ZMU22) - Steveston Commercial" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9235, to amend the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone by adding "animal grooming" as a permitted use, be introduced and given first reading.

Wayne Craig

Director of Development

AY:blg

Att.

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Penta Builder's Group has applied to the City of Richmond for a Zoning Text Amendment to add "animal grooming" as a permitted use within the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone. The zone applies to the subject property at 3531 Bayview Street. A map showing the location of the subject property is provided in Attachment 1.

Findings of Fact

On July 8, 2013, Council approved the rezoning (RZ 12-615239), Development Permit (DP 12-623994) and Heritage Alteration Permit (HA 12-624406) for the development of a two-storey mixed-use commercial/residential building on the subject site. The site specific "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone was created and applied to the subject site as part of the rezoning process. The building will consist of six (6) ground-oriented commercial units and six (6) residential units over a partially in-ground parking structure. A Building Permit (BP 13-636238) was issued for the proposed development on August 16, 2013, and the building is nearing completion and occupancy.

A Development Application Data Sheet providing details about the development proposal is included in Attachment 2.

Surrounding Development

The subject property is located in Steveston Village at the corner of Bayview Street and 3rd Avenue. Existing development immediately surrounding the site is as follows:

- To the north and east, are commercial buildings zoned "Steveston Commercial (CS2)".
- To the south, across Bayview Street, is a vacant remediated lot zoned "Light Industrial (IL)".
- To the west, across 3rd Avenue, is the Gulf of Georgia Cannery National Historic Site, situated on a lot zoned "Light Industrial (IL)".

Background

"Animal grooming" is not currently listed in the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone as a permitted use. The applicant has advised staff of a potential tenant wishing to lease a commercial unit in the proposed development (specifically Unit# 105) to operate an animal grooming business (see Attachment 3).

Related Policies & Studies

2041 Official Community Plan (OCP) and Steveston Area Plan

The Official Community Plan (OCP) designates the subject site as "Neighbourhood Service Centre" which permits a range of retail and service uses to address the needs of area residents.

The Steveston Area Plan designates the subject site as "Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)" which permits commercial uses at grade with residential uses above grade in the same building. The proposed Zoning Text Amendment to permit one (1) additional commercial use on the subject site complies with the OCP and Steveston Area Plan land use designations.

Steveston Village Conservation Strategy

The Steveston Village Conservation Strategy was adopted by Council in 2009, and consists of a range of policies and guidelines for heritage conservation in Steveston Village. In compliance with the Strategy, a Heritage Alteration Permit for the proposed development was obtained at Development Permit stage to ensure that the building design meets the applicable guidelines for new development in the Village. The proposed Zoning Text Amendment is not expected to impact the exterior building design as approved by Council through the Development Permit and Heritage Alteration Permit processes.

Public Consultation

Information signage describing the proposed Zoning Text Amendment has been installed on the subject site. Staff have not been notified of any concerns expressed by the public regarding the proposal.

Analysis

Off-Street Parking Requirements

The development proposal, as approved at Building Permit stage, provides a total of 30 on-site parking spaces; 11 spaces for residential use, 17 spaces for commercial use and two (2) shared residential visitor/commercial spaces. The proposed off-street parking exceeds the minimum parking requirements outlined within Richmond Zoning Bylaw 8500 and would not be impacted by the proposed Zoning Text Amendment.

Text Amendment to the "Commercial Mixed Use (ZMU22) - Steveston Commercial" Zone.

The present "Commercial Mixed Use (ZMU22) – Steveston Commercial" zone lists the following range of permitted uses:

- Child care
- Education
- Education, Commercial
- Government Service
- Health Service, Minor
- Industrial, General
- Manufacturing, Custom Indoor
- Office
- Parking, Non-accessory
- Recreation, Indoor

- Restaurant
- Retail, Convenience
- Retail, General
- Service, Business Support
- Service, Financial
- Service, Household Repair
- Service, Personal
- Studio
- Veterinary Service

Staff support the proposed text amendment to the ZMU22 zone on the following basis:

- The purpose of the ZMU22 zone is to provide for "commercial, residential and industrial uses in the Steveston Village". The addition of "animal grooming" as a permitted use to the ZMU22 zone would be consistent with the purpose of the zone and other commercial uses currently permitted in the zone.
- An animal grooming business at the subject site would be complimentary to surrounding commercial retail and service uses in Steveston Village.
- "Animal grooming" is a permitted use on properties immediately surrounding the subject site zoned "Steveston Commercial (CS2)" and "Light Industrial (IL)".
- The proposed text amendment would have no impact on the exterior form, character or design of the proposed building as approved by Council through the Development Permit and Heritage Alteration Permit processes.
- The proposed text amendment would have no impact on the approved on-site parking conditions.

Financial Impact or Economic Impact

None.

Conclusion

The proposed Zoning Text Amendment to add "animal grooming" as a permitted use in the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone is consistent with the purpose of the zone, and complies with the land use designations outlined within the Official Community Plan (OCP) and the Steveston Area Plan.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9235 be introduced and given first reading.

Andrew Yu

Planning Technician (Temp)

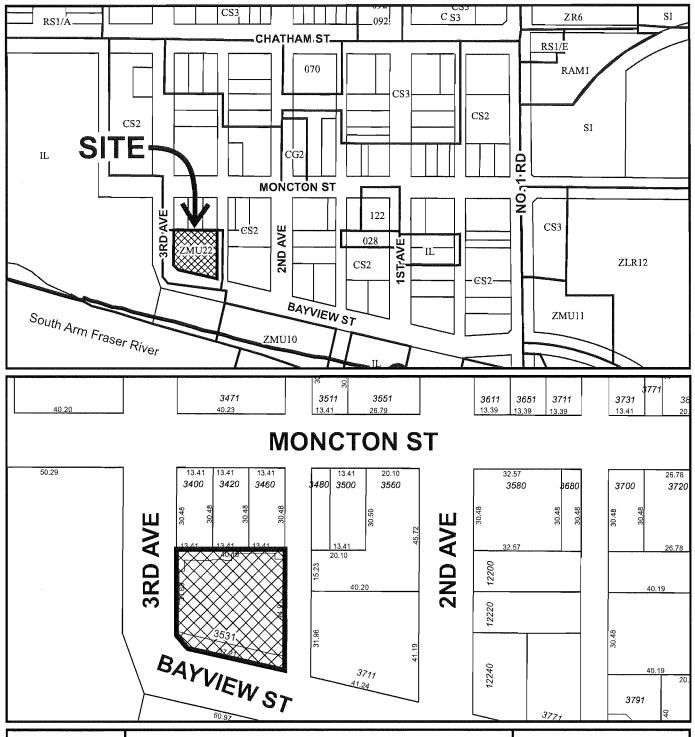
(604-204-8518)

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Proposed Building Level 1 Floor Plan (approved for BP 13-636238)







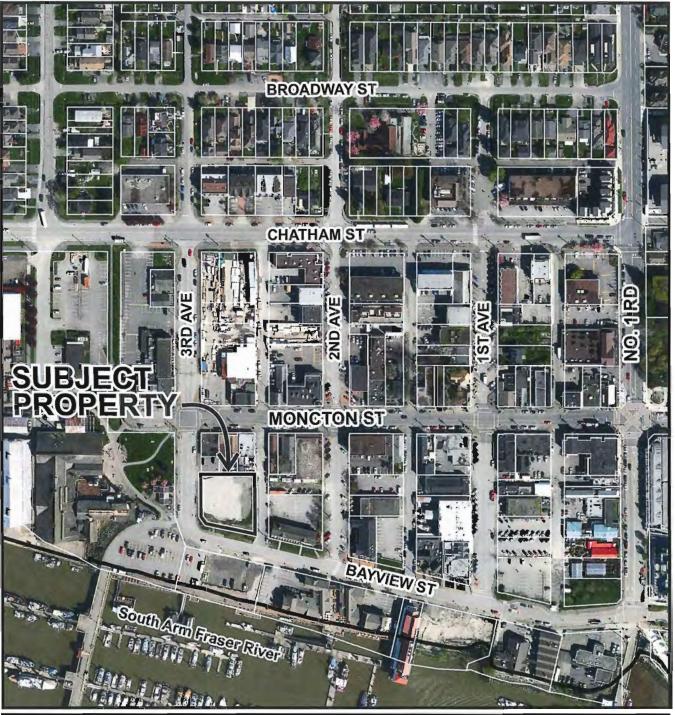
ZT 15-694251

Original Date: 03/19/15

Revision Date:

Note: Dimensions are in METRES







ZT 15-694251

Original Date: 03/19/15

Revision Date:

Note: Dimensions are in METRES



Development Application Data Sheet

Development Applications Division

ZT 15-694251 Attachment 2

Address: 353

3531 Bayview Street

Applicant:

Penta Builder's Group

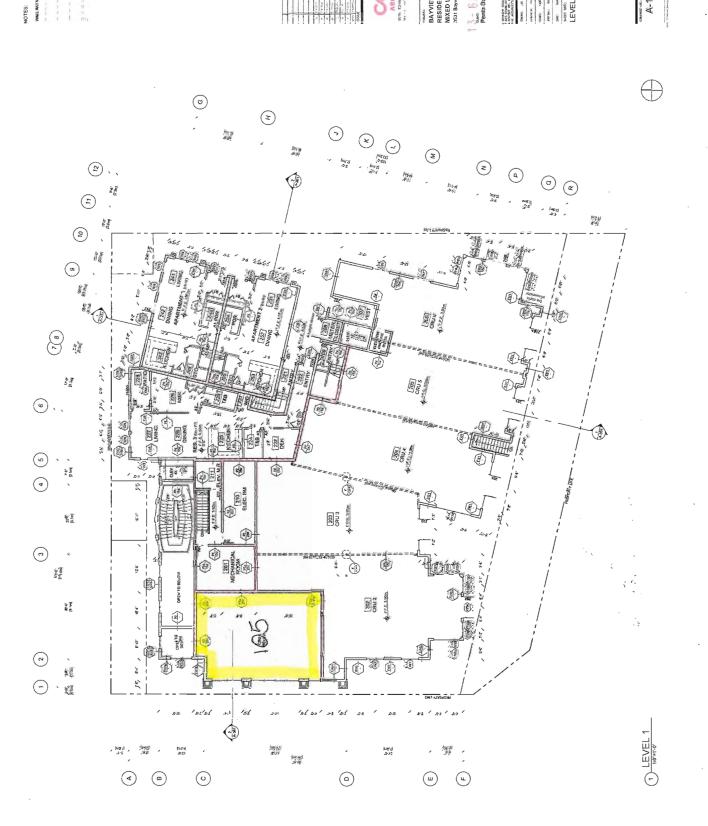
Planning Area(s):

Steveston

	Existing	Proposed
Owner:	Penta Bayview Holdings Ltd.	TBD
Site Size (m²):	1,611.1 m²	No change
Land Uses:	Mixed use (commercial at grade, residential above)	No change
OCP Designation:	Neighbourhood Service Centre	Complies
Steveston Area Plan Designation:	Heritage Mixed Use (Commercial- Industrial with Residential & Office Above	Complies
Zoning:	Commercial Mixed Use (ZMU22) - Steveston Commercial	Add "animal grooming" as a permitted use
Other Designations:	Steveston Village Conservation Strategy	No Impact

	Bylaw Requirement	Previously Approved (under BP 13-636238)	Proposed
Floor Area Ratio:	Max. 1.2	1.18	No change
Lot Coverage – Building:	Max. 70%	67%	No change
Setback - North (m):	Min. 1.5 m	1.6 m	No change
Setback - South (m):	Min. 5.6 m	5.6 m	No change
Height (m):	Max. 15.0 m GSC	15.0 m GSC	No change
Off-street Parking Spaces –			
Residential (R):	9 spaces (R) 2 spaces (V) – shared with commercial (C)	11 spaces (R) 2 spaces (V) – shared with commercial (C)	No change
Residential Visitor (V) / Commercial (C):	18 spaces (C)	17 spaces (C)	
Off-street Parking Spaces – Total:	29	30	No change
Amenity Space – Indoor:	cash-in-lieu	cash-in-lieu	No change

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Richmond Zoning Bylaw 8500 Amendment Bylaw 9235 (ZT 15-694251) 3531 Bayview Street

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

- 1. Richmond Zoning Bylaw 8500 is amended by:
 - a) Inserting in Section 20.22.2 Permitted Uses:
 - "animal grooming"
- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9235".

FIRST READING	CITY OF RICHMON APPROVE
PUBLIC HEARING	by L
SECOND READING	APPROVE by Directe or Solicite
THIRD READING	- W
ADOPTED	
	·
MAYOR	CORPORATE OFFICER



Report to Committee

To:

Planning Committee

Date:

March 13, 2015

From:

Wayne Craig

File:

08-4430-01/2015-Vol 01

Director of Development

Re:

Proposed Revisions to the "Coach Houses (RCH, RCH1)" Zone Used Along

Arterial Roads

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9233 to amend the "Coach Houses (RCH, RCH1)" zone, be introduced and given first reading.

Wayne Craig

Director of Development

CL:blg Att.

REPORT CONCURRENCE				
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Transportation Building Approvals	N CY	ne Greeg		
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO		

Staff Report

Origin

On March 18, 2013, City Council adopted the "Coach Houses (RCH1)" sub-zone for new rezoning applications along arterial roads for lots with rear lane access. The intent of the new sub-zone was to:

- Improve site planning, landscaping, and private outdoor space on lots containing coach houses; and
- Address concerns expressed by City Council about the design of coach houses with respect to their box-like appearance, building height, massing, and footprint, and issues of adjacency (e.g. overlook, screening).

At the time the RCH1 sub-zone was adopted, Council also passed a resolution that City staff review the experience of the RCH1 sub-zone in one year's time, or, when some coach houses are built under the sub-zone, and report back to Planning Committee.

The purpose of this report is to report back to the Planning Committee on the coach houses that have been built along arterial roads since 2013, and to propose subsequent amendments to the "Coach Houses (RCH, RCH1)" zone. The proposed amendments are intended to respond to the construction of these coach houses and to ensure that the initial intent of the sub-zone is met.

Findings of Fact

On December 9, 2013, City Council approved the first rezoning application to the "Coach Houses (RCH1)" sub-zone at 10591 No. 1 Road, to permit the property to be subdivided to create two (2) compact lots, each with a principal single-detached dwelling and a coach house above a detached garage, with access to a rear lane. Photos of the coach houses, as viewed from the rear lane, are included in Attachment 1.

Analysis

During the review process for the coach houses at 10591 No. 1 Road, staff and the applicant encountered a number of challenges with meeting the intent of the RCH1 sub-zone. Specifically:

- The narrow width of the lots (9 m) and the requirement for a total of three (3) side-byside vehicle parking spaces to be provided on-site, resulted in a building with limited facade articulation.
- The compact width of the proposed lots made it difficult to incorporate soft landscaping between the coach houses, the side lot lines, and the rear lane in accordance with the RCH1 sub-zone, while meeting other requirements of the zone (e.g. parking, and maximizing private open space between the coach house and the main dwelling).

Proposed Amendments to the "Coach Houses (RCH, RCH1)" Zone

Based on the challenges encountered with the first coach houses built under the RCH1 sub-zone, staff propose minor amendments to the "Coach Houses (RCH, RCH1)" zone. The amendments provide for improved facade articulation of the coach house building, enhanced appearance of the rear lane through greater soft landscaping, less shadowing on neighbouring lots, and the ability to meet the parking and rear yard requirements of the zone.

Facade Articulation of the Coach House Building

Currently, the minimum side yard setback requirement to the building containing the coach house in the RCH1 sub-zone is 0.6 m. To improve facade articulation on all sides of the coach house building on narrow lots (i.e., only those lots between 9 m to 11. 5 m wide), the proposed bylaw amendments require varied side yard setbacks, as follows:

- a minimum 0.6 m side yard setback to the coach house building on the ground floor and a minimum 1.2 m side yard setback to the coach house building for the 2nd floor on one side of the lot; and
- a minimum 1.8 m side yard setback to the coach house building on the other side of the lot.

Enhanced Lane Appearance & Less Shadowing

The proposed 1.8 m minimum side yard setback on one side of the lot also ensures that there is adequate space to incorporate a wider soft landscaping strip between the coach house entry, the side lot lines, and the rear lane while maximizing the depth of the private outdoor space required between the main dwelling and coach house building on the lot.

In addition, bylaw amendments are also proposed to require the coach house building on lots with an east-west orientation to be located towards the south of the subject site to reduce shadowing onto the adjacent properties to the north.

Parking Requirements

Currently, the Zoning Bylaw requires two (2) on-site vehicle parking spaces for a single detached dwelling and one (1) space for a coach house on sites zoned "Coach Houses (RCH, RCH1)". To enable the site planning and landscaping improvements described above (on narrow lots only 9 m-11.5 m wide), a tandem parking arrangement is permitted for the two (2) required parking spaces for residents of the single detached dwelling. The FAR exemption for garage areas on these narrow lots has also been increased from 50 m² to 58 m² in recognition of the additional garage area needed to accommodate the tandem arrangement.

Additional Minor Enhancements

Additional minor zoning enhancements are also proposed at this time, with respect to:

- Clarifying the 1st storey roof height requirements of the coach house building; and
- Requiring defined pedestrian access to the coach house entry from the rear lane.

A summary of the specific amendments proposed to the "Coach Houses (RCH, RCH1)" zone is included in Attachment 2.

Alternatives Options

Staff considered one alternative option to respond to the challenges encountered with the experience of the first coach houses built at 10591 No. 1 Road. Specifically, to simply increase the minimum lot width required for new lots created under the RCH1 zone from 9 m wide to 11.5 m wide.

Many of the remaining undeveloped lots along arterial roads with rear lane access are approximately 20 m wide. Subdivision of such lots would result in new lots that are only approximately 10 m wide. Since the resulting lot widths after subdivision would be less than 11.5 m, this option would effectively limit the opportunity to further develop coach houses on arterial roads.

Since coach houses provide the opportunity for rental housing in the City, and can also serve as mortgage-helpers for home owners, staff prefer to encourage this form of housing rather than to limit it. It is for this reason that staff does not recommend this alternative option.

Consultation with Single-family Home Builders

A meeting was held on March 12, 2015, at which staff consulted with some of Richmond's single-family developers and homebuilders about the proposed amendments to the "Coach Houses (RCH, RCH1)" zone. Staff presented display boards that outlined the objectives behind the proposed amendments and that illustrated three (3) resulting design options that could be achieved on a compact lot. Specifically, this includes a coach house building containing:

- a) an enclosed three-car garage (Design option 1);
- b) a carport/garage combination (Design option 2); or
- c) an enclosed side-by-side two-car garage, plus one (1) exterior tandem parking space (Design option 3).

The display material and design options that were presented at the meeting are included in Attachment 3.

The feedback from the developers and homebuilders about the proposed amendments was generally positive. The attendees appreciated that the proposed zoning provides some flexibility for site planning on narrow lots, as seen in the design options presented. Staff also learned the following from the group: concerns about potential owner/tenant parking conflicts resulting from a tandem parking arrangement; suggestions to increase the floor area exemption for parking spaces on narrow lots to take into account the resulting options for the coach house building design; and a suggestion to lower on-site parking requirements in cases where street parking is allowed on arterial roads.

The specific nature of the feedback from the group, along with staff response to each point is summarized in Attachment 4.

Public Input

An opportunity for members of the public to comment on the proposed amendments will be provided through the regular statutory notification process for the Public Hearing. Specifically, the notice of Public Hearing will be placed in the local newspaper (10 days prior), which describes the ways that members of the public can express their comments or concerns to City Council.

Financial Impact

None.

Conclusion

In response to the Council's recommendation that City staff report back to Planning Committee on new coach houses built along arterial roads since 2013, staff propose minor amendments to the "Coach House (RCH, RCH1)" zone to enhance the design of coach houses on narrow lots.

The proposed amendments have been discussed with some of Richmond's single-family developers and homebuilders, and the feedback was generally positive.

Staff recommended that Zoning Bylaw 8500, Amendment Bylaw 9233 be introduced and given first reading.

Cynthia Lussier

Planning Technician- Design

(604-276-4108)

CL:blg

- Att. 1: Photos of Coach Houses built at 10591 & 10575 No. 1 Road
- Att. 2: Summary of Proposed Changes to the "Coach Houses (RCH, RCH1)" Zone
- Att. 3: Display Boards Presented to Single-Family Home Builders on March 12, 2015
- Att. 4: Summary of Feedback from Consultation with Single-Family Home Builders

Attachment 1

Photos of Coach Houses built at 10591 & 10575 No. 1 Road

10575 and 10591 No. 1 Road - View of coach houses from the rear lane



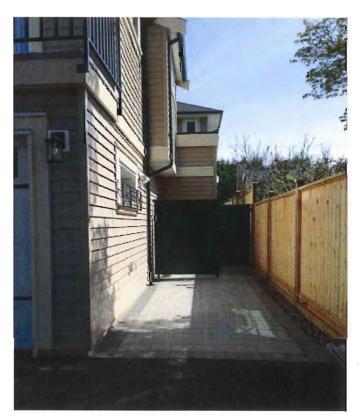


CNCL - 255





Blank facades on one side of the coach houses



Surface parking for the coach house

CNCL - 256





Extent of soft landscaping along the rear lane

Summary of proposed changes to the "Coach Houses (RCH, RCH1)" zone

Z	oning Section	Existing	Proposed Amendments
8.3.4	Permitted Density (with respect to parking exemptions)	New	 For the purpose of this zone only, on interior lots between 9 m & 11.5 m wide: The ground floor area within the garage or carport of the coach house building (used only for required vehicle parking spaces) is not included in the calculation of the maximum floor area ratio subject to a maximum of 58 m². A carport is defined as a roofed structure open on two or more sides, that is part of the coach house building, and that is used to shelter the required vehicle parking spaces.
8.3.6	Yards & Setbacks (with respect to the coach house building)	 Lot width less than 10 m: 0.6 m interior side yard Lot width greater than 10m: 1.2 m interior side yard 	For lot widths between 9 m & 11.5 m: One side O.6 m interior side yard (ground floor) 1.2 m interior side yard (2 nd floor) Opposite side 1.8 m interior side yard For lot widths greater than 11.5 m: One side 1.2 m interior side yard Opposite side 1.8 m interior side yard Note: bay windows and hutches in a coach house may project for a distance of 0.6 m into the side yard.
		New	For interior lots with an east-west orientation, the coach house building must only be located closest to the southern interior side lot line, to reduce shadowing on the adjacent lot to the north.
8.3.7	Permitted Heights (with respect to the coach house building)	• First storey roof of coach house building facing the main dwelling 3.7 m - 4 m above grade	 No change Clarification of wording only

Z	oning Section	ologija serici Maržininai	Existing		Proposed Amendments
8.3.9	Landscaping & Screening (with respect to the area between the coach house and the lane)	•	Soft landscaping between coach house and lane (including trees) High quality screening between surface parking and adjacent property	•	No change Clarification of wording only
			New	•	A 0.9 m wide permeable pathway from the lane to the coach house entry is required
8.3.10	On-Site Parking	•	a coach house may not be located above more than a maximum of 2 parking spaces for the main dwelling in the detached garage the required parking space and driveway for a coach house must be unenclosed/uncovered and must be made of permeable material	•	No change for lot widths greater than 11.5 m Lot width between 9 m & 11.5 m: - tandem arrangement for the required 2 parking spaces for the main dwelling; with the required parking space for the coach house provided to one side - a coach house may not be located above more than a maximum of 2 side-by-side parking spaces in the detached garage

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Display Boards Presented to Single-Family Home Builders on March 12, 2015

Background

2013

 Council adopted the "Coach Houses (RCH1)" zone for new rezoning applications along arterial roads on March 18th 2013, which was intended to address concerns about the design of coach houses in the City.

 Council adopted a resolution that staff report back on the outcome of the new RCH1 zone after some new coach houses had been built.

2014

 The first coach house was built on a compact lot on No. 1 Road under the new RCH1 zone. Staff identified minor issues with respect to meeting the intent of the new RCH1 zone.

Objectives of the proposed amendments

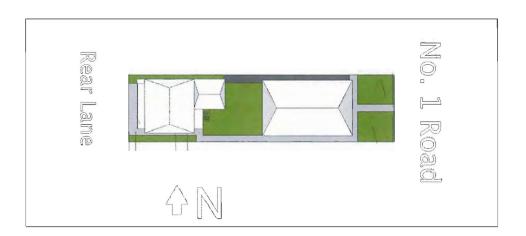
- To respond to City Council's referral to report back on new coach houses built under the RCH1 zone.
- To address minor issues associated with the existing RCH1 zone as it applies to compact lots; <u>not</u> to overhaul the zone entirely. Specifically:
 - To enable side wall facade articulation on both sides of the coach house.
 - To enable sufficient soft landscaping to be incorporated on-site along the rear lane (in accordance with the RCH1 zoning) while maximizing the available outdoor space between the coach house and main dwelling.

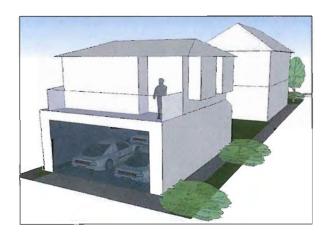


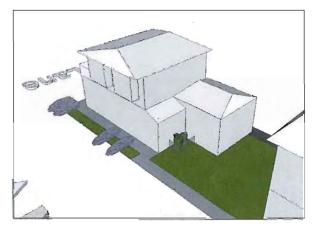
Proposed Amendments to the "Coach Houses (RCH1)" Zone

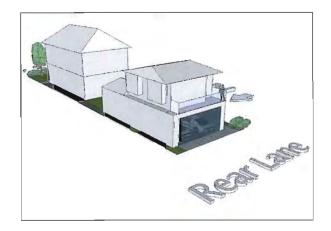
Zon	ning Section	Existing RCH1 zone	Proposed amendments to RCH1 zone
6	Yards & Setbacks * (with respect to the coach house building)	 Lot width less than 10 m: 0.6 m interior side yard Lot width greater than 10m: 1.2 m interior side yard 	For lot widths between 9 m & 11.5 m: One side In the side side side side side side One side One side In the side side side side side side side One side In the side side side side side side side Other side In the side side side side side side side sid
7	Permitted Heights (with respect to the coach house building)	First storey roof of coach house building facing the main dwelling 3.7 m - 4 m above grade	No change Clarification of wording only
9	Landscaping & Screening (with respect to the area between the coach house	Soft landscaping between coach house and lane (including trees) High quality screening between surface parking and adjacent property	No change Clarification of wording only
	and the lane)	New	A 0.9 m permeable pathway from the lane to the coach house entry is required
	On-Site Parking	a coach house may not be located above more than a maximum of 2 parking spaces for the main dwelling in the detached garage the required parking space and driveway a coach house must be unenclosed/ uncovered and must be made of permeable material	No change for lot widths greater than 11.5 m Lot width between 9 m & 11.5 m: tandem arrangement for the required 2 parking spaces for the main dwelling; with the required parking space for the coach house provided to one side a coach house may not be located above more than a maximum of 2 side-by-side parking spaces in the detached garage

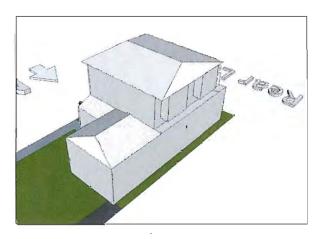
Design Option 1





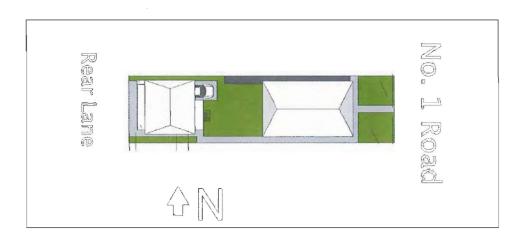




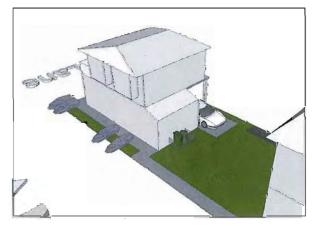


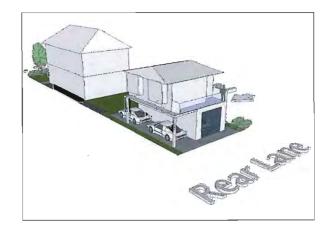


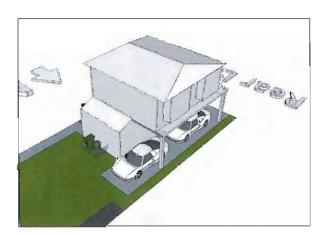
Design Option 2





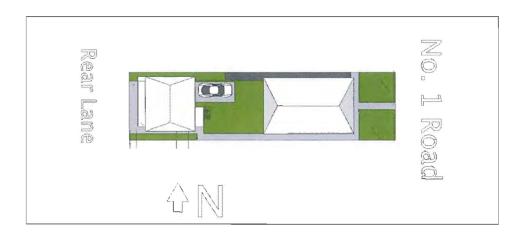


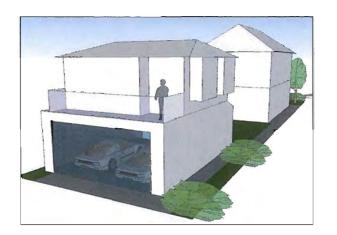


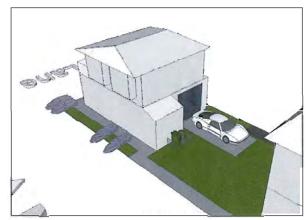


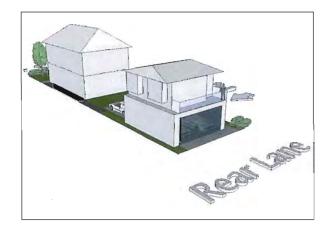


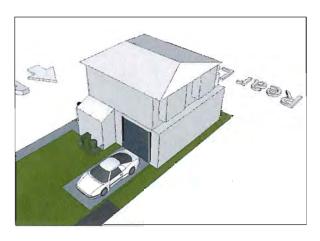
Design Option 3













Summary of feedback from consultation with single-family home builders

Attendee feedback	Staff response
Design Options 1 and 2 are more practical than Design Option 3.	The proposed bylaw amendments provide flexibility so that site planning for coach houses on compact lots along arterial roads can be determined by the context and individual developer and owner preferences.
The amended zoning should be clear about which side of a lot to locate the narrower 0.6 m side yard setback to the coach house, versus the wider 1.8 m side yard.	The proposed bylaw amendments specifies a location for the coach house only on lots with an east-west orientation, in order to reduce shadowing on adjacent lots to the north (i.e., the 0.6 m setback should be from the south lot line, with the larger 1.8 m setback provided to the north lot line).
The focus for enhancing soft landscaping on-site should be in the rear yard between the main dwelling and coach house, rather than in side yards and between the coach house and the rear lane.	Staff has not considered this in more detail as part of this exercise as it is viewed as a step backwards from City Council's initial design objectives that formed the basis for the creation of the RCH1 sub-zone in 2013 (i.e. to incorporate soft landscaping along the lane and side yards to enhance the appearance of the lane).
Site planning may be enhanced if there were lower requirements for on-site parking in cases where parking is allowed on the arterial road.	As on-street parking is strictly regulated along arterial roads, the parking associated with coach house development in this context must be provided on-site.
There may be potential owner/tenant parking conflicts and lane congestion from the proposed tandem parking arrangement.	The tandem parking arrangement enables the initial design intent of the RCH1 sub-zone to be achieved without having to increase the lot width requirements. The proposed zoning bylaw amendments require that the two (2) vehicle parking spaces that can be provided in a tandem arrangement are those for use by the residents of the main dwelling, thereby limiting potential owner/tenant parking conflicts.

Attendee feedback	Staff response
Thought should be given to considering a higher floor area exemption for enclosed parking within the garage or carport of the coach house building to account for the 3-car parking arrangement.	This has been considered and the proposed bylaw amendment provides for a maximum enclosed or covered parking exemption of 58 m ² on lots between 9 m and 11.5 m wide for this sub-zone only (an increase from the standard exemption of 50 m ²).
Thought should be given to considering a site plan that allows for three (3) enclosed or covered parking spaces in a side-by-side arrangement in the coach house building on a lot greater than 11.5 m wide.	The current zone restricts the garage to providing a maximum of two (2) side-by-side vehicle parking spaces for the main dwelling, and requires an outdoor surface parking space for the coach house. Staff does not recommend the garage to contain three (3) side-by-side vehicle parking spaces as this would not enhance the appearance of the rear lane, as was one of City Council's initial design objectives at the time that the RCH1 sub-zone was created in 2013.
Thought should be given to exploring the regulations governing the design of laneway housing in the City of Vancouver; some of which could be employed to enhance the coach house zone used along arterial roads in Richmond.	While staff acknowledge the benefits of exploring what other cities are doing to encourage infill development, there are aspects that are unique to Richmond that prevent some options from being considered. For example, the design of laneway housing in Vancouver cannot be used here in Richmond because there are parking restrictions on arterial roads, thereby requiring all resident parking needs associated with coach house development to be achieved on-site. Also, the width and sizes of lots used for laneway housing in Vancouver are greater than lots in Richmond that are designated for coach houses along arterial roads.



Richmond Zoning Bylaw 8500 Amendment Bylaw 9233 [To amend the "Coach Houses (RCH, RCH1)" zone for arterial roads]

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

- 1. Richmond Zoning Bylaw 8500, Section 8.3 entitled "Coach Houses (RCH, RCH1)", is amended by:
 - (a) inserting the following subsection 8.3.4.7 after subsection 8.3.4.6:
 - "7. Notwithstanding section 4.2.2 of this bylaw, in the RCH1 **zone** only, where the **lot width** is between 9.0 m and 11.5 m:
 - a) a maximum of 58 m² of **enclosed parking** within a **garage** located on-site, or **parking spaces** within an unenclosed carport located on-site, is not included in the calculation of the maximum **floor area ratio**, provided that such **enclosed parking** or **parking spaces** are not used for **habitable space**; and
 - b) for the purposes of this subsection 8.3.4.7, a carport means a roofed **structure**, open on two or more sides, that is attached to the **accessory building** containing the **coach house** and that is used by the occupants of the **lot** to shelter the required **vehicle parking spaces**."
 - (b) repealing section 8.3.6 in its entirety and replacing it with the following:

"8.3.6 Yards & Setbacks

- 1. The minimum front yard is 6.0 m, except that accessory buildings, coach houses, carports, garages and parking spaces must be setback a minimum of 15.0 m.
- 2. The minimum interior side yard in the RCH zone is:
 - a) 1.2 m for a principal building;
 - b) 0.6 m for an accessory building containing a detached coach house.
- 3. The minimum interior side yard for a principal building in the RCH1 zone is 1.2 m.

- 4. On an **interior lot** in the RCH1 **zone**, where the **lot width** is between 9.0 m and 11.5 m:
 - a) the minimum **setback** for an **accessory building** containing a **coach house** to one **side lot line** is 0.6 m for the ground floor and 1.2 m for the upper floor; and
 - b) the minimum **setback** for an **accessory building** containing a **coach house** to the opposite and opposing **side lot line** is 1.8 m;
- 5. On an **interior lot** in the RCH1 **zone**, where the **lot width** is greater than 11.5 m:
 - a) the minimum **setback** for an **accessory building** containing a **coach house** to one **side lot line** is 1.2 m; and
 - b) the minimum **setback** for an **accessory building** containing a **coach house** to the opposite and opposing **side lot line** is 1.8 m.
- 6. In addition to subsections 8.3.6.4 and 8.3.6.5, an accessory building containing a coach house on an interior lot with an east-west orientation shall be located closest to the southern interior side lot line, to reduce shadowing on the adjacent lot to the north.
- 7. In the RCH1 **zone** only, **bay windows** and **hutches** which form part of the **coach house** may project for a distance of 0.6 m into the **side yard**.
- 8. The minimum exterior side yard is 3.0 m.
- 9. The minimum rear yard is 6.0 m for the single detached housing, except for a corner lot where the exterior side yard is 6.0 m, in which case the rear yard is reduced to 1.2 m.
- 10. A detached **accessory building** other than a detached **coach house**, of more than 10.0 m² in the RCH **zone** may be located in the **rear yard** but no closer than 3.0 m to a **lot line abutting** a public **road** or 1.2 m to any other **lot line**.
- 11. A **coach house** in the RCH1 **zone** shall be located within 1.2 m and 10.0 m of the **rear lot line**.
- 12. The minimum building separation space between the principal single detached housing unit and the accessory building containing:
 - a) a coach house in the RCH zone is 3.0 m; and
 - b) a coach house in the RCH1 zone is 4.5 m.
- Only one wall of the **coach house** may be attached to the **single detached housing** in the RCH **zone**.

- 14. Coach houses and accessory buildings are not permitted in the front vard.
- 15. Waste and recycling bins for a **coach house** in the RCH1 **zone** shall be located within a **screened structure** that is **setback** a minimum of 1.5 m from the **rear lot line**.
- Building elements in a coach house in the RCH1 zone that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the side yard and rear yard.
- 17. An unenclosed and uncovered **balcony** of a detached **coach house** in the RCH1 **zone**, located so as to face the **lane** on a mid block **lot** and the **lane** or side street on a **corner lot**, may project 0.6 m into the **rear yard**."
- (c) repealing subsections 8.3.7.7 and 8.3.7.8 and replacing them with the following subsections 8.3.7.7 and 8.3.7.8:
 - "7. In addition to the requirements in subsection 8.3.7.6, in the RCH1 **zone**, where the **lot width** is between 9.0 m and 11.5 m:
 - a) any portion of the ground floor of an **accessory building** used for parking provided in a **tandem arrangement** that extends beyond the footprint of the second **storey** of a **coach house** shall be no higher than 4.0 m above the highest elevation of the crown of the abutting **lane**; and
 - b) the roof over the portion of the ground floor of an **accessory building** used for parking provided in a **tandem arrangement** must have a minimum pitch of 4:12 and be a gable end roof design.

8. In the RCH1 **zone**:

- a) the first **storey** of an **accessory building** containing a **coach house** facing the **single detached housing** shall have a sloping skirt roof, and the maximum **height** of the **eave** of the sloping skirt roof shall be 3.7 m above grade;
- b) the maximum **height** to the top of the sloping skirt roof of the first **storey** of an **accessory building** containing a **coach house** facing the **single detached housing** shall be 4.0 m above grade; and
- c) for the purpose of this subsection 8.3.7.8 only, grade means the finished ground elevation around the **accessory building** containing the **coach house**."

- (d) repealing subsections 8.3.9.5 and 8.3.9.6 and replacing them with the following subsections 8.3.9.5 and 8.3.9.6:
 - "5. The rear yard between a coach house and the lane in the RCH1 zone, including the building entry to the coach house, must incorporate:
 - a) the planting of appropriate trees (e.g. small species or fastigiate/columnar) and other attractive soft **landscaping**, but not low ground cover, so as to enhance the visual appearance of the **lane**; and
 - b) high quality permeable materials where there is a driveway to **parking spaces** and where the **lane** has curb and gutter.
 - 6. In the RCH1 zone, a high quality screen shall be located between the lane and any surface parking spaces parallel to the lane, and along the lot line adjacent to any surface parking spaces if abutting a neighbouring lot. Where the space is constrained, a narrow area sufficient for the growth of plant material shall be provided at the base of the screen."
- (e) repealing subsection 8.3.9.9 and replacing it with the following subsection 8.3.9.9:
 - "9. In the RCH1 **zone**, a minimum 0.9 m wide, unobstructed, permeable pathway must be provided:
 - a) clearly leading from the **road** to the **coach house** entry; and
 - b) clearly leading from the lane to the coach house entry."
- (f) repealing subsection 8.3.10.3 and replacing it with the following subsection 8.3.10.3:
 - "3. In the RCH1 **zone**, where the **lot width** is between 9.0 m and 11.5 m:
 - a) the required on-site **parking spaces** for the **single detached housing** may be provided in a **tandem arrangement**, with the
 required on-site **parking space** for the **coach house** located to one
 side; and
 - b) a **coach house** may not be located above more than 2 side-by-side **parking spaces** in the detached **garage** or carport, as defined in subsection 8.3.4.7 (b)."

		b)	be unenclosed or uncovere	ce and driveway for a coach house must ed and must be made of porous surfaces gravel, grasscrete or impermeable whee ad-cover planting."	1
2.	This Bylaw ma	ay be ci	ited as "Richmond Zoning	Bylaw 8500, Amendment Bylaw 9233".	
FIRST	READING				CITY OF RICHMOND
PUBL	IC HEARING				APPROVED by
SECO	ND READING				APPROVED by Director or Solicitor
THIRI	O READING				
ADOP	TED				
	MAYOR			CORPORATE OFFICER	

In the RCH1 zone, where the lot width is greater than 11.5 m:

a coach house may not be located above more than 2 parking

spaces in the detached garage for the single detached housing;

(g) inserting the following subsection 8.3.10.4 after subsection 8.3.10.3:

"4.

a)

and



Report to Committee

To:

Public Works & Transportation Committee

Date:

March 18, 2015

From:

Victor Wei, P. Eng.

File:

01-0150-20-

Director, Transportation

THIG1/2014-Vol 01

Re:

Release of Province of British Columbia 10-Year Transportation Plan: BC on

the Move

Staff Recommendation

That staff be directed to continue to liaise with the provincial Ministry of Transportation & Infrastructure to:

- (1) identify any provincial highway and cycling improvement projects within Richmond to be funded as part of the 10-Year Transportation Plan;
- (2) seek that the George Massey Tunnel Replacement Project proceeds in line with the previously Council-approved project objectives; and
- (3) pursue any cost-share opportunities for new cycling infrastructure projects or other local road improvements in Richmond.

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

Att. 2

REPORT CONCURRENCE				
ROUTED TO: Co	ONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Intergovernmental Relations & Protocol Un	it 🔽	fre Erreg		
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	Initials:	APPROVED BY CAO		

Staff Report

Origin

At the December 2, 2014 meeting of the General Purposes Committee, a staff report "*Update on Province of British Columbia 10-Year Transportation Plan: BC on the Move*" was presented for information regarding the initiation of a public consultation phase by the Ministry of Transportation & Infrastructure (MoTI) to gather comments to be considered in the development of the Province of BC's new 10-Year Transportation Plan. Following the release of the new Plan on March 17, 2015, this report highlights the key components of the Plan that can be viewed in its entirety on the Province's website at http://engage.gov.bc.ca/transportationplan.

Analysis

Highlights of 10-Year Transportation Plan: BC on the Move

The development of the Plan included input gathered during a public consultation phase held in Fall 2014 that included over 100 meetings with stakeholders throughout the province, including First Nations, local governments (staff attended a meeting with MoTI in October 2014), Chambers of Commerce, and port and airport authorities. A public survey was also held that garnered over 12,500 responses.

The Plan includes a funding commitment of \$2.5 billion over the next three years on a variety of projects and programs with \$0.8 billion directed towards existing infrastructure and \$1.0 billion towards expansion. Limited information is available at this time on the locations of specific projects and/or the breakdown of that funding within each of 12 priority areas of the Plan. Attachment 1 lists the province-wide Plan components based on available information while Table 1 below summarizes those specifically identified within the Lower Mainland.

Table 1: 10-Year Transportation Plan Projects Identified in Lower Mainland

Priority	Identified Projects/Programs within Lower Mainland
Highway Safety	 Enhance DriveBC website and increase the number of digital message signs Enable municipalities to allow motorcycle parking near intersections
Highway Capacity & Reliability	 Advance development of George Massey Tunnel Replacement Project – Construction to start in 2017 Initiate design for 6-laning of Highway 1 (Langley-Abbotsford) Plan and deliver 20 new interchange improvement projects over next 10 years Highway widening, capacity, safety, and operational improvements
Provincial Trucking Strategy	Construct at least two new truck parking areas
Public Transit	 Fund one-third of cost of new rapid transit projects and the Pattullo Bridge, provided costs can be accommodated within the provincial fiscal plan and investments are supported by a business case Work with region to secure federal government funding for rapid transit projects
Cycling	 Increased cost-share funding for new cycling infrastructure Widen pathways; install safety fencing on both sides of Stanley Park causeway
Ports & Rail	 New infrastructure that enhances access to ports and increases port bulk, break bulk and container capacity, including Port Metro Vancouver facilities
Accessibility	 Through the Passenger Transportation Board, increase the number of wheelchair accessible taxis Partner with TransLink to make additional accessibility upgrades to SkyTrain stations, including adding new and improved elevators and escalators, and removing any barries work power 27/4.

Staff Comments

The previous staff report "Update on Province of British Columbia 10-Year Transportation Plan: BC on the Move" on this topic noted that staff would convey the following key transportation improvements for Richmond to MoTI during the public consultation phase:

- <u>Mayors' Council Transportation Vision</u>: reiteration that the Transportation Vision developed by the Mayors' Council encompasses the top transportation priorities for the region; and
- <u>Cycling-Pedestrian Access to/across Provincial Highways</u>: improved cycling and pedestrian access to and across provincial highways, which represent a significant barrier for cyclists and pedestrians (e.g., need to cross higher speed on- and off-ramps).

The final Plan responds somewhat positively to these two priorities, as the Province has reaffirmed its commitment to fund one-third of the cost of new rapid transit projects in the region and the Pattullo Bridge albeit with conditions (i.e., funding is subject to the projects being accommodated in the provincial fiscal plan and supported by business cases). With respect to enhancing cycling, the Plan offers a modest increase in cost-share funding for new cycling infrastructure (i.e., \$6 million per year for the next three years for the entire province, up from \$4 million per year over the past three years).

As for the George Massey Tunnel Replacement Project, the description of this project in the 10-Year Transportation Plan provides few details on the scope of improvements. Furthermore, the Plan is silent on specific components of the planned improvements such as the removal of existing tunnel or any new interchanges to be constructed. Staff will continue to seek that the Project proceeds in line with the previously Council-approved project objectives (Attachment 2).

Financial Impact

None.

Conclusion

Staff will continue to liaise with MoTI and seek that the George Massey Tunnel Replacement Project proceeds in line with the previously Council-approved project objectives as well as pursue any cost-share opportunities for new cycling infrastructure projects in Richmond, including any future cost-share opportunities that may become available for other improvements to local roads. Should any future provincial projects identified for the Lower Mainland be located in Richmond (e.g., interchange improvements, highway widening), staff will inform Council accordingly and ensure that Richmond's interests are respected.

FOR Joan Caravan

Transportation Planner (604-276-4035)

JC:lce

Att. 1: Province-Wide Components of 10-Year Transportation Plan

Att. 2: Council-Approved Objectives for George Massey Tunnel Replacement Project

Province-Wide Components of 10-Year Transportation Plan

Priority	\$ (Millions)*	Components
	\$380	Resurface over 1,000 kms of provincial highway annually
	\$180	Bridge rehabilitation: full replacement, resurface deck, seismic upgrade, painting, railing repairs
	\$270	Up to 30 projects annually to improve over 500 kms of side roads: hard surfacing, dust control, shoulder widening
Rehabilitation	\$60	Up to 20 projects annually to upgrade roads in northeast BC in support of natural gas industry
	-	Explore opportunities to maintain public access to resource and back-country roads
	\$9	Up to 30 projects annually for new and upgraded rest areas: expanded parking, upgraded amenities (washrooms, picnic tables), accessibility improvements (curb letdowns)
	\$75	Road Safety Improvement Program: 20-25 projects annually for community safety (crosswalks, signage), wildlife detection, livestock fencing, guardrail program, variable speed limit signs
	\$30	Intersection safety improvements: design changes, advance left-turn signal
	-	Work with provincial policing agencies and other incident-response partners to reduce duration of highway closures
	-	Undertake review of traffic management and safety aspects associated with pulling drivers over in traffic
Highway Safety	-	Improve driver information systems: enhance DriveBC website and webcam system, increase number of digital message signs
		Continue to develop and implement strategies to improve roadside worker safety
		Implement strategies for drivers to stay out of the left lane and not impede other traffic
	-	Enable municipalities to allow motorcycle parking near intersections
	-	Introduce new regulations to clarify the definition of winter tires and traction devices
	-	Work with ICBC to explore opportunities to allow drivers more choices to use slow- moving vehicles and other mobility devices in smaller communities
	-	Improve public safety in B.C.'s "party bus" and limousine industry
Highway Capacity & Reliability	\$1,000	Highway 1: Kamloops to Alberta Border 4-laning between Kamloops and Golden 4-laning east of Golden through Kicking Horse Canyon Improve safety with focus on avalanche infrastructure Highway 97: Okanagan Valley Initiate planning for second crossing of Okanagan Lake and assess Hwy 97 corridor through Kelowna Intersection improvements and new interchanges Highway 3: Crowsnest Realignments and passing lanes between Hope-Princeton and Cranbrook-Alberta border Improve safety in downtowns of communities in corridor Highway 5: Yellowhead Passing lanes on Hwys 16 and 37 (northwest BC and around Prince George Northeast BC/Highway 97 North and 2 4-lane Hwys 97 and 2 from Fort St. John-Alberta border New passing lanes north of Fort St. John-Alberta border Upgrade Hwy 1 between Langford-Victoria Intersection improvements and new access roads to improve access through communities Safety improvements: Hwy 4 west of Port Alberni, Malahat corridor of Hwy 1 Lower Mainland advance George Massey Tunnel Replacement Project initiate design for 6-laning of Hwy 1 (Langley-Abbotsford) Advance George Massey Tunnel Replacement Project initiate design for 6-laning of Hwy 1 (Langley-Abbotsford) 20 interchange improvement projects over next 10 years Widening, capacity, safety, and operational improvements

Province-Wide Components of 10-Year Transportation Plan

Priority	\$ (Millions)*	Components
		Upgrade and replace structures such as bridges and overpasses to accommodate
		heavy and large loads
		Expand the number of provincial highway corridors pre-approved for the transport of
Provincial		85- to 125-metric-tonne loads
Trucking	_	Streamline permitting and reduce the number of truck permits required while ensuring
Strategy		commercial vehicle safety
		 Identify priority locations for new and expanded parking, staging, inspection pullouts, and chain-up/off areas on key corridors
		Undertake a review of B.C.'s pilot-car requirements
		Support the Office of the Independent Container Trucking Commissioner
		Provincial Transit Services
		Provide BC Transit with \$312 million in operating contributions over next three years
		Partner with local communities to replace one-half of BC Transit's fleet (about 500)
		buses) over the next five years
		Partner with local communities to build transit infrastructure to provide more efficient
		operations and improved transit services
Transit	-	Continue to seek opportunities to deploy compressed natural gas (CNG) buses in
		communities
		Metro Vancouver Transit Services
		 Fund one-third of the cost of new rapid transit projects and the Pattullo Bridge, provided they can be accommodated within the provincial fiscal plan and the investments are
		supported by a business case
		Work with the region to secure federal funding for rapid transit projects
	\$18	Cost-sharing with communities to build new cycling infrastructure
Cyclina		Widen shoulders, double the frequency of sweeping and implement safety
Cycling	-	improvements in areas with high volumes of cyclists
		Develop and implement a cycling tourism signage and marketing strategy
	\$24	Funding for new BC Air Access Program
Airports	_	Support development of the aviation industry near BC airports
		Engage the federal government to enhance BC's aviation sector Potential and additional additional and additional additional additional additional and additional add
		Determine potential infrastructure upgrades needed to support Liquefied Natural Gas (LNG)
		Facilitate Port of Kitimat development with port structure and governance models that
Ports & Rail	_	support economic activity
		New infrastructure to enhance access to ports, increase port bulk, breakbulk and
		container capacity, and efficiency of goods movement by rail
		Explore options for the revitalization of the Belleville Terminal in Victoria
		Continue to pursue strategies to achieve vision of an affordable, sustainable and
		efficient coastal ferry service
Ferries	-	Engage federal government to secure additional federal funding support for BC's appetal ferry continua.
		 coastal ferry service Continue to renew inland ferry assets
		Partner with First Nations on projects that support economic development on their lands
Partnerships		Facilitate more employment and training opportunities for First Nations through the
with First	-	ministry's major projects
Nations		Reconcile outstanding highway tenure issues
		Upgrade rest areas to improve accessibility for persons with limited mobility: curb
		letdowns, accessible washrooms
		Increase the number of wheelchair-accessible taxis
		Partner with TransLink to make additional accessibility upgrades to SkyTrain stations,
A coossibility		including adding new and improved elevators and escalators, and removing any
Accessibility	' -	barriers to movement
		 Continue to work with BC Transit to improve transit service accessibility for people with disabilities
		Encourage BC Ferries to continue to improve accessibility at terminals and on vessels
		for people with disabilities
		. 1 1 1

Province-Wide Components of 10-Year Transportation Plan

Priority	\$ (Millions)*	Components		
	\$6	Conservation of habitat and improvement of fish and wildlife protection		
	\$3.9	Delivery of invasive plant management programs		
Environment	-	Continue to invest in transit and cycling programs		
Livilorinent	-	Deliver 1.8 million square metres of hot-in-place recycle paving every year		
		Promote use of cleaner fuel alternatives: natural gas for heavy-duty commercial		
	-	vehicles, CNG for buses and LNG for ferries		

Funding to be provided over next three years.

George Massey Tunnel Replacement Project: Council-Approved Objectives

- A. <u>Land Use</u>: ensure a net zero or positive impact to agricultural land.
- B. <u>Support Regional Transportation Vision</u>: TransLink's Regional Transportation Strategy Framework has target goals for 2045 of more than one-half of the region's trips to be by means other than private vehicle (versus 27 per cent in 2013) and for kilometres driven by auto to be reduced by one-third. Accordingly, any expanded peak-hour lane capacity on a new bridge should be dedicated to a specific use (e.g., transit, HOV, trucks) rather than open to general purpose traffic in order to adhere to these goals. Furthermore, the project should include effective improvements to support the increased use of transit, cycling, carpooling and walking in the vicinity of interchanges.
- C. Reduce Congestion: travel times, reliability and GHG emissions from idling vehicles should be improved, particularly at the Steveston Highway-No. 5 Road intersection where it has been consistently ranked as highest in Richmond for congestion and traffic safety concerns. Many major businesses, employees, residents, and visitors in this area have cited the tunnel traffic congestion as their biggest challenge to maintaining reasonable access. Furthermore, congestion should be improved along the entire corridor including connecting roadways and not be simply moved to further downstream of traffic flow.
- D. <u>Supporting Connections</u>: connecting pedestrian, cycling, transit, and related roadway improvements at both ends of the crossing and along Hwy 99 corridor, including replacement/upgrade of the interchanges within the highway right-of-way and local roadway tieins, should be included in the design, scope and budget of the overall project.
- E. <u>An Iconic Bridge</u>: being the first river crossing on Highway 99 entering into the western part of the region from the south, the new bridge should provide a provincial and regional legacy by incorporating a creative architectural design to signify it as an iconic visual gateway.
- F. <u>Sustainable Transportation Options</u>: promote excellence in facilitating sustainable transportation options including the potential of rapid transit in the near future.



Report to Committee

To:

Public Works and Transportation Committee

Date:

March 27, 2015

From:

Victor Wei, P. Eng.

File:

01-0150-20-

Director, Transportation

THIG1/2015-Vol 01

Re:

Provincial 2014-2015 BikeBC Program Submission

Staff Recommendation

1. That the submission for cost-sharing to the Province's 2014-2015 BikeBC Program for Phase 1 of the Crosstown Neighbourhood Bike Route, as described in the report, titled "Provincial 2014-2015 BikeBC Program Submission" dated March 27, 2015, from the Director, Transportation, be endorsed.

2. That should the above application be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreement.

Victor Wei, P. Eng. Director, Transportation

(604-276-4131)

Att. 5

REPORT CONCURRENCE				
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Finance Parks Engineering Intergovernmental Relations & Protocol		he Energ		
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	Initials:	APPROVED BY CAO		

Staff Report

Origin

The Province of BC's *BikeBC Program* is a 50-50 cost-share program between the province and local governments to support the construction of new bike lanes, trails and pathways to promote cycling as a means of reducing traffic congestion and greenhouse gas emissions. As part of the Government of B.C.'s new 10-year transportation plan, the Ministry of Transportation & Infrastructure (MoTI) is committing \$6 million in BikeBC funding for the 2014-2015 period. Within this program, the City is eligible to apply to the *Cycling Infrastructure Partnership Program* (CIPP). This report presents the proposed submission from the City for consideration of cost-share funding under this program.

Analysis

Crosstown Neighbourhood Bike Route: Phase 1

Building on the Crabapple Ridge and Parkside neighbourhood bike routes, both of which run north-south, the Crosstown bike route would be the first east-west neighbourhood bikeway that would be aligned between Blundell Road and Francis Road (see Attachment 1). Consistent with Section 3.5 Connected Neighbourhoods within the Official Community Plan (see Attachment 2), the route is part of the overall neighbourhood links network that connects to the Railway Greenway in the west and the Parkside bikeway in the east, and ultimately will provide walking, cycling and rolling access to several elementary and secondary schools, parks and neighbourhood shopping centres.

The overall project will be constructed in phases and will include the upgrade of existing crossings at arterial roads complete with intersection improvements (e.g., wider sidewalks, ramps, new pedestrian signals), repaving and widening of several existing off-street public pathways, adding new ramps where the pathways connect to roadways, and the installation of wayfinding signage and pavement markings. The City's proposed application comprises the following works planned to be undertaken during 2015 as Phase 1:

- widening of the sidewalk on the east side of No. 2 Road between Colville Road and Danube Road to accommodate cyclists and pedestrians as well as upgrade of the existing special crosswalk on No. 2 Road at Colville Road to a pedestrian signal (see Attachment 3);
- upgrade of an existing off-street pathway 370 m in length that connects Dorval Road and Lucas Road (see Attachment 4). The upgrade would widen (from 1.5 m to 3.0 m) and repave the pathway to safely accommodate two-way cycling, rolling and walking; and
- upgrade of the existing special crosswalk on Gilbert Road at Lucas Road to a pedestrian signal (see Attachment 5).

Council has previously approved the Crosstown Bikeway as part of the 2014 and 2015 Capital Budgets as well for submission to TransLink for consideration of cost-share funding as part of its 2014 and 2015 *Major Road Network & Bike Program*.

Requested External Funding and Estimated Project Costs

Table 1 below summarizes the estimated project cost for Phase 1, the previously approved City funding as part of the 2014 and 2015 Capital Budgets and the requested external funding source.

Should the submission be successful, the City would enter into a funding agreement with the Province. The agreement is a standard form agreement provided by the Province and includes an indemnity and release in favour of the Province. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreements.

Table 1: Project to be Submitted to 2014-2015 CIPP

Crosstown Bike Route: Elements	Estimated Total Cost	Source of City Funds (As approved by Council)	Requested External Funding ⁽¹⁾
Colville Road-No. 2 Road: Sidewalk Improvements	\$50,000	\$25,000 2014 Active Transportation Program	
Colville Road-No. 2 Road: Upgrade to Pedestrian Signal	\$120,000	\$60,000 2014 Active Transportation Program	\$295,000 2014-2015 CIPP
Off-Street Pathway Upgrade	\$300,000	\$150,000 2015 Active Transportation Program	
Lucas Road-Gilbert Road: Upgrade to Pedestrian Signal	\$120,000	\$60,000 2015 Active Transportation Program	
Total	\$590,000		

⁽¹⁾ The amount shown represents the maximum funding contribution to be received from the external agency based on the City's cost estimate for the project. The actual approved amount may be lower than requested. The actual invoiced amount follows project completion and is based on incurred costs.

Financial Impact

The funding source for the City's portion of the costs of the projects have been previously approved by Council as outlined in Sections 1 and 2 of this report. The 2015 Capital Plan and the 5-Year (2015-2019) Financial Plan would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

Conclusion

The ultimate implementation of the project would provide a key east-west off-street pathway for active transportation users across the urban part of the city. It would also support Council goals to improve community mobility and reduce greenhouse gas emissions by encouraging more cycling trips rather than driving. The potential receipt of external funding would enable the City to expedite the provision of sustainable transportation infrastructure and improve healthy and active travel options for the community.



Joan Caravan

Transportation Planner

(604-276-4035)

Att. 1: Proposed Crosstown Neighbourhood Bike Route

Att. 2: Official Community Plan - Section 3.5: Specific Richmond Neighbourhoods - Blundell

Att. 3: Upgrades at Colville Road–No. 2 Road

Att. 4: Upgrade of Off-Street Pathway in Blundell Park

Att. 5: Upgrade at Lucas Road-Gilbert Road



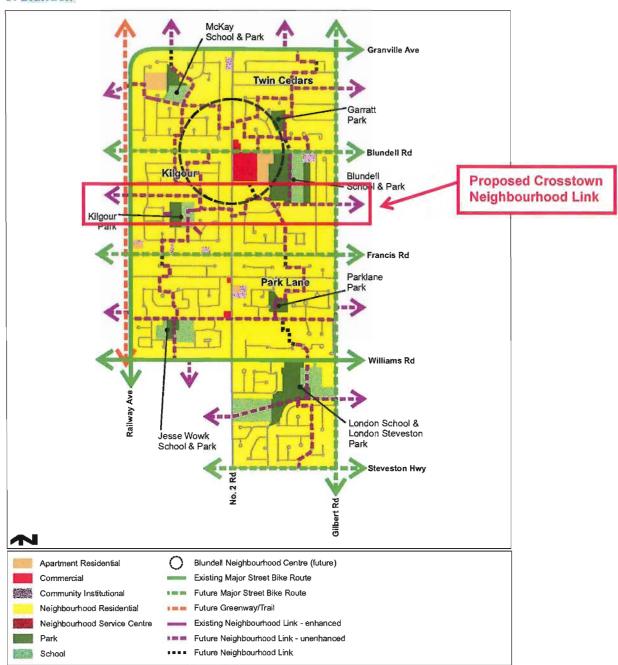
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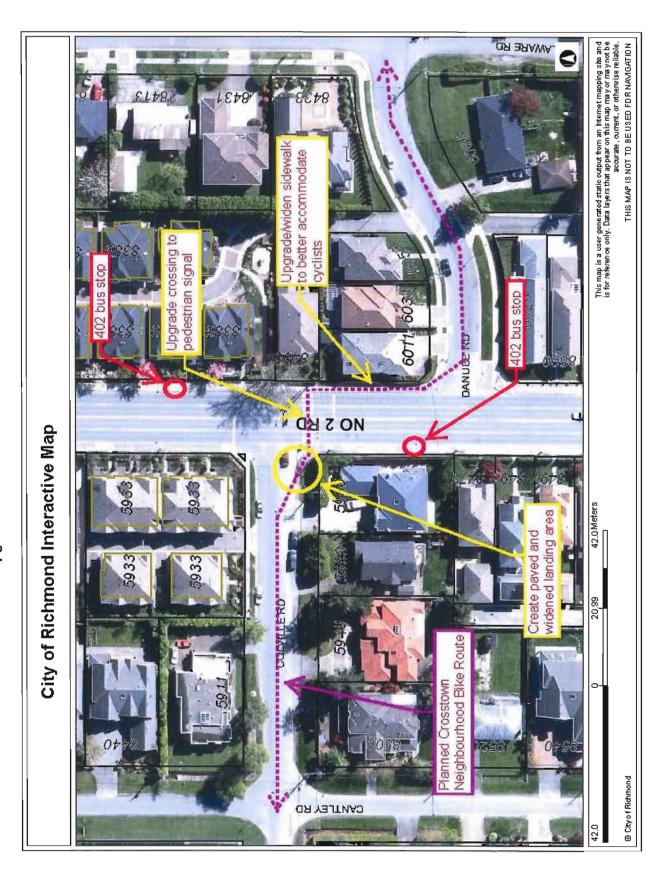
Official Community Plan Section 3.5: Specific Richmond Neighbourhoods – Blundell

Connected Neighbourhoods With Special Places

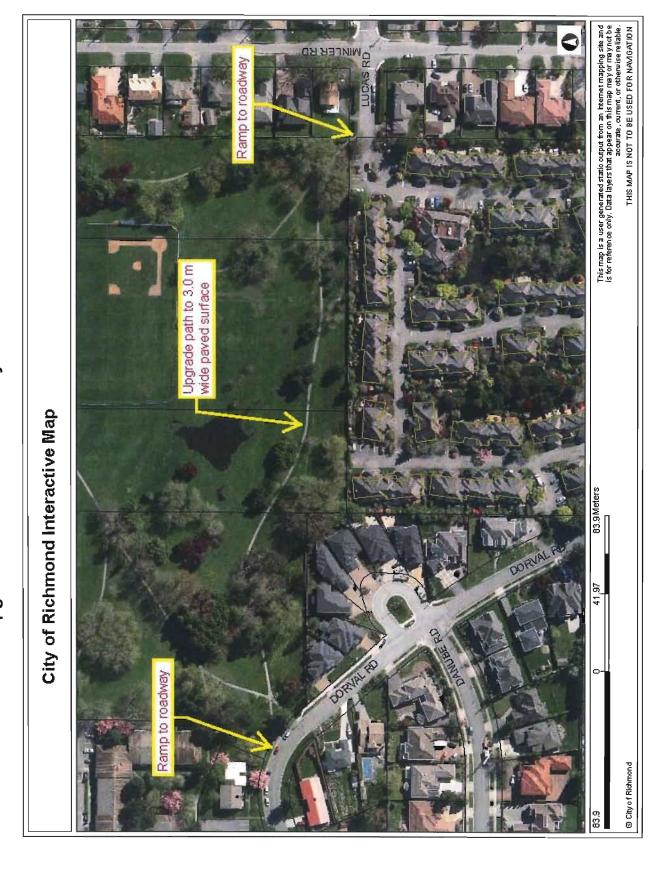


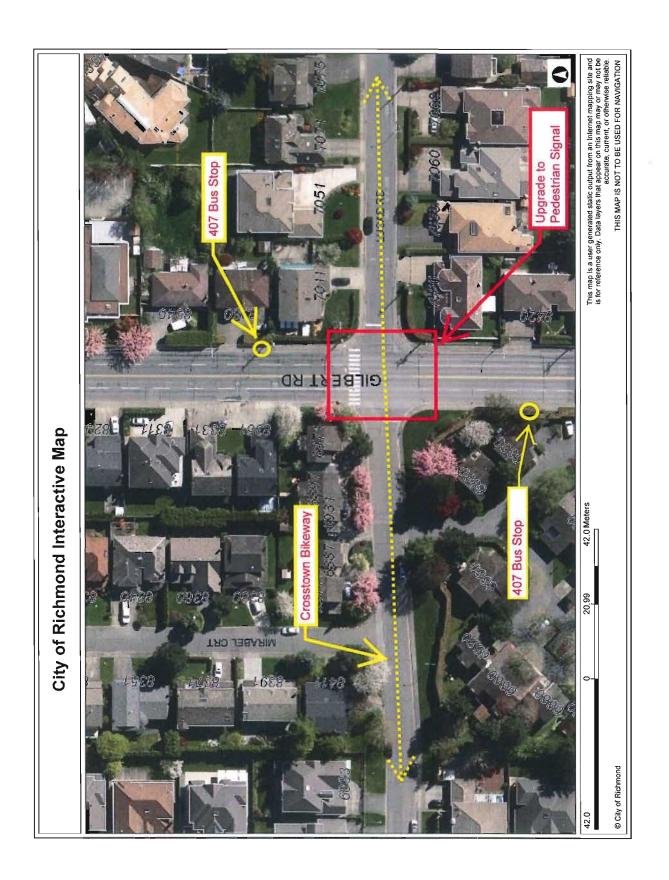
5. Blundell





Upgrade of Off-Street Pathway in Blundell Park







Report to Committee

To: Public Works and Transportation Committee Date: March 30, 2015

From: Tom Stewart, AScT. File: 10-6375-05/2015-Vol

Director, Public Works Operations Re:

Report 2014: Recycling and Solid Waste Management - Leadership and

Excellence to Achieve Goals

Staff Recommendation

That the annual report titled, "Report 2014: Recycling and Solid Waste Management - Leadership and Excellence to Achieve Goals" dated March 30, 2015, from the Director, Public Works Operations, be endorsed and made available to the community through the City's website and through various communication tools including social media channels and as part of community outreach initiatives.

Tom Stewart, AScT. Director, Public Works Operations (604-233-3301)

Att. 1

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

Staff Report

Origin

The City has established a waste diversion target of 70% by 2015, aspiring to 80% by 2020 in accordance with the regional Integrated Solid Waste and Resource Management Plan (ISWRMP). As well, the City's vision for sustainability includes a key goal to be a Recycling Smart City. The City offers a number of waste reduction and recycling programs to the community to help achieve these targets. To support full utilization of recycling programs and services in Richmond, the City also implements a range of communication and outreach programs to ensure residents are aware of the services available and understand how to access and use these services.

The annual "Report 2014: Recycling and Solid Waste Management - Leadership and Excellence to Achieve Goals" (The Report) is presented (Attachment 1) to track progress on these programs and report back to the community. This report summarizes Richmond's comprehensive programs, highlights results achieved in 2014, provides insights into upcoming initiatives, and includes tips and resources to support recycling and sustainable waste management.

This report supports Council's Term Goal #8 Sustainability:

- 8.1: Continued implementation and significant progress towards achieving the City's Sustainability Framework, and associated targets. A key component of the sustainability framework is the Solid Waste Strategic Program within the goal area of Sustainable Resource Use, and
- 8.3. Communicate to the public the City's Sustainability goals with details on how the City is meeting (or exceeding) these goals and how they support Provincial goals.

Analysis

The Report highlights Richmond's leadership in sustainable waste management over the past year, including comprehensive implementation of expanded services, proactive pilot programs to test program options and award recognition for excellence in communications. At the same time, the City has remained committed to ensuring residents are informed about the progressive suite of recycling services available to them, including details on how to use each program. Success with this combination of service delivery and outreach is measured by the continued increase in recycling and waste diversion thanks to residents' participation in recycling.

A notable success in 2014 was the implementation of significantly expanded Blue Box and Blue Cart recycling services through partnership with Multi-Material British Columbia (MMBC). Under the expanded program, items such as aerosol containers, paper food containers and milk cartons, along with a broad range of additional plastic items are now accepted in the City's curbside and central collection recycling programs. Richmond also initiated a new Glass Recycling Bin to accommodate the need for separating glass jars and bottles for recycling, and successfully launched this service in tandem with the MMBC program launch on May 19, 2014.

This ensured a seamless transition to the MMBC program for residents, with no service interruptions.

Another significant achievement in 2014 was the completion of a 15-month food scraps pilot program for multi-family complexes, which achieved 27% organic recycling diversion, and provided valuable data and input from residents for the development of recommendations to expand Green Cart service to multi-family complexes with centralized collection. As well, the City introduced a Garbage Cart Pilot Project, which will evaluate waste diversion using weekly and bi-weekly collection, as well as fee incentives for reducing garbage.

Residents in single-family homes achieved 71% waste diversion – up from 70% in 2013 – well ahead of the 2015 diversion goal. The increase in 2014 was due, in part, to the expanded range of recycling materials accepted in 2014 and the continued commitment by residents to recycle their waste. In addition, the amount of food scraps and yard trimmings continued to increase markedly in 2014, or over 2,000 tonnes more than the prior year. The City's Large Item Pick Up program (introduced in 2013), continued to grow with over 11,679 items collected – an increase of more than 3,000 items compared to the last year.

The Report features outreach and community engagement as a key contributor to increased recycling, both at home and at community events. In 2014, Richmond was recognized with two Awards of Excellence for its leadership in outreach through its Green Cart communication campaign. The City's communication and community engagement includes reaching out to the community by hosting recycling displays at local shopping centres to share information and educational materials, answering questions and engaging community members in fun activities that emphasize how to use recycling programs. Richmond's outreach also includes connecting with students who share their commitment to recycling at school and at home, and high school students volunteering as Green Ambassadors continue to support event recycling, which results in significant waste diversion. Richmond's partnership with schools also provides important recycling and litter management information to students using fun and engaging shows, and then reinforces those behaviours through contests that turn the new ideas and tips into action.

The "Report 2014: Recycling and Solid Waste Management - Leadership and Excellence to Achieve Goals" highlights key accomplishments, which include:

- Achieved 71% waste diversion from single-family homes.
- Expanded the Blue Box and Blue Cart recycling programs to include a broader range of materials through partnership with MMBC, including separate collection of glass.
- Recognized with the national Silver Leaf and provincial Bronze Quill Awards from the International Association of Business Communicators (IABC) for the City's Green Cart communication plan.
- Completed a 15-month Green Cart Pilot Program for multi-family complexes and achieved 27% organic recycling diversion during the pilot.
- Delivered 28 workshops involving 616 participants on waste reduction, recycling and how to avoid food wastage.
- Initiated a Garbage Cart Pilot Program to test weekly and bi-weekly garbage collection using City-provided carts.

- Conducted a pilot project with the small building industry to trial different methods of recycling materials from single-family home demolitions
- Council adopted the "Management of Waste and Recyclable Materials from City Facilities Demolition and Construction Activities" policy
- Assisted with over 20,190 customer calls to the Environmental Programs Information Line
- Organized DreamRider Theatrical Shows including Zero Heroes and Clean Up your Act at 18 elementary schools, reaching 2,680 students. Green Ambassadors contributed over 1,200 hours to help promote recycling at events and 1,850 hours to organize the 2014 REaDY Summit. The Green Ambassadors achieved a 97.5% diversion rate for waste generated at the 2014 REaDY Summit
- Hosted recycling stations and eight events resulting in waste diversion ranging from about 85% to 97% at four major City events

Proposed Communication

Subject to Council's approval, the annual "Report 2014: Recycling and Solid Waste Management - Leadership and Excellence to Achieve Goals" will be posted on the City's website and made available through various communication tools including social media channels and as part of community outreach initiatives.

Report 2014 Overview

The 2014 Report contains four chapters that summarize outcomes and accomplishments in current waste management and recycling services, and highlights the variety of public education/community outreach programs delivered across the city. The Report also includes a comprehensive tips and resources section. The Report content features information to raise awareness about how recycled materials are used as a new resource, and tips for residents to help them connect with City and product stewardship programs for disposing of a variety of items.

A summary overview of each chapter follows.

Chapter 1: Annual Outlook – Leadership and Excellence to Achieve Goals highlights the importance of City's leadership and continuous improvement efforts to advancer further toward waste reduction goals. The Annual Outlook features the achievements from the past year, including the expanded recycling services introduced, success of the Green Cart Pilot Program for food scraps recycling in multi-family complexes, and the Awards of Excellence for the City's Green Cart communications. This section also provides a brief summary of the new initiatives and service targets for the upcoming year.

Chapter 2: Programs and Services – Expanding Services to Make Recycling Easy and Convenient describes the City's comprehensive recycling and waste reduction initiatives and highlights how each program contributes to overall diversion targets and sustainability goals. Details on the quantities collected through programs such as Blue Box, Blue Cart, the Recycling Depot, Yard Trimmings Drop Off, Green Cart, the Multi-family Green Cart Pilot Program and litter collection services are provided. This section also includes details on the City's Large Item Pick Up Program, and the major categories of items collected through this program. In addition,

this section outlines the measures the City takes to promote recycling space in commercial and multi-family buildings.

Chapter 3: Outreach and Customer Service – Supporting Awareness and Education presents the City's commitment to support waste reduction and reuse by providing residents information and education through workshops and displays, and through programs to support event recycling. Our extensive public education and community outreach initiatives aim to raise awareness and foster sustainable behaviours where recycling and waste reduction practices become a way of life. Free workshops on composting, waste reduction, eco-cleaning, reuse and more are offered throughout the year, as are outreach displays at various events and in local shopping centres. City staff partner with the Richmond School District to engage both high school and elementary school students to promote sustainable stewardship behaviours. They learn about how to recycle and reduce litter, and then they practice those skills through school contests. City staff members also mentor the high school Green Ambassadors by hosting information-sharing meetings and coordinating these volunteers as they assist with public spaces recycling centres at community events.

Chapter 4: Tips and Resources – Easy Steps to Increase Recycling and Reduce Waste – This section provides a comprehensive guide to recycling. It includes specific information on how and what to recycle in the City's Blue Box, Blue Cart and Green Cart programs. There is information on how to compost at home, the items accepted for recycling at Richmond's Recycling Depot, and what do to with many household items ranging from medication to recyclable mattresses. The resources section also includes information on what to do with special waste items and banned materials, including recycling and disposal options through take-back programs. There is also contact information and locations for Richmond services and community partners involved in stewardship programs.

Moving Forward

As the City continues to grow and expand our services to further advance toward 80% waste diversion for all residents, key focus areas going forward include:

- Increase awareness of the expanded range of materials accepted in the Blue Box and Blue Cart recycling programs under new partnership with MMBC;
- Report to Council regarding carts for garbage service and considerations for altering levels of service to increase recycling and waste diversion;
- Explore initiatives to support food scraps recycling in mixed use buildings and the commercial sector;
- Expand food scraps recycling for all residents in multi-family complexes with centralized collection;
- Expand the compost collection program to a full food scraps recycling program at all City Facilities, including a staff awareness and education campaign;
- Build on the success of existing community outreach and education programs to deliver workshops, theatrical shows, contests and annual REaDY Summit;
- Adopt a policy with recycling targets for waste reduction and recycling of materials from residential demolition activities;
- Continue to expand and broaden the City's public spaces recycling program;

- Support a regional initiative to develop a plan for managing debris from disasters as part of emergency preparedness,
- Explore Eco-Centre centre concept, including possible expansion of services at the Richmond Recycling Depot; and
- Continue involvement in regional planning and implementation efforts for the ISWRMP.

Financial Impact

None. Programs related to solid waste that impact service levels are brought to Council for review and consideration throughout the year.

Conclusion

Through the annual "Report 2014: Recycling and Solid Waste Management - Leadership and Excellence to Achieve Goals", the City is providing its residents with a progress report on the many recycling and waste management programs and activities delivered in the community. The Report also serves as a comprehensive resource and guide that supports recycling, reuse and reduction activities throughout the year. By tracking progress towards its goals for waste diversion and reporting this to the community, the City is demonstrating Richmond's commitment to responsive services, responsible government and accessible information and communication.

It is through residents' participation and commitment to recycling that those living in single-family homes have achieved 71% waste diversion in 2014, well ahead of the 2015 target of 70%. Future years will see continued efforts to expand recycling services to residents in multi-family homes as part of helping all residents work toward achieving the 80% waste diversion target by 2020.

Suzanne Bycraft

Manager, Fleet & Environmental Programs

(604-233-3338)

Att. 1: City of Richmond Report 2014: Recycling and Solid Waste Management

Attachment 1



LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS

Let's trim our waste!





2014 REPORT . LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS.

CONTENTS

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2016 REPORT * LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS:

ANNUAL OUTLOOK

LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS

Continuous improvement is the hallmark for waste management in Richmond. The City aligns its targets with regional goals and, working with the community, continues to achieve those targets ahead of schedule. This success is thanks to the City's commitment to service excellence in recycling, along with dedicated residents who maximize their recycling efforts to divert more than 71% of their waste from the garbage. Working together, City Council, staff and residents are moving Richmond toward its goal to be a Recycling Smart City.

In 2014, the City demonstrated its leadership as it tackled multiple projects to enhance recycling services in the community. One key success was the full implementation of recycling services under the new partnership with Multi-Material BC (MMBC). Richmond's leadership in recycling was evident as it successfully ensured residents would have a separate glass recycling program in place in time for the initial MMBC program roll out. This involved a significant adaptation of existing programs, including the purchase of new glass recycling bins for every resident in the program. While some communities are gradually introducing a residential glass recycling service, Richmond residents benefited from a seamless program transition with no service interruptions.

Under the expanded program, residents can recycle a much broader range of household materials, such as aerosol containers, paper and plastic drink cups, milk cartons, gable top containers used for soy milk and juice, plastic and paper garden pots, and bakery trays. Residents with the Blue Box program can now combine all of their newspaper and other paper products into one, new Mixed Paper Recycling Bag and they have a new Glass Recycling Bin to recycle glass jars and bottles. Residents in townhomes and apartments with the centralized Blue Cart program are also able to combine their newspaper and other paper products into a Mixed Paper Recycling Cart, and they have new Glass Recycling Carts for recycling glass jars and bottles. By working in partnership with MMBC, the City is delivering an enhanced level of service to its residents, making it easier for them to reduce the amount of household waste going into the garbage.

In addition to the expanded recycling using the Blue Cart and Blue Box programs, Richmond provides residents with a convenient and safe option to dispose of large household items including furniture, mattresses and appliances. The Large Item Pick Up program ensures that recyclable materials are kept out of the landfill, and makes it easier for residents by providing curbside collection of up to four items per household per year.

Richmond has also continued to engage residents to ensure its programs are designed to meet their needs. This commitment to excellence involved two major pilot programs in 2014: the Multi-family Green Cart Pilot Program and the Garbage Cart Pilot Program. With these programs, the City is able to test a range of service options and gain input from residents on the best program components and areas of concern that need to be addressed.

In preparation for the 2015 Metro Vancouver food scraps disposal ban, the City had already implemented an enhanced Green Cart program for residents in single-family homes and townhomes with City garbage and/or Blue Box service. This ensured 60% of Richmond residents were set up with a convenient recycling service; however, the City wanted to ensure that all residents, including those who live in multi-family complexes with a central collection area, would have the same level of service.

ANNUAL DUTLOCK

3

CITY OF BICHMOND

Richmond recognized with two IABC Awards of Excellence for its Green Cart communications!

Because centralized services involve unique requirements, the City initiated the Multi-Family Green Cart Pilot Program to test service options. The pilot program was concluded in the fall, with recommendations for a City-wide Green Cart program that would ensure all Richmond residents have access to easy and convenient food scraps recycling. The goal was to ensure that Green Cart service would be fully implemented prior to July 1, 2015, when the grace period for the new food scraps disposal ban ends.

The Garbage Cart Pilot Program allows evaluation of options for weekly or biweekly garbage collection, along with preferences for cart sizes and fee incentives for reducing garbage. With input from residents in the pilot, Richmond will be able to design a program that is tailored to the interests and priorities identified by residents while also supporting the City's goals to reduce garbage. Early results from this Pilot Program are showing a marked improvement in recycling in homes with biweekly garbage collection.

The progress towards goals is an excellent measure of the success with Richmond's recycling programs. Residents in single-family homes achieved the City's initial target to reduce garbage by 70% two years ahead of schedule. In 2014, residents in single-family homes reached 71% waste diversion. Now the City is working with residents to achieve the next target: diverting 80% of waste from the landfill by 2020.

Richmond was also proud to be honoured with two awards of excellence in government communication for the City's Green Cart program communication campaign. The International Association of Business Communicators presented the City of Richmond with an IABC Bronze Quill Award of Excellence (a provincial-level award) and an IABC Silver Leaf Award of Excellence (a national award). These awards give credit to the success of Richmond's programs and place the City In a league with some of the best communicators in the field from across the country. These awards of distinction recognize organizations that are setting the standard for communications excellence.

The past year's achievements exemplify the City's leadership and excellence in sustainable waste management, and its commitment to continuous improvement to benefit residents.



2014 REPORT • LEADERSHIP AND LICELLE MCE TO ACHIEVE GOALS

OUR TOP ACCOMPLISHMENTS IN 2014

The following are some of the key accomplishments in 2014.

GREEN CART PILOT PROGRAM

Completed Completed a 15-month food scraps pilot program for multi-family complexes and achieved 77% organic recycling diversion during the pilot.

COMMUNITY OUTREACH

Delivered 28 workshops involving 616 participants on waste reduction, recycling and how to avoid food wastage.

AWARDS OF EXCELLENCE

Received the Silver Leaf and the Bronze Quill Awards of Excellence from the International Association of Business Communicators for the City's Green Cart communication campaign.

EXPANDED SERVICES

Expanded the Blue Box and Blue Cart recycling programs to include a broader range of materials through partnership with MMBC. Expanded drop-off services at the Recycling Depot to accept Styrofoam, plastic bags and overwrap.

DEMOLITION & CONSTRUCTION WASTI

Conducted a pilot project with the small building industry to trial different methods of recycling materials from single-family home demolitions. Council adopted the "Management of Waste and Recyclable Materials from City Facilities Demolition and Construction Activities" policy, which targets 80% diversion of demolition and construction waste from new City's facilities construction and demolition projects.

CUSTOMER SERVICE

Assisted with over 70,190 customer calls to the Environmental Programs Information Line. Sold 71 compost bins, 9,600 Garbage Tags, and 761 Garbage Disposal Vouchers out of the City's Recycling Depot and other City facilities.

STUDENT & COMMUNITY ENGAGEMENT

Organized DreamRider Theatrical Shows including Zero Heroes and Clean Up your Act at 18 elementary schools, reaching 2,749 students. Green Ambassadors contributed nearly 2,500 hours to help promote recycling at events in 2013/2014 and achieved a 97.5% diversion rate for waste generated at the 2014 REaDY Summit.

EVENT RECYCLING

Hosted recycling stations at eight events, resulting in waste diversion ranging from about 85% to 97% at four major City events, Provided free recycling bins to support organizers of six events to promote recycling.

ADMINISTRAÇÃO

Carryon

COVICE BICHMORE

OUR GOALS

Richmond has set its long-term goal to be a Recycling Smart City and has established annual goals to help achieve this target. Each goal is designed to provide easy and convenient services for residents, along with creating opportunities for innovation, partnership and continuous improvement.

Multi-family food scraps recycling Garbage cart pilot program Expand food scraps recycling to over 30,000 residents Report to Council regarding carts for garbage service In multi-family complexes in advance of the regional and considerations for altering levels of service food scraps disposal ban enforcement in 2015. (biweekly) to increase recycling and waste diversion. Organics recycling at City facilities Packaging and printed paper stewardship program Expand the City of Richmond's successful Expand awareness of the expanded range of materials accepted in the Blue box and Blue Cart recycling compost collection program to a full organics food scraps recycling program at all City programs under the new partnership service with MMBC facilities, including a staff awareness and education campaign. Undertake a review of the **Expand community** Expand recycling of outreach Green Ambassador program building demolition waste Build on the success of Review the program (in cooperation Using the results and analysis existing outreach and with the School District) to address of a pilot initiative, develop education programs to deliver program management challenges, a policy approach to expand recycling of demolition waste workshops, theatrical shows, identify future directions as well as contests and the 5th annual potential opportunities to expand from residential demolitions. REaDY Summit. and enhance youth engagement in environmental intuatives. Explore eco-centre Increase awareness and Expand public spaces recycling understanding of sustainable Accept an expanded range of concept **Explore** options including waste management materials for recycling in public expansion of the City's spaces and enhance the container implement a quarterly "Let's trim our wastel" communication replacement and maintenance existing Recycling Depot into a larger facility that campaign to raise awareness program. Develop enhanced accepts a much broader about the importance of recycling recycling educational signage to range of materials and and waste reduction, and promote Improve recycling diversion, minimize offers additional services increased use of Richmond's contamination and align materials such as a re-use centre programs and services. accepted with residential Blue Box. and education facility. and Blue Cart recycling programs.



THANK YOU TO RICHMOND RESIDENTS

1% was section and advent by and family related in 10-4

Each year, Richmond residents add more to their recycling and reduce the amount of garbage going to the landfill. Richmond appreciates this dedication and will continue to explore options to provide residents with easy and convenient recycling options at home and in the community.

With the expanded Blue Box and Blue Cart recycling now available through the partnership with MMBC and the plans underway to ensure that all Richmond residents have access to food scraps recycling using the Green Cart program, Richmond is on track to be a Recycling Smart City. This commitment includes continuous improvement to its program as the City strives for service excellence and sustainable waste management programs.

Thanks to the tremendous participation in the expanded Green Cart program, the City was proud to receive two Awards of Excellence from the International Association of Business Communicators. While these awards are for the communication program delivered by the City, they are evaluated based on measured outcomes. This means that the City's success is a reflection of the successful recycling done by residents.

Thank you for supporting the success of the Green Cart program, and for your continued effort to help Richmond achieve its goal to reduce garbage by 80% by 2020.

DID YOU KNOW?

You can recycle aerosol cans, plastic and paper milk cartons, and plastic containers including drink cups in your Blue Box or Containers Blue Cart.





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2013 REPORT . ACHIEVING GOALS THROUGH COMMUNITY ENGAGEMENT

PROGRAMS AND SERVICES

EXPANDING SERVICES TO MAKE RECYCLING EASY AND CONVENIENT

Richmond residents in single-family homes are now diverting 71% of their waste, and recycling is increasing in townhomes and other multi-family complexes. To support residents and their commitment to recycling, Richmond continues to expand opportunities for residents to recycle by creating new and enhanced programs for recycling at home and when on the go in the community. Residents can also drop off a growing list of recyclable items at the City's Recycling Depot and other drop-off facilities.

Richmond works with residents, industry partners, product stewardship groups and businesses to achieve its goal to be a Recycling Smart City and implement sustainable waste management. Through partnerships and community engagement, Richmond's commitment to continuous improvement results in enhanced services to benefit residents.



Residents in single-family homes are now diverting 71% of their waste.

PROGRAMS AND SERVICES

9



RICHMOND RECYCLING AND WASTE MANAGEMENT

Richmond delivers a wide range of recycling and waste management services for residents to ensure that all waste is managed effectively and efficiently, and adheres to sustainability principles. In 2014, Richmond worked in partnership with MMBC to expand recycling services to include many new household items. The following are the key recycling and waste management services offered through the City of Richmond.

BLUE BOX

Weekly curbside collection for recycling paper and newsprint, glass, plastic containers, and tin and aluminium containers. This program is provided to more than 40,230 residential units in single-family homes and townhomes. For details, see page 32.

BLUE CART

Weekly recycling collection for paper and newsprint, glass, plastic containers, and tin and aluminium containers. This program is provided to more than 31,460 multi-family units. For details, see page 34.

GREEN CART

Curbside collection for recycling foods scraps and yard trimmings. This program is provided to residents in single-family homes and some townhomes as well as multi-family complexes involved in a pilot project. For details, see page 36.

RECYCLING DEPOT

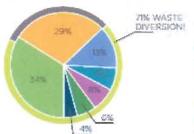
Drop-off service for products ranging from yard trimmings and household items, to hazardous materials and take-back program products. This service is available to all residents and in limited quantities for commercial operators. The Depot also sells compost bins, rain barrels, Garbage Tags and Garbage Disposal Vouchers for use at the Vancouver Landfill. For details, see page 40.

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SINGLE-FAMILY RECYCLING



- FOOD SCRAPS / YARD TRIMMINGS (16,314,44 TONNES)
- BLUE BOX (5,954,96 TONNES)
- RECYCLING DEPOT (3,549.68 TONNES)
- HOME COMPOSTING & YARD TRIMMINGS DROP OFF (2,979.03 TONNES)
- GARBAGE (13,683.82 TONNES)
- WASTE DIVERSION (3,439, 14 TONNES)*
- WASTE REDUCTION (1,729.38 TONNES)*



Residents in single-family homes recycled or reduced nearly 33,966.63 tonnes in 2014 – 71% of total estimated waste generated – through a number of recycling and waste reduction opportunities, including curbside and Recycling Depot collection, as well as composting programs.

* Estimated

GO! RECYCLE PUBLIC SPACES AND EVENT RECYCLING

Recycling bins in the community make it easy to recycle on the go, such as in parks, at community centres, in the Steveston business district and at the Canada Line stations and Richmond central bus stops.

COMPOSTING AT HOME

Support for residential composting includes the sale of compost bins, a composting demonstration garden and related workshops. These services are available to all residents. For details, see page 37.

CURBSIDE GARBAGE COLLECTION

Curbside collection of garbage, not including banned items such as hazardous waste and materials that can be recycled, is available to residents in single-family homes and some townhomes. For details, see page 38.

EXTRA GARBAGE DISPOSAL

Garbage disposal tags and vouchers for the Vancouver Landfill provide options for residents when they need to dispose of additional garbage or large tiems. For details, see page 38.

LARGE ITEM PICK-UP PROGRAM

Residents in single-family homes and some townhomes can arrange for curbside collection of four large household items per year. For details, see page 39.

COMMUNITY AND SCHOOL ENGAGEMENT

Through partnerships with students, teachers and the School District, Richmond sponsors educational shows, awareness programs and volunteer opportunities to increase understanding of recycling and the benefits of reducing waste. For details see the Outreach and Customer Service section on page 25.

DID YOU KNOW?

Plastic takes one million years to break down in a landfill, whereas recycled plastic can be used to make bottles, dothing, carpet, picnic tables, drainage pipes, bags, trash cans, paneling, flower pots and pallets.

PROGRAMS AND SERVICES



RESIDENTIAL RECYCLING PROGRAMS

With weekly collection services, drop-off programs, public spaces recycling and community take back programs, it's easy and convenient to recycle in Richmond. Richmond offers residents a range of services to support recycling at home and on the go.

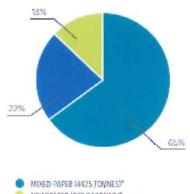
BLUE BOX RECYCLING PROGRAM

The Blue Box Recycling program provides convenient collection services in the community. Residents in single-family homes and some townhome complexes use the City's Blue Box program to recycle newspaper, paper products and cardboard along with tin, aluminium, glass bottles and jars, and plastic containers. More than 40,230 residential units are serviced with weekly collection under this program.

In 2014, more than 6,790 tonnes of materials were recycled in the Blue Box program. Of this, 65% was mixed paper, 13% was newspaper and 22% was co-mingled containers.

Items that can be recycled through this program are listed in the Tips and Resources section of this publication and at www.richmond.ca/recycle.

BLUE BOX RECYCLING MIX



MIXED PAPER (4425 TOWNES)*
 NEWSPAPER (872 84 TOWNES)
 CONTAINERS (1,482.80 TOWNES)

* Starting in mid May, newspaper was combined with mixed paper for recycling.

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2014 REPORT • LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS

BLUE CART RECYCLING PROGRAM

People who live in multi-family complexes can recycle the same products as residents who use the Blue Box program through the City's Blue Cart recycling program. The City provides recycling carts for a mini-recycling depot at each complex, which is generally located in the garbage enclosure or other convenient location. This service is currently available to over 31,460 multi-family units, and the City has information tools such as Blue Cart decals, posters and brochures that are offered to stratas and property managers to help raise awareness and increase participation.

In 2014, more than 2,400 tonnes of materials were recycled through the Blue Cart recycling program.

For a detailed list of items that can be recycled through the Blue Cart recycling program, see the Tips and Resources section or visit www.richmond.ca/recycle.



TIP FOR RESIDENTS

Residents in single-family homes and some townhomes can pick up complimentary Blue Box supplies at the Richmond Recycling Depot and City Hall, or order them online at www.richmond.ca/recycle.

Residents in multi-family complexes with Blue Cart service can pick up an indoor collection bag at Richmond Recycling Depot or order a bag online at www.richmond.ca/recycle.



9,206.16 TONNES RECYCLED IN 2014

PROGRAMS AND SERVICES

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CITY OF RICHMOND



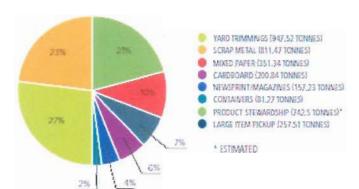
RECYCLING DEPOT PROGRAM

The Richmond Recycling Depot is located at 5555 Lynas Lane and is open from 9:00 a.m. — 6:15 p.m., Wednesday to Sunday for drop off of a broad range of materials. The Depot also sells compost bins, rain barrels, Garbage Tags and Garbage Disposal Vouchers. The Recycling Depot is a Product Stewardship (Take Back) collection site for small appliances, paints, solvents, flammable liquids, pesticides, lights and lighting fixtures.

RECYCLING DEPOT SERVICES

This facility accepts a wide range of materials including cardboard, yard and garden trimmings, mixed paper and newspapers, and now also accepts Styrofoam, used books, cell phones, household batteries and plastic bags. The facility also accepts large appliances (e.g. fridges, stoves, washing machines), metal items (e.g. bike frames, barbecues, lawn mowers), glass bottles, jars, tin and aluminium cans, paints, pesticides and solvents. For a detailed list of items see page 41. The Recycling Depot is owned and operated by the City of Richmond, with two full-time staff and additional staff support in the summer months to manage increased recycling volumes. Staff on site are available to answer questions and provide assistance with unloading awkward or heavy items.

DEPOT RECYCLING: BREAKDOWN OF MATERIALS COLLECTED IN 2014



TOTAL TONNAGE = 3,549.68

In 2014, 3,549.68 tonnes of recyclable materials were collected at the Recycling Depot. This includes yard trimmings, scrap metal, mixed paper products and rigid plastic containers. For more information on drop-off programs for yard trimmings, see page 17.

2014 REPORT • LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS

DEPOT RECYCLING: MATERIALS AND AMOUNTS COLLECTED THROUGH TAKE BACK PROGRAMS IN 2014



PAINT 226,368 EQUIVALENT LITRES



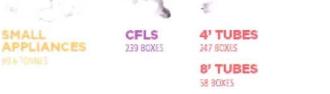
2,450 EQUIVALENT LITRES











FOR SALE AT THE RECYCLING DEPOT

Residents can purchase the following items from the Depot-

- · Compost bins \$25 each
- · Rain barrels \$30 each
- Extra Garbage Tags \$2 each
- · Garbage Disposal Vouchers \$5 each for Richmond residents and it is worth \$20 at the Vancouver Landfill

RECYCLE AT THE DEPOT

Richmond's free drop-off program includes:

- · Styrofoam;
- · Batteries (household batteries 5 kg or under);
- · Cell phones;
- · Used books;
- · Plastic bags and plastic overwrap;
- · Large and small appliances;
- · Scrap metal, and
- · Yard and garden trimmings

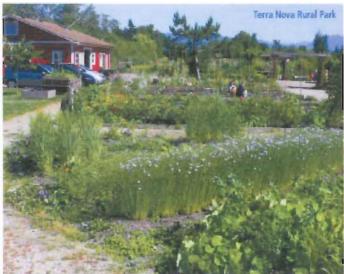
For a full list of items that can be recycled at the Recycling Depot, see page 41.



Fats, oils and grease should never be disposed down sinks, drains or garburators as the material hardens and builds up on the inside of sewage lines, causing blockages. This can lead to breaks and sewage spills or overflows. Recycle food scraps and grease in your Green Cart, and take used cooking oils and liquid fats in a sealed container to the Recycling Depot (5555 Lynas Lane, open Wednesday to Sunday from 9:00 a.m. to 6:15 p.m.) for free disposal.

PROGRAMS AND SERVICES

CITY OF RICHMOND





COMPOSTING PROGRAMS

Composting is a simple and organic process that can reduce household waste by up to 40%—significantly reducing the amount of waste that goes to the landfill. Fruit and vegetable peelings, along with grass, leaves and other yard trimmings, can be added to a compost bin. In addition, composted matter produces a very nutrient-rich soil to keep lawns and gardens healthy.

BACKYARD COMPOST BIN DISTRIBUTION PROGRAM

The City of Richmond supports composting by providing free composting workshops from January to November, which include information on backyard and worm composting and how to harvest compost. The City offers compost bins for sale at the Recycling Depot for \$25 each. Backyard composting is the most effective way to dispose of fruit and vegetable peelings, eggshells, coffee grounds, filters, tea bags and yard trimming materials. Since this program started in 1992, 10,609 compost bins have been distributed.

Additional tips and information on composting are provided in the Tips and Resources section and at www.richmond.ca/recycle.

COMPOST DEMONSTRATION GARDEN

To help residents learn about backyard composting, the City offers a Compost Demonstration area in the Terra Nova Rural Park located at 2631 Westminster Highway just west of No.1 Road. It is open from dawn to dusk year-round, and is supplemented by workshops. Residents are encouraged to take a self-guided tour to learn about different types of compost bins and the benefits of composting.



TIP FOR DESIDENTS

The Compost Hotline at 604-736-2250 offers tips and advice on how to compost and use the nutrient-rich soil produced for home gardens. Compost from yard trimmings drop-off programs and through the Green Cart and Green Can collection programs are sold for residential use and for use in the landscaping industry.

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2014 REPORT • LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS

Richmond residents are generating their own compost to enrich their garden soil. With 10,609 bins sold, home composting is an excellent way to help keep recyclable organic materials out of the garbage.

YARD TRIMMINGS DROP-OFF PROGRAMS

ECOWASTE INDUSTRIES

The City offers residents the option to drop off unlimited quantities of yard and garden trimmings for free at Ecowaste Industries located at 15111 Triangle Road. Proof of Richmond residency is required.

Visit ecowaste.com or call 604-277-1410 for hours of operation and directions.

RECYCLING DEPOT

Residents may drop off limited quantities of yard and garden trimmings (up to 1 cubic yard) at the City's Recycling Depot. A fee of \$20 applies for each additional cubic yard. Commercial operators may also use the Recycling Depot for dropping off of trimmings for a fee of \$20 per each cubic yard. The Recycling Depot is located at 5555 Lynas Lane and is open from 9:00 a.m. – 6:15 p.m., Wednesday to Sunday.

For a detailed list of all items that can be recycled at the Depot, please refer to the Tips and Resources section on page 41.

DID YOU KNOW?

When food scraps are disposed of in a landfill, the decomposition process creates methane. Methane is a powerful greenhouse gas that contributes to global warming.

DROP OFF TONNAGE IN 2014

In 2014, approximately 3,410 tonnes of yard trimmings were collected at the Recycling Depot and through the Ecowaste residential and commercial drop-off service.



PROGRAMS AND SERVICES

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CITY OF RICHMOND



GREEN CART PROGRAM

Richmond's Green Cart recycling program for food scraps and yard trimmings is provided to single-family and townhomes with City garbage and/or Blue Box service. As well, in 2014, residents in approximately 50 multi-family complexes with centralized collection received Green Cart service as part of a Multi-family Green Cart Pilot Program. Green Cart recycling totaled approximately 16,314 tonnes in 2014 — a 15% increase over 2013.

Food scraps and yard trimmings represent about 40% of household waste, and the increase in Green Cart recycling along with Richmond's other recycling services has contributed to residents in single-family homes reducing their garbage by 71% in 2014. The Green Cart program is also an important service to support residents with an easy and convenient recycling option prior to the Metro Varicouver disposal ban on food scraps in 2015.

In 2014, Richmond was honoured with two Awards of Excellence in government communication by the International Association of Business Communicators (IABC). The IABC Bronze Quill (provincial level) and IABC Silver Leaf (national level) awards of distinction recognize organizations that are setting the standard for communications excellence.

RECYCLING WASTE TO REDUCE COSTS

Tipping fees for garbage taken to landfills have increased by about 75% since 2008. As well, there are additional fees, called surcharges, applied to garbage loads that contain more than 5% banned materials such as paper and cardboard, food scraps, containers made of glass, metal or banned recyclable plastic, beverage containers and clean wood. These additional fees can add up to more than 50% more to the tipping fee cost. There are also additional charges at the composting facility when Green Cart recycling loads come contaminated with non-organic materials. The best way to keep these costs down is to recycle materials using the correct receptacles and to reduce waste overall.

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2014 REPORT * LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS

GREEN CART SIZE OPTIONS AND BENEFITS



Richmond's Green Cart program currently serves approximately 41,000 homes and 50 multi-family complexes — 60% of all Richmond residents — to provide convenient access to yard trimmings and food scraps recycling. Green Carts are easy to use thanks to wheels and attached lids. As well, Green Carts are available in a range of sizes.

MULTI-FAMILY GREEN CART PILOT PROGRAM

In December 2014, the City of Richmond completed a Council-approved Green Cart Pilot Program for food scraps recycling in approximately 50 multi-family complexes. This program was undertaken in preparation of the food scraps disposal ban beginning in 2015. It was designed to test different methodologies for achieving maximum food scraps diversion in multi-family buildings. This 15-month Pilot Program expanded on the existing Green Cart service provided to single-family homes and townhomes, and achieved 27% organics recycling diversion. Total garbage tonnage was reduced by 205.95 tonnes.

The testing results also showed that using compostable plastic bags for kitchen containers is not a viable option at this time because these bags need more time to biodegrade than is cost-effective at the composting facility, and the cost to debag many smaller plastic bags versus the one large liner provided by the City is labour intensive and will add significant costs. As well, residents indicated that having lined Green Carts and regular deaning would be important, and that space is limited, which means fewer carts can fit and more frequent collection may be needed.

MULTI-FAMILY ORGANICS PILOT PROGRAM



PROGRAMS AND SERVICES

CITY OF RICHMOND





GARBAGE COLLECTION SERVICES

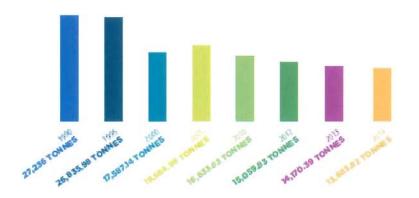
Weekly curbside collection of garbage provides residents with a convenient service for waste disposal. This includes the Large Item Pick Up program to provide curbside collection of up to four large household items each year.

GARBAGE COLLECTION

The City of Richmond provides weekly garbage collection services of two garbage cans for all single-family homes and some townhome developments. Additional garbage cans may be put out, but each extra container or bag must display a tag that can be purchased at City facilities for \$2 each. Certain items, such as hazardous waste materials and those items that can be recycled, are prohibited from garbage bins (see the chart on page 46 for more information on prohibited items).

Richmond also introduced a Garbage Cart Filot Program in 2014 to begin testing options such as weekly and biweekly collection as well as fee incentives for using smaller carts by reducing garbage. The results of the pilot program will be reported in 2015.

GARBAGE DISPOSAL OVER THE YEARS



As conscientious recyclers, residents have drastically reduced the amount of garbage disposed since 1990. The City is reviewing options to help further reduce garbage, such as incentives to decrease garbage and possible use of City-provided garbage carts.

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2014 REPORT * LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS



LARGE ITEM PICK UP PROGRAM

Richmond's Large Item Pick Up program provides ourbside collection of up to four large items per year. This program is provided to residents in single-family homes and townhomes with the City's garbage collection and/or Blue Box program. Curbside collection makes it easier for residents who do not have access to a vehicle to dispose of large items. Residents can contact the City's service provider at 604-270-4722 to arrange for collection of up to four large items per year. All four large items can be picked up at the same time, or in varying bundles for a total of four items annually.

Items accepted in this program include furniture, appliances and small household goods. Restrictions apply to ensure items can be handled safely from the curbside and mattresses must be covered in plastic to keep them dry. If residents have more than four large items to dispose of, they can purchase a Garbage Disposal Voucher for \$5 from any City facility and use the voucher to dispose of up to \$20 worth of garbage items at the Vancouver Landfill.

For more information on this program, see page 39 or visit www.richmond.ca/recycle.

COMMON MATERIALS AND AMOUNTS COLLECTED THROUGH THE LARGE ITEM PICK UP PROGRAM



MATTRESSES 48% OF REQUESTS





WASHERS & DRYERS
14% OF REQUESTS



FRIDGES & FREEZERS
12% OF REQUESTS



BARBECUES 10% OF REQUESTS



DISHWASHERS



STOVES



MICROWAVES 2% OF REQUESTS

OVER 6,500 REQUESTS

11,679 ITEMS COLLECTED

468 TONNES WERE COLLECTED AND OF THIS, 257 TONNES WERE RECYCLED

PROGRAMS AND SERVICES

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CITY OF RICHMOND





LITTER COLLECTION SERVICES

Maintaining a litter-free city is a key focus area to ensure residents can enjoy clean parks and public spaces. The City of Richmond has made efforts to ensure that there are garbage cans, and in many cases recycling options, in public spaces throughout the city.

In addition, City crews work seven days a week to collect litter from parks, school grounds, roadsides, sidewalks and boulevards. They empty garbage and recycling from approximately 5,100 City litter and recycling receptacles in the community each week, and assist with removing graffit from City garbage cans. As well, they collect illegally-dumped materials found on City property and provide safe disposal and recycling of these items. Together, these measures help to support a safe and appealing community.

DID YOU KNOW?

the City sporsors engaging programs of elementary schools to teach students about reducing litter, and promotes a little-free community through its Partners on Beautification Program.

5,000 LOADS OF LITTER & RECYCLABLES COLLECTED

APPROXIMATELY 5,100

CITY LITTER & RECYCLING RECEPTACLES

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2014 REPORT • LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS

Commercial buildings and multi-family complexes share a responsibility for recycling. Property owners and managers can facilitate recycling with well-designed recycling and garbage centres. Richmond has developed guidelines to help ensure commercial buildings and multi-family complexes are designed with accessible, centralized and well-organized recycling facilities. Increasing recycling in these buildings is integral to achieving the City's goals for reducing garbage going to landfills.

COMMERCIAL BUILDING GUIDELINES

Effective garbage and recycling management at commercial buildings is most successful when these facilities are integrated into the design and operations of the building or site. To support this, the City of Richmond has developed commercial building guidelines that are outlined in the City of Richmond Design Considerations for Commercial Properties: Recycling and Garbage. These guidelines assist designers and developers of commercial buildings in three key areas:

- · the design of storage facilities for garbage and recycling;
- · selection of containers for garbage and recycling; and
- planning of access for both tenants and collection service providers.

These guidelines help commercial property owners by giving general advice for meeting City regulations and suggesting goals for effective garbage and recycling programs. This information is provided as a resource and should be used with, not in place of, all applicable building codes, City standards and other relevant legislation.

For more information, visit www.richmond.ca/recycle.

MULTI-FAMILY BUILDING GUIDELINES

All multi-family residential and mixed-use buildings in Richmond require adequate storage for garbage and recycling, and these storage areas must meet Building Code Regulations. At the same time, garbage and recycling collection at multi-family and mixed-use buildings is an area where there is potential for future expansion and improvement.

As an important foundation, the City of Richmond has developed Multi-family Building Guidelines to help support consistent standards at all buildings. The guidelines include information such as basic service requirements, container access for residents and collection, and maximum container size. The information is provided as a convenient source of information, and property owners are responsible for ensuring they meet all applicable building codes, City standards and other relevant legislation.

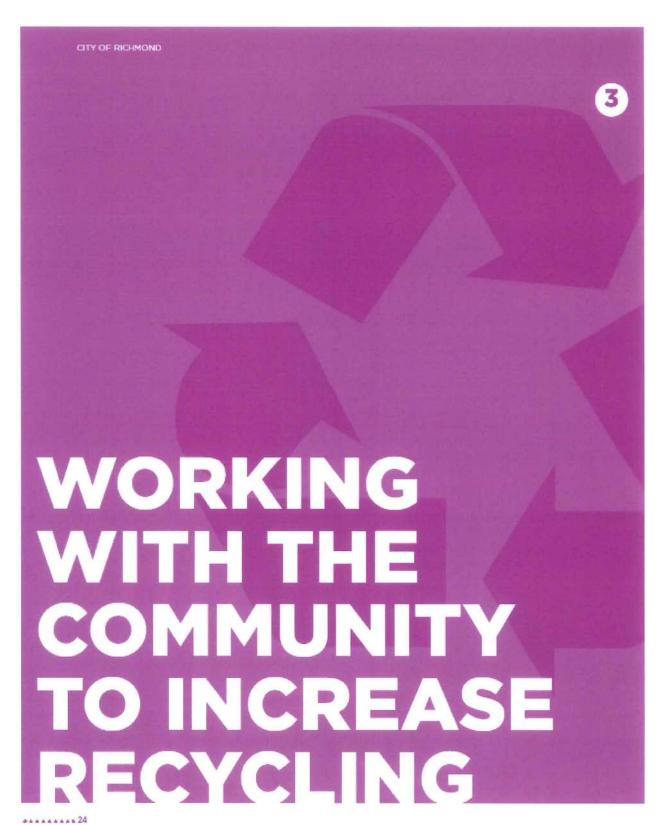
For more information, visit www.richmond.ca/recycle.

DID YOU KNOW?

Starting in January 2015, food scraps cannot be put in the garbage, and starting in July 2015, penalties such as surcharges will apply if food scraps are found in garbage loads at the landfill. Commercial operators may qualify for City Green Cart service. For details visit www.richmond.ca/greencart.

PROGRAMS AND SERVICES

3



2013 REPORT • ACHIEVING GOALS THROUGH COMMUNITY OUTREACH

OUTREACH AND CUSTOMER SERVICE

SUPPORTING AWARENESS AND EDUCATION

Richmond recognizes that providing recycling services is the first important step in reducing waste; however, the second critical step is communication and community engagement. This includes informing residents about City and partner programs and services available in the community, educating them on how to use the programs, raising awareness about why recycling and reducing waste is important, and engaging the community to help design programs that fit their needs and priorities. The third essential step is providing excellent customer service. With its commitment to community outreach and customer service, the City goes beyond providing services – it supports residents so they can be successful in reducing their waste.



In 2014, approximately 178 youth valunteered more than 1,200 hours in Richmond's Green Ambassador program to support recycling awareness at events and outreach displays.

OUTREACH AND CUSTOMER SERVICE

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CUSTOMER SERVICE

Richmond's successful outreach and customer service programs are designed to help turn information and education into action. By working with children and youth through school programs and the Green Ambassadors, Richmond creates a learning environment where students gain a better understanding about recycling and sustainable waste management, and then apply their skills as volunteers and through school activities. Providing outreach, customer support services and information materials also assists residents by increasing their understanding of how to recycle along with new tools and services to promote recycling at home and on the go.

The Environmental Programs Information Line staff assisted customers with more than 20,190 calls in 2014, answering questions, assisting with requests relating to garbage and recycling and providing guidance on where to go for additional information and resources. Richmond also assists customers directly at the Recycling Depot, and through its outreach programs in the community.

At the Depot, staff provide assistance with where and how to recycle using its drop-off options, answer questions about City programs and services and sell products such as compost bins and rain barrels as well as Garbage Tags and Garbage Disposal Vouchers. Through outreach, Richmond goes into the community to connect with residents to share information and respond to questions.

20,190
CUSTOMER SERVICE
CALLS SUPPORTED

9,600 GARBAGE TAGS SOLD 761 GARBAGE DISPOSAL VOUCHERS SOLD

71 COMPOST BINS SOLD

2014 REPORT * LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS.

Richmond measures the success of its programs, customer service and community engagement by monitoring a number of performance indicators, such as continued progress towards its goals for reducing waste, the community's impressive track record for using programs properly to keep banned recyclables out of the garbage, and low contamination levels thanks to residents sorting recyclable materials into the correct containers.

2014 HIGHLIGHTS

ENGAGING STUDENTS

In 2014, the City hosted Clean Up Your Act and Zero Heroes shows at elementary schools to promote responsible actions to avoid littering, graffiti and vandalism. The shows reached 2,680 elementary school students and 135 teachers. To reinforce what they learned, these schools participated in the My School Sparkles Contest, which has two categories, and the Zero Heroes Contest. For the My School Sparkles Contest, schools are evaluated on levels of littering before and after the show. The winners of the "My School Always Sparkles" category for the school with the least amount of litter on its school grounds and adjacent public space were Sea Island Elementary School and Spul'u'kwuks Elementary School. The winner of the "My School is Sparkling" category for the school that demonstrated the most improvement was awarded to Anderson Elementary School. The Zero Heroes Contest is based on collecting pledges to reduce and recycle waste. The winners of the Zero Heroes Contest was Talmey Elementary School.

RICHMOND GREEN AMBASSADORS

Richmond's Green Ambassadors are dedicated high school students who participate in monthly workshops to learn about environmental sustainability and apply what they have learned as volunteers at City events and activities. In 2014, approximately 178 students in the program contributed more than 1,200 volunteer hours to promote recycling at community events and organize the READY Summit. These energetic and environmentally conscious individuals also manage green initiatives in their school.

RICHMOND HOSTS ANNUAL EARTH DAY SUMMIT

The Richmond Earth Day Youth (REaDY) Summit was a resounding success again in 2014 thanks to volunteer support and community partnerships, City staff, the Richmond School Board, the David Suzuki Foundation, and the Richmond Green Ambassadors.

The summit was again successful in increasing awareness of environmental sustainability, fostering continual interest in recycling and reducing waste, and raising awareness on sustainability issues identified by local youth. The Summit featured a keynote address by Dr. David Suzuki and included 15 environmental sustainability workshops. The 88 Green Ambassadors who worked on supporting this event dedicated 1,850 hours of volunteer time throughout the school year. Over 600 delegates attended, and the Green Ambassadors helped organizers achieve a 97.5% diversion of waste through recycling – exceeding their 76% target.

OUTREACH AND CUSTOMER SERVICE

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CITY OF RICHMOND





EVENT RECYCLING

Recycling stations are required for all special event bookings taking place in Richmond. For some events, the City hosts recycling stations with assistance from the Green Ambassador volunteers. This involves setting up recycling stations and having recycling assistants at the event to advise people on how to recycle. In 2014, the City hosted recycling stations at eight events, including the Public Works Open House, Farmer's Market, REaDy Summit, Kajaks' Track/Field Tournament, Ship to Shore Festival, Salmon Festival and Maritime Festival, Typically, very high diversion rates are achieved thanks to the efforts of the City's Green Ambassadors. Examples include:

- Ships to Shore 92.18% diversion rate
- Salmon Festival 88.28% diversion rate
- · Maritime Festival 85.06% diversion rate
- REaDY Summit 97.5% diversion rate

The City also supports events by providing organizers with recycling bins for events at no charge. The City's convenient resources include recycling stations and garbage carts rentals and collection services, which makes it easy for event organizers to keep the venue clean and recyclables out of the landfill. In 2014, six events used the City's event recycling program to help keep recyclable materials out of the garbage at events.

PARTNERS FOR BEAUTIFICATION

This program engages residents and groups to participate in enhancing the beauty of the City by becoming involved in various environmental adoption stewardship programs where volunteers adopt public spaces in their community by keeping them litter free and looking beautiful. In 2014, 443 volunteers contributed 870 hours toward various beautification initiatives.

CHRISTMAS TREE RECYCLING

The City hosted its annual Christmas Tree Recycling service at Garry Point. Thanks to the participation of residents who brought their trees in for recycling, Richmond collected and chipped 14 tonnes of chips and sent them to Harvest Power and Ecowaste for composting.

2014 REPORT • LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS





COMMUNITY WORKSHOPS

Richmond's free community workshops provide education and tips that support recycling and waste reduction techniques. In 2014, the City hosted 28 community workshops with a total of 616 participants. A summary of workshops that focus on helping residents towards the City's goal for 80% waste diversion is provided below.

For information on the workshops, email esoutreach@richmond.ca. To attend free workshops offered by the City, visit richmond.ca/register or call 604-276-4300 and cress "2" at the prompt (Monday to Friday from 8:30 a.m. to 5:30 p.m.) to register.

COMMUNITY WORKSHOPS					
TYPE OF WORKSHOP	NUMBER OF WORKSHOPS	NUMBER OF PARTICIPANTS	DESCRIPTION		
Composting Workshops	8	80	Whether a novice or an experienced compost creator, learn simple compost harvesting techniques and how to effectively convert food and yard waste into an organic sail conditioner.		
Do-it-yourself Recycling Workshops	8	161	Turn second hand items into amazing treasures. Participants learn how to 'upcycle' various old items into new things such as vertical pallet gardens, stationary items, holiday-themed gift baskets and repurposing old clothing into new knit or crocheted items.		
Food Waste Reduction Workshops	10	336	Reduce food waste by learning harvesting, freezing/canning, and, fermenting techniques to store foods.		
Eco-cleaning	2	39	Homemade household cleaners work well, save money and are less harmful to people, animals and the environment. With a few easy steps, participants learn to make and use eco-friendly cleaners. Eco-cleaning reduces the use of toxic household items, and the course includes tips on how to recycle and safely dispose of these harmful materials.		
Total	28	616			

OUTREACH AND CUSTOMER SERVICE

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2013 REPORT . ACHIEVING GOALS THROUGH COMMUNITY ENGAGEMENT

TIPS AND RESOURCES

EASY STEPS TO INCREASE RECYCLING AND REDUCE WASTE

In Richmond, we care about our community, and we are working together to trim our waste. The City works with residents and community partners to make it easy and convenient to reuse and recycle at home and on the go. It's all about making recycling a way of life. This at-a-glance resource on the various types of recycling programs and services available through the City of Richmond is a valuable guide to support being recycling smart in Richmond. The Tips and Resources include highlights such as how and where to recycle, what to do with hazardous waste and where to find additional information.

Resources also include contact information and locations for Richmond services and community partners involved in take back collection through product stewardship programs. Together these Tips and Resources help to support maximum recycling with minimum contamination in the waste going to the landfill.



Richmond's Environmental Program staff share information on tips and resources by phone, through outreach events and on the website.

O TIPS AND RESOURCES

CITY OF RICHMOND





BLUE BOX

Starting the week of May 19, 2014, Richmond expanded its Blue Box program to include more types of plastic containers plus milk cartons, paper and plastic drink cups, flower pots, aerosol cans and spiral wound tins like frozen juice concentrate containers.

Recydable materials from the Blue Box program are collected from single-family homes and some townhome complexes on the same day that garbage is collected. Containers are placed into the Blue Box, glass bottles and jars are placed in the grey Glass Recycling Bin and all paper products, including newspaper and cardboard are placed in the yellow Mixed Paper Recycling Bag. Blue Boxes are available in two sizes: regular (16 gallons) and tall (22 gallons) for extra capacity.

For a list of items accepted in Blue Box recycling, see page 33 or visit www.richmond.ca/recycle.

Set Out Time

Before 7:30 a.m. on collection day.

Report a Missed Collection

Call 604-276-4010 or email garbageandrecycling@richmond.ca.

How to Get a Mixed Paper Recycling Bag, Glass Recycling Bin or Blue Box. There is no charge for new or replacement Blue Boxes, Glass Recycling Bins or Mixed Paper

There is no charge for new or replacement and Boxes, Glass Recycling Bins or Mixed Paper Recycling Bags.

For additional Blue Box sumplies call

For additional Blue Box supplies call 604-276-4010, order them online at www.richmond.ca/tecycle, or pick them up at the following locations:

City Recycling Depot

5555 Lynas Lane Wednesday to Sunday (Closed on Mondays, Tuesdays & Statutory Holidays) 9:00 a.m. to 6:15 p.m.

City Hall 6911 No. 3 Road Monday to Friday (Closed on Saturdays, Sundays & Statutory Holidays) 8:15 a.m. to 5:00 p.m.

Victory of the

2014 REPORT • LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS



	RECYCLE NOT ACCEPTED
	RECYCLE NOT ACCEPTED
spaghetti sauce (ars, soy sauce bottles) • Remove • Empty &	Itds & caps. x: Glasses, dishes, cookware, window glass or mirrors x: Ceramic products x: Lids & caps (place in Blue Box)

ACCEPTED	HOW TO RECYCLE	NOT ACCEPTED
New! Aerosol cans & caps (food Items, air fresheners, shaving cream, deodorant, hairspray) New! Microwavable bowls, cups & Ilds New! Paper food containers & cartons (ice-cream, milk, liquid whipping cream) New! Paper & plastic drink cups with Ilds New! Plastic containers, trays & caps (balery containers & dell trays) New! Plastic and paper garden pots & trays New! Plastic and paper cans & Ilds (frozen juice, potato chips, cookle dough, coffee, nuts, baby formula) Aluminum fall & fini containers (foil wrap, pte plates, food trays) Plastic bottles & caps (food Items, condiments such as ketchup, mustard & relsh, dish soap, moutiwash, shampoos, conditioners) Plastic lats & Ids Plastic tubs & Ids (imagadne, spreads, dairy products such as yogurt, cottage cheese, sour cream, ice cream) Th cans & Ids	Remove food residue. Remove caps or lids; place loose in the Blue Box. Empty and rinse. Place in Blue Box. More: Flatten and/or stack containers where possible.	X. Ceramic plant pots X. Compostable/biodegradable plastic bags & containers X. Containers for motor oil, or vehicle lubricant or wax products X. Foil-lined cardboard lids from take-out containers X. Garden hoses X. Plastic bags & over wrap (take to Recyding Depot) X. Plastic string or rope X. Spray paint cans (take to Recyding Depot) X. Styrofoam materials (take to Recyding Depot)

• for any minutes

CITY OF BIGHMONE



BLUE CART

All multi-level multi-family complexes like apartments and condominiums and some townhomes have a recycling depot with Blue Carts for recycling mixed paper, containers and glass. They are generally located in the garbage room or other convenient location.

Starting the week of May 19, 2014, Richmond expanded its Blue Cart program to include more types of plastic containers plus milk cartons, paper and plastic drink cups, flower pots, aerosol cans and spiral wound tins like frozen juice concentrate containers.

For sorting recycling, containers are placed in the Containers Recycling Cart, glass bottles and jars are placed in the Glass Recycling Cart and paper products including newspaper and cardboard are placed in the Mixed Paper Recycling Cart. These recyclable materials are banned from landfill.

The carts are emptied once a week. Statutory holidays do not generally affect the collection; however, Christmas Day may delay collection by one day if it falls on a weekday. For information about the recycling depot location in your building, contact your building manager or property manager.

For a list of items accepted in Blue Cart recycling, see page 35 or visit www.richmond.ca/recycle.

Cart Emptying

Some carts are retrieved from their site, however, some are brought out to a collection area.

Carts brought out must be at the collection area before 7:30 a.m.

Report a Missed Collection

Call 604-276-4010 or email garbageandrecycling@richmond.ca.

How to Get an Indoor Collection Bag for Blue Cart Recycling

There is no charge for new or replacement Blue Cart recycling bags. For additional bags call 604-276-4010, order them online at www.nchmond.ca/recycle, or pick them up at the following locations:

City Recycling Depot

5555 Lynas Lane Wednesday to Sunday (Closed on Mondays, Tuesdays & Statutory Holidays) 9:00 a.m. to 6:15 p.m.

City Hall

6911 No. 3 Road Monday to Friday (Closed on Saturdays, Sundays & Statutory Holidays) 8:15 a.m. to 5:00 p.m.

2014 REPORT - LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS



MIXED PAPER RECYCLING CART

- ✓ Newspapers, Inserts & flyers
 ✓ Flattened cardboard boxes
- ✓ Catalogues & magazines
- Cereal boxes
- ✓ Clean pizza boxes
 ✓ Conugated cardboard (small pieces)
- Envelopes
- bunk mail
- Raper bags
- ✓ Paper egg cartons
- Paper giff wrap & greeting cards
- ✓ Telephone books
- Writing paper (notepads, loose laaf paper, white or coloured paper, printed paper, shredded paper)

- Remove plastic liners/covers.
- Remove any food residue.
- · Flatten boxes.
- Place in http://piece.in

Note: Oversized/excessive amounts of cardboard can be dropped off at the City's Recycling Depot at 5555 Lynas Lâne.

- x Cardboard boxes with wax coating
- * Plastic bags used to cover newspapers/flyers
- × Metalic wrapping paper
- x Ribbons or bows
- x Musical greeting cards with batteries
- × Padded erwelopes
- * Plastic or foll candy wrappers

GLASS RECYCLING CART

 Clear or coloured glass bottles & jars (pickle jars, jam jars, spaghetti sauce jars, soy sauce bottles)

HOW TO RECYCLE

- Remove ltds & caps. Remove food residue.
- · Empty & rinse.
- · Place in Glass Recycling Cart.

NOT ACCEPTED

- or Glasses, dishes, cookware, window glass or
- x Ceramic products
- sc Lids & caps (place in Blue Box)

ACCEPTED

- → New! Aerosol cans & caps (food Items, air fresheners, shaving cream, deodorant, hairspray)
- Mew! Microwavable bowls, cups & lids
 New! Paper food containers & cartons
 (tce-cream, mill; liquid whipping cream)
 New! Paper & plastic drink cups with lids
 New! Plastic containers, trays & caps

- (bakery containers & dell trays)

 New! Plastic and paper garden pots & trays

 New! Spiral wound paper cans & lids (frozen juice, potato chips, cookle dough, coffee, nuts, baby formula)
- Aluminium cans & lids
- Aluminium foil & foil containers (foil wrap, pie plates, food trays)

 Plastic bottles & caps (food items, condiments such as ketchup, mustard & relith, dish soap, mouthwash, shampoos, conditioners)
- → Plastic jars & lids
- Plastic tubs & lids (margarine, spreads, dairy products such as yogur, cottage cheese, sour cream, ice cream)
- Tin cans & lds

HOW TO RECYCLE Remove food residue.

- · Remove caps or lids; place loose In the Blue Box.
- Empty and rinse.
- Place in Containers Recycling Cart.

Note: Flatten and/or stack containers where possible.

NOT ACCEPTED

- x Ceramic plant pots
- Compostable/blodegradable plastic bags & containers
- x Containers for motor oil, or vehicle lubricant or
- wax products
- × Foil-lined cardboard lids from take-out. containers x Garden hoses
- x Plastic bags & over wrap

- (take to Recycling Deport)

 ** Plantic string or rope

 ** Spray paint cars (take to Recycling Deport)

 ** Styrofoam materials (take to Recycling Deport)

CITY OF RICHMOND

GREEN CART

Residents in single-family homes and townhomes with City garbage and/or Blue Box service have Green Carts to recycle food scraps and yard trimmings. Richmond is also working to expand Green Cart recycling to include multi-family complexes with centralized collection so that all Richmond residents have access to food scraps recycling before July 2015. When you recycle with a Green Cart, you are helping turn food scraps and yard trimmings into compost for nutrient-rich soil.

Residents may continue to use Green Cans for excess food scraps and yard trimmings. Paper yard waste bags and tied buridles of yard trimmings are also accepted. Please visit www.richmond.ca/recyde for more information.

Please note that Green Carts stay with the property. If residents move to another house in Richmond, they will have a Green Cart at that location. If there is no cart, please call 604-276-4010.



- ✓ Fruit
- ✓ Breads, pasta, rice & noodles
- ✓ Coffee grounds & filters
- → Table scraps & food scrapings Meat, poultry, fish, shellfish
- ✓ Eggshells

- . Collect food scraps in your kitchen contained . Empty materials from your lottches container
- loto your Place your Green Cart at the curb along with unlimited paper yard trimmings bags and/or Green Cans, Blue Box recycling and garbage by 7:30 a.m. on your regular collection day.

- x Coffee cups
- Conk or Styrofoam cups, meat trays or takeout containers
- a Liquid grease
- x Pet feces or littly litter
- x Plastic bags, biodegradable or compostable bags
- x Flastic wrags

YARD TRIMMINGS

- ✓ Flowers
- Grass clippings
- Leaves
- Other organic yard materials
- Plant trimmings

Plants (Ilving or dead/dried)

✓ Tree & hedge prunings

HOW TO RECYCLE

- · Place yard trimmings into Green Cart along with your fond scraps.
- Extra yard trimmings can go in large paper bags or additional labeled Green Cans.

 Place your Green Cart at the curb along with
- unlimited paper yard trimmings bags and/or Green Cans, Blue Box recycling and garbage by 7:30 a.m. on your regular collection day.

- x Plastic bags, blodegradable or compostable bags
- * Diseased plants
- × Garden hoses or flower pots × Prunings over 4 inches (10 orn) In diameter
- * Rocks, dirt or sod
- x Wood products

Yard Trimmings Drop-off Locations

Alchmond residents can drop off yard trimmings (see above for materials accepted) at the following locations, free of charge with proof of residency.

Ecowaste Industries

15111 Triangle Road Open Monday to Friday from 7:00 a.m. to 5:30 p.m. (last load in at 4:30 p.m.) Open Saturday and Sunday from 8:00 a.m. to 4:00 p.m. (last load in at 4:00 p.m.)

Visit ecowaste.com or call 604-277-1410 for detailed information.

→ Paper towels/napkin/plates

√ Wegetables

→ Dairy products

Solid grease

✓ Tea bags

City Recycling Depat 5555 Lynas Lane Wednesday to Sunday (Closed on Mondays, Tuesdays & Statutory Holidays) 9:00 a.m. to 6:15 p.m.

There is no charge for dropping off amounts less than one cubic yard (a car, station wagon or minivan load). Large loads are charged a fee of \$20 per cubicyant. Commercial operators will be charged a fee of \$20 per cubicyant.

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HOME COMPOSTING

Home composting turns your food scraps and yard trimmings into nutrient-rich soil that can be spread on lawns and flowerbeds.

BACKYARD COMPOST BIN

"Garden Gourmet" compost bins are available to Richmond residents at the Recycling Depot for \$25 plus tax. The bin dimensions are 36 inches (90 cm) high, 22 inches (56 cm) wide and 22 inches (56 cm) deep. They are suitable for residential backyard composting of grass, leaves, vegetable trimmings, fruit trimmings and other miscellaneous organic garden trimmings.

COMPOSTING WORKSHOPS

To learn about composting, attend a Richmond composting workshop, held from January to November, Visit www.richmond.ca/register for workshop dates and locations or call Parks & Recreation at 604-276-4300 and press '2' from Monday to Friday between 8:30 a.m. to 5:30 p.m.

COMPOST HOTLINE

The Compost Hotline offers support and tips for best practices in home composting. It is operated by City Farmer, which has researched and promoted the best methods of urban composting since 1978.

Compost Hotline

Phone, 604-736-2250 Email: composthotline@telus.net

COMPOST DEMONSTRATION GARDEN

A compost demonstration garden is located at 2631 Westminster Highway in the Terra Nova Rural Park. Composting demonstration units are on display for viewing year-round, from dawn to dusk.



Nitrogen Rich Green Materials:

- PLANT TRIMMINGS
- FRUIT & VEGETABLE PEELINGS
 FRESH GRASS CLIPPINGS
- COFFEE GROUNDS & TEA LEAVES

Carbon Rich Brown Materials:

- · DRY LEAVES SAWDUST
- · STRAW
- SHREDDED NEWSPAPER CLIPPINGS

HOW TO COMPOST

- USING A BACKYARD COMPOST BIN, START WITH A GOOD LAYER OF COARSE ORGANIC MATERIAL, SUCH AS STRAW, LEAVES OR PRUNING AT THE BOTTOM TO ALLOW AIR TO ORCULATE.
- ADD A GOOD LAYER OF NITROGEN-RICH GREEN MATERIAL FOLLOWED BY ONE LAYER OF CARBON-RICH BROWN MATERIAL, UNTIL THE BIN IS FULL
- COMPOST REQUIRES AIR. TURN AND STIR YOUR COMPOST WEEKLY SO THE ORGANISMS GET NECESSARY OXYGEN.
- COMPOST REQUIRES MOISTURE: WATER YOUR COMPOST AIN TREQUENTLY, TO EMBURE IT STAYS AS MOIST AS A WIRING-OUT SPONGE.
- GIVE IT TIME IN 12-18 MONTHS, MATERIAL AT THE BOTTOM AND MIDDLE OF THE BIN SHOULD BE COMPOSTED, USE THIS THROUGHOUT YOUR GARDEN, USE THE UN-COMPOSTED MATERIAL TO START A NEW BATCH, CHIPPING OR CHOPPING THE MATERIAL CAN INCREASE THE SPEED OF THE PROCESS. REGULAR AERATION IS KEY TO SUCCESSFUL COMPOSTING.

GARBAGE COLLECTION

CURBSIDE COLLECTION SERVICE

Two Can Limit

Garbage is collected weekly for all single-family residents and some townhome complexes.

Carbage pickup in Richmond is limited to two containers (cans or bags) per week for each address or service. A \$2 Garbage Tag is required for each additional container or equivalent.

How Big is a "Can"?

For the purposes of garbage pickup in Richmond, each of the following represents one can:

- A garbage can with fld
 Standard size: 19 inches x 22 inches. (48 cm x 56 cm)
- Maximum size allowed: 24 Inches x 32 Inches. (61 cm x 81 cm)
- · An equivalent container should not exceed 3 cubic feet (100 L)

How Big is a "Bag"?

- Standard size: 24 Inches x 36 Inches (61 cm x 91 cm)
- Maximum size allowed: 30 Inches x 48 Inches (76 cm x 120 cm)
- Any other container being used should not exceed 3 feet x 2 feet (91 cm x 60 cm)

Preparing Garbage for Collection

Loose garbage must be securely packed in plastic bags. This includes ashes, kitty litter, disposal diapers, vacuum cleaner sweepings and other loose household garbage.

To reduce litter and damage by animals, place bags and other garbage in plastic cans wherever possible. Garbage must be packed in plastic bags and then placed in cans with secure lids, Loose plastic bags must not up when lifted.

All garbage must be placed at curbside before 7:30 a.m. on collection day but no earlier than 8:00 p.m. the day before. Do not place receptacles or other Items on the road.

Residents are responsible for cleaning up any loose materials that have been scattered over the ground by arimals, wind or vandalism.

Sign Up for Collection Day Reminders VIsit www.richmond.ca/iecycle for details.

Extra Item Disposal Options

Purchase Garbage Tags or Garbage Disposal Vouchers to dispose of extra garbage.

S2 Garbage Tags

Garbage Tags are available for purchase at all City facilities. One Garbage Tag is good for an additional garbage bag or can.

Garbage Disposal Voucners

Richmond residents may purchase a Garbage Disposal Voucher for \$5 at all City facilities. These vouchers are good for \$20 at the Vancouver Landfill, and are valid anytime. They are limited to one per household. Visit www.richmond.ca/recycle for a list of City facilities selling Garbage Tags and Garbage Disposal Vouchers.

Large Item Pick-Up Program

Residents in single-family homes and some townhomes can arrange for curbside collection of four large household items each year.

The following items are **not** accepted in the garbage:

MATERIAL	HOW TO RECYCLE OR DISPOSE
X DEMOLITION WASTE	Take to Ecowaste Industries at 15111 Triangle Road, or call the RCBC Recycling hotline at 604-RECYCLE (732-9253).
X DIRT, ROCK, CONCRETE OR BRICKS	Take to Ecowaste Industries. Visit ecowaste.com or call 604-277-1410 for accepted items & hours.
X DRYWALL (GYPSUM, SHEETROCK PLASTERBOARD, GYPROC & WALLBOARD)	Take to the Vancouver Landfill at 5400 72nd Street, Delta or Ecowaste Industries. Visit ecowaste.com or call 604-277-1410 for accepted items & hours.
X GARBAGE BEYOND THE TWO CAN LIMIT	Purchase a \$2 Garbage Tag at City facilities and put on can or bag. See Extra Item Disposal Options.
X HAZARDOUS WASTE	 Call RCBC Recycling Hotline at 604-RECYCLE, visit www.metrovancouverrecycles.org or see page 46 for drop-off locations.
X MATERIALS THAT ARE TOO BIG OR MAY DAMAGE GARBAGE TRUCK	See Large Item Pick Up program on page 39 for disposal options.
X PROVINCIAL PRODUCT STEWARDSHIP COLLECTION (TAKE-BACK) ITEMS	Visit bistewards.com or call 604-RECYCLE.
X RECYCLABLES (BLUE BOX & BLUE CART)	Place in appropriate recycling receptacle unless it is contaminated by food or other waste.
X UNWRAPPED OR LOOSE GARBAGE	Must be in garbage bag or can.
X YARD TRIMMINGS & FOOD SCRAPS	Place in Green Carts or for yard trimmings only, paper yard waste bags. For yard trimmings only, one cubic yard or less may be dropped off at Recycling Depot. Unlimited amounts of yard trimmings can be dropped off at Ecowaste Industries with proof of residency. Check Green Cart section for restrictions and accepted materials on page 36.

CURBSIDE COLLECTION FOR LARGE HOUSEHOLD ITEMS

Richmond's Large Item Pick Up program provides a convenient curbside collection service for up to four large household items per year, including mattresses, furniture and appliances. The program is available to residents in single-family homes and townhomes with the City's garbage collection service and/or Blue Box program.

This program is designed to make it more convenient for residents to dispose of large household items and to help reduce illegal dumping. As well, through this program, large household items that can be recycled will be diverted from the landfill, which will help Richmond achieve its goal for 80% waste diversion from the landfill by 2020.

STEPS ON HOW THE PROGRAM WORKS:

- To schedule collection of up to four items per year, residents can contact the City's service provider, Sierra Waste Services at 604-270-4722 or schedule online at www.richmond.ca/largeItem.
- Sierra Waste Services will contact you to provide a pick up date and confirmation number.
- On your scheduled pick up date only, place Items at the curb before 7:30 a.m. or no earlier than 8:00 p.m. the night before.

Safety Consideration: If the large item is a freezer, refrigerator, loebox or other container that is equipped with a latch or locking device, the door/latch must be removed and placed beside the large item for safety reasons.



DID YOU KNOW?



- Furniture (e.g. couches, coffee tables, chairs, desks, dressers, TV stands, cabinets, drawers, tables, hutches, cribs, high chairs, entertainment centres)
- ✓ Appliances (e.g. stoves, dishwashers, washers and/or dryers, hot water tanks, refrigerators, freezers, microwaves, coolers)
- ✓ Small household goods, which must be in boxes or bundled and are a reasonable size (one box or bundle is equal to one of the resident's four allusted items)

 ✓ Barbecues (remove propane tank and/or lava rock briquettes)

 ✓ Outdoor furniture (e.g. cheirs, patio tables, patio umbrellas)

- ✓ Weight training equipment (e.g. treadmills, ellipticals, stationary bikes, stair masters, weight sets)
- ✓ Electric lawnmowers
- Mattresses (including headboard and frame) please cover your mattress

- x Car bodies or parts
- x Tree stumps
- x Carpets
- x Lumber, demolition or home renovation materials
- x Hazardous waste x Propane tanks
- y Time x Gas mowers
- x Construction materials

Note: Items that contain any hazardous liquids such as gas, oil, etc. will not be accepted.

See page 46 - 52 for disposal locations.

Note: The Item(s) must be able to be safely handled from the curbside in order to qualify for collection.

CITY OF RICHMOND





RECYCLING DEPOT

The Richmond Recycling Depot is located at 5555 Lynas Lane and is open from Wednesday through Sunday from 9:00 a.m. to 6:15 p.m. The Depot accepts Styrofoam, batteries, cell phones, used cooking oil, large appliances, large metal items and yard trimmings, as well as recyclables normally placed at curbside.

Residents are encouraged to use the curbside recyclables collection for glass bottles and jars, rigid plastic containers, newsprint and mixed paper. Businesses are encouraged to subscribe to onsite collection services if a large quantity of recyclables is produced. Residents and small business operators can drop off one cubic yard of recyclables and three large appliances at the Depot per day.

In addition, the Depot is a Product Stewardship (Take Back) Collection site for paint, solvents, flammable liquids, pesticides, lights, lighting fixtures and small appliances.

FOR SALE AT THE RECYCLING DEPOT

Residents can purchase the following items from the Depot:

- Compost bins \$25 each
- · Rain barrels \$30 each
- Extra Garbage Tags \$2 each
- Garbage Disposal Vouchers (cost is \$5 for Richmond residents and value is \$20 at the Vancouver Landfill)



TID FOR DESIDENTS

Residents can purchase compost bins from the Richmond Recycling Depot. To learn more about how to compost, see page 37, or visit the Compost Demonstration Garden located at 2631 Westminster Highway in the Terra Nova Rural Park.

20M REPORT + LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS



MATERIALS ACCEPTED AT THE RICHMOND RECYCLING DEPOT

Please note: All materials must be sorted into different containers at the Recycling Depot. Please visit www.richmond.ca/recycle for drop-off details.

- Aluminium materials (aluminium foil, ple plates)
- ✓ Appliances (small and large electrical/battery ✓ Flower pots (paper/plastic garden pots) operated appliances including Dishwashers, V Gasoline washing machines, stoves, barbeques, ovens. 🗸 Glass bottles and jars (clear and coloured) dryers, toaster ovens, etc.)
- ✓ Batteries (small household patteries less than 5 kg)
- ✓ Books
- ✓ Cell phones (including batteries)
- ✓ Cooking oil and animal fat
- Corrugated cardboard (flattened, clean corrugated boxes)
- Exercise and hobby machines (treadmills, elliptical / cross trainers, cycling machines)

- ✓ Flammable aerosols
- √ Flammable liquids

- microwaves, fridges, freezers, vacuums, hair 🔝 Lights (fluorescent tubes, compact fluorescent 🗸 Plastic grocery shopping bags lights, light emitting diodes, halogen and incandescent lights, high intensity discharge and other mercury containing lamps
 - ✓ Lighting fixtures
 - ✓ Magazines
 - ✓ Metal items (bike frames, clean 45 gallon) drums, clean automotive parts, lawn chairs, steel coat hangers, steel or lead piping)
 - ✓ Paper (mixed paper products including) flattened boxboards, envelopes, junk mail. flyers, inserts, office paper, paper ego cartons, telephone books, etc.)

- ✓ Newspaper
- Paints (household paints)
- √ Paint aerosols
- √ Pesticides (domestic pesticides)
- ✓ Plastic containers
- and film plastics
- ✓ Sewing, knitting and textile machines
- ✓ Styrofoam packaging
- ✓ Tin cans
- Tools (power tools such as angle saws, jigsaws, trimmers, drum machines, etc.)
- Yard and garden trimmings.

CITY OF RICHMONE



TIP FOR RESIDENTS

Many electronics products can be reused by others and there are convenient services to sell them or give them away. You can also give them to a number of organizations who accept donated equipment to redistribute in the community. Please contact these agencies in advance to ensure they will accept specific items for donation.

BC Electronics Material Exchange: bcemex.ca Free Geek Vancouver: freegeekvancouver.org

COMMUNITY RESOURCES AND PARTNERS

METRO VANCOUVER RECYCLES — REUSE AND RECYCLE IN THE REGION

A convenient web tool called Metro Vancouver Recycles makes it easy to connect with people who could use products you don't need, or to find options for recycling products that cannot be included in your curbside collection, visit metrovencouverrecycles.org.

There are also convenient links to online services if you want to sell or give away goods. The following are just a few examples in the Metro Vancouver region:

weRecycle

iPhone app (available from iPhone App Store and at metrovancouverrecycles.org)

Metro Vancouver Recycling Directory metrovaricouverrecycles.org

MetroVan Reuses

bc.reuses.com

Richmond Shares

richmondshares.bc.ca

Multi-Material BC (MMBC)

multimaterialbc.ca

RCBC COMMUNITY RESOURCES

Recycling Hotline

Monday to Friday, 9 a.m. to 4 p.m. Phone: 604-RECYCLE (604-732-9253)

Email: hotline@rcbc.bc.ca

RCBC Recyclepedia at rcbc.bc.ca/recyclepedia

Smart Phone App: BC Recyclepedia App

(available at iPhone App Store and Android Market)

RCBC MATERIALS EXCHANGE PROGRAM (MEX)

The RCBC MEX program is a completely self-serve web-based program comprised of Residential Reuse Programs and the BC Industrial Materials Exchange (BC IMEX) and is available at bc.reuses.com

DID YOU KNOW?

Four, 2-litre plastic bottles can be recycled into one t-shirt, filling for a ski jacket and two ball caps.

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PRODUCT STEWARDSHIP PROGRAMS

The City of Richmond works with local companies and organizations like Product Care and Encorp to support BC's Product Stewardship Programs.

These programs are often called take back programs or Extended Producer Responsibility (EPR) programs, and they are based on the principle that whoever designs, produces, sells or uses a product is also responsible for minimizing that product's environmental impact. The key participants in these programs are the BC government, local governments, producers, retailers and consumers who bring their products to designated collection sites when they are at their end of life. The cost of these programs is covered by consumers and producers, sometimes in the form of a deposit or levy that is charged at the time of purchase. In the case of beverage containers, there are refunds available when they are returned at a collection site.

Take back programs are important as they expand the opportunities for recycling beyond the curbside collection services. There are many household items that can be recycled through businesses and organizations in the community who participate in BC's Product Stewardship Program. Many of these items are also considered hazardous waste, and they are restricted from garbage as they are not accepted at the landfill. The take back programs helps to ensure that these expired or end-of-life products will be disposed of safely, and recycled where possible.



THE AND RECOURSES

Omerica.

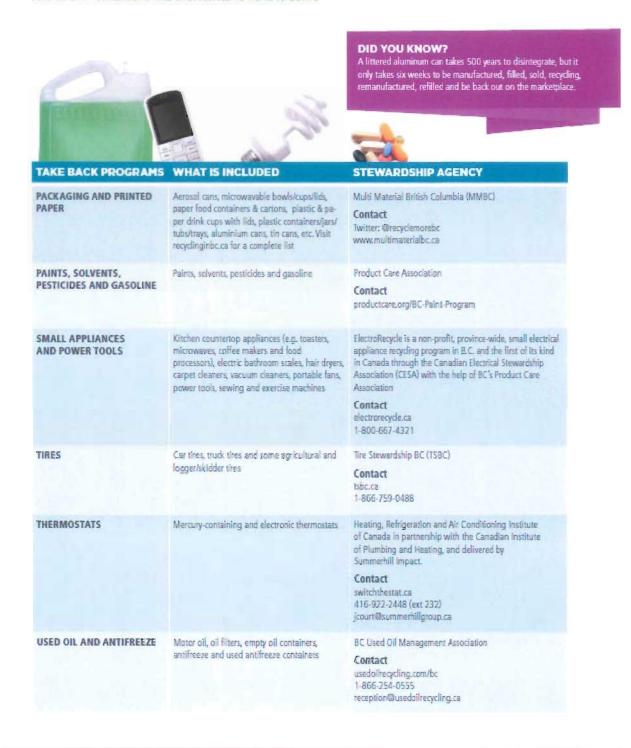
CITY OF RIGHMONE

PRODUCT STEWARDSHIP PROGRAM CATEGORIES

The following categories highlight the products that can be returned to retailers and other community partners. For a list of drop-off locations for each category, please see pages 47 to 52.

TAKE BACK PROGRAMS	WHAT IS INCLUDED	STEWARDSHIP AGENCY
BATTERIES	Household batteries	Call2Recycle
		Contact call2recycle.cs 1-888-224-9764 info@call2recycle.ca
		Orop off site locator 1-877-273-2925
BEVERAGE CONTAINERS	Almost all types of beverage containers	Encorp Pacific (Canada)
DID YOU KNOW?		Contact return-it.ca/locations 1-800-330-9767 or 604-473-2400 returnit@returnit.ca
100% of brewer packages a second to standard beer care a least the least their second as a		Note: Beverage containers like pop and juice cans and bottles can be recycled with the Blue Box or Blue Cart or can be dropped off at Richmond's Recycling Depot as pa of the City's recycling services, Beverage containers can also be returned for a refund on the deposit at a number of Return-It Depot locations in Richmond.
CELL PHONES	Mobile/wireless devices that connect to a cellular or paging network, including all cell phones, smart phones, wireless personal digital assistants (PDAs), external air cards and pagers, as well as cell phone batteries and accessories, including headsets and chargers	Canadian Wireless Telecommunications Association Contact RecycleMyCell.ca 1-888-797-1740 info@recyclemycell.ca
ELECTRONICS	Televisions and computer and printer products such as desktop computers, display devices, portable (laptop) computers, desktop printers and fax machines and computer accessories like keyboards, pointing devices, track balls and mice	Encorp Pacific (Canada) Contact return-it.ca/electronics 1-800-330-9767 or 604-473-2400 returnit@returnit.ca
MEDICATION	All expired or leftover prescription medication, non-prescription medication and mineral supplements, anti-fungal and anti-bacterial creams	Health Products Stewardship Association Contact healthsteward.ca/returns/british-columbia 613-723-7262 info@healthsteward.ca

2014 REPORT & LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS



THE AND THE SOURCE

HAZARDOUS WASTE AND OTHER DISPOSAL ITEMS

The careless handling of hazardous products can cause serious injury as well as damage to the environment. Hazardous products that are dumped in sewers or green spaces can injure livestock, wildlife and plant life. Careful and often specialized disposal is essential for these materials.

There are certain materials that Metro Vancouver disposal facilities do not accept, either because there are already disposal programs set up for these items, or because they are hazardous to waste collection workers, the public and the environment.

At disposal sites, garbage loads are inspected for banned and prohibited materials. Loads that arrive at the disposal sites containing prohibited materials are assessed a \$50 minimum surcharge, plus the cost of removal, clean-up or remediation. Loads containing banned materials are assessed a 50% tipping fee surcharge.

Many common hazardous household and automotive products must be recycled or disposed through special depots. Disposal sites and take back collection options for hazardous and banned materials are listed on the following pages. Please note that this information is provided as a reference for your convenience; however, it is not guaranteed. Please call first to confirm that the site is still open to accept these take-back products and to check hours of operation.

Please visit www.richmond.ca/recycle for more information.



BANNED/PROHIBITED FROM LANDFILL

EXAMPLES OF MATERIALS

Please refer to the Tips and Resources section for ways to safely dispose of these materials or call RCBC at 604-RECYCLE (732-9253).

- x Asbestos
- x Automobile bodies and parts
- x Batteries
- x Barrels or drums in excess of 205 litres (45 gallons)
- x Clean or treated wood exceeding 2.5 metres in length
- x Electronics and electrical products (limited) x Mattresses
- x Fluorescent lights

- ж бурвит
- x Hazardous waste
- x Inert fill materials including soll, sod, gravel, x Pharmaceuticals concrete and asphalt in quantities exceeding x Propane tanks 0.5 cubic metres per load
- x Lead acid batteries
- x Liquids and sludge
- x 01 containers, oil filters, paint products, solvents and flammable liquids
- x Household or commercial appliances
- x Pesticide products
- x Thermostats
- x Any material in new or expanded product categories for the Recycling Regulation that comes into effect while the 2013 Tipping Fee Bylaw No. 281 is in effect.



BANNED MATERIALS THAT CAN BE RECYCLED

- x Corrugated cardboard x Recyclable paper
- * Containers made of glass, metal or banned recycled plastic AAAA
- x Beverage containers (all except milk cartons)
- x Yard and garden trimmings

For a list of Banned and Prohibited Materials, please visit www.metrovancouver.org/services/solidwaste/disposal/Pages/bannedmaterials.aspx

2014 REPORT + LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS.





 Cowell Motors Ltd. - Volkswagen
 13611 Smallwood Place
 604-273-3922

 Laguar Land Rover Richmond
 5660 Parkwood Way
 604-273-6068

 Lubeworld
 10991 No. 4 Road
 604-951-6662

 Metron Auto Service Ltd.
 104 - 8077 Alexandra Road
 604-270-1668

 Mr. Lube
 9120 Westminster Highway
 604-273-5823

 Rainbow Auto Service
 142 - 11788 River Road
 604-276-2820

For a complete list of antifreeze or containers accepted, visit http://usedoilrecycling.com/en/bc or call 604-RECYCLE,

DROP-OFF LOCATION		
City's Recycling Depot	5555 Lynas Lane	804-275-4010
Ironwood Bottle & Raturn-t Depot	110 - 11020 Horseshoe Way	604-275-058
OK Bottle Depot	7960 River Road	504-744-0008
Regional Recycling	13300 Vulcan Way	604-275-8270
Steveston Return-It Depot	2 - 12320 Tritles Road	604-241-9177

BROP-OFF LOCATION	ADDRESS	PHONE
Canadian Tire	3500 No. 3 Road	604-273-2970
	11388 Steveston Highway	604-271-6651
Kal Tire	2633 No. 5 Road	604-278-9181
Regional Recycling *	13300 Vulcan Way	601-276-8270
Sota Battery Canada	11871 Horseshoe Way	604-271-9727

DB: Disposal ban | * A fee is charged

Please note: Drop-off locations may change without notice. Please call individual locations to confirm address and hours of operation.

THE AND REPORTED S.

CITY OF RICHMOND



BABY CAR SEATS		
DROP-OFF LOCATION	ADDRESS	PHONE
Oty of Vancouver Landfill *	5400 72nd Street, Delta	604-873-7000

DROP-OFF LOCATION	ADDRESS	PHONE
Best Buy	700-5300 No. 3 Road	604-273-7339
Oty's Recycling Depot	5555 lynas Lane	604-276-4010
Dr Battery	135 - 13900 Maycrest Way	604-273-8248
Future Shop	102 - 5300 No. 3 Road	604-232-9772
	150 - 2780 Sweden Way	604-207-0199
Home Depot	2700 Sweden Way	604-309-7360
London Drugs	5971 No. 3 Road	604-448-4811
	3200 - 11666 Steveston Highway	604-448-4852
Pharmasave	116 - 10151 No. 3 Road	604-241-2898
Rona	7111 Embridge Way	604-273-4606
Staples	1 - 6390 No. 3 Road	604-270-9599
	110 - 2780 Sweden Way	604-303-7850

For a complete list of batteries accepted, please visit caltGrecycle.ca or call 1-888-224-9764.

For a complete list of mobile phones drop off locations, yest call Zecycle.cal location

All cellular/mobile phone stores accept used cellular/mobile phones for refurbishing or recycling.

To erase information from your device, including text messages, contacts and personal files, use Cell Phone Data trasers by recyclemycell.ca/recycling-your-device available for free.

CARBON MONOXIDE (CO), SMOKE AND COMBINATION SMOKE AND CO ALARMS **

ADDRESS	PHONE
5971 No. 3 Road	604-448-4811
3200 - 11666 Steveston Highway	604-448-4852
13300 Vulcan Way	604-276-8270
2 - 12320 Tettes Road	604-241-9177
	5971 No. 3 Road 3200 - 11666 Sheveston Highway 13300 Wulcan Way

For a complete list of a larms accepted, please veit productrare.org/Smoke-Alarms or call 604-RECYCLE.



ELECTRONICS: AUDIO VISUAL EQUIPMENT, COMPUTERS, MONITORS, TVs, PRINTERS, FAX MACHINES, SCANNERS, VIDEO GAMES & ACCESSORIES

DROP-OFF LOCATION	ADDRESS	
Best Buy	700 - 5300 No. 3 Road	604-273-7935
Future Shap	102 - 5300 No. 3 Road	604-232-9772
	150 - 2780 Sweden Way	604-207-0199
Ironwood Bottle & Return-It Depot	110 - 11020 Horsestice Way	604-275-0589
OK Bottle Depot	7960 River Road	604-244-0008
Regional Recycling	13300 Vulcan Way	604-276-8270
Staples	1 - 6390 Ng, 3 Fload	604-270-9599
	1 10 - 2780 Sweden Way	604-308-7850
Steveston Return-It Depat	2 - 12320 Trites Boad	604-241-9177
For a complete list of materials ac	cepted, please visit return4t.c	afelectronics or

For a complete list of materials accepted, please visit reburn-tt.catelectronics or call 604-473-2400.

EXERCISE & HOBBY MACHINES DO

DROP OF LOCATION	ADDRESS	PHOME
City's Recycling Depot	5555 Lynas Lane	604-276-4010
Ironwood Bottle & Return-It Deport	110 - 11020 Horseshoe Way	604-275-0585
Regional Recycling	13300 Vulcan Way	604-276-8270

EYEGLASSES

DROP-OFF LOCATION	ADDRESS	PHONE
Drop off at a local optometrist of	or eye care professional.	

FIRE EXTINGUISHERS

DROP-OFF LO	CATION	ADDRESS	PHONE
Contact Recycling	Council of BC	at 604-RECYCLE fo	or more information.

OB: Disposal ban | * A fee is charged

2014 REPORT - LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS

DID YOU KNOW?

The Product Stewardship Program helps with take back of many recyclable materials and is guided by the principle that whoever designs, produces, sells or uses a product takes responsibility for minimizing that product's environmental impact. The costs for

recycling these products are covered through environmental handling fees that are charged on the sale of products and through refundable deposits on items like beverage containers.



FLAMMABLE LIQUIDS 19, PESTICIDES 19, SOLVENTS 18, GASOLINE 19 (Smaller must be to approved U.C. conjune)

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010
Regional Recycling	13300 Vulcan Way	604-276-8270

For a complete list of flammable liquids, gasoline, pesticides and solvents accepted, please visit productione.org/BC-Paint-Program or call 604-RECYCLE.

GENERAL HAZARD	OUS MATERIALS	No. 51
DROP-OFF LOCATION	ADDRESS	PHONE
Hazco Environmental (Tervita)*	160 -13511 Vulcan Way	604-214-7000
Temapure Environmental	9 - 7483 Progress Way,	604-952-1229

DROP-OFF LOCATION	ADDRESS	PHONE
Oty of Vancouver Landfill *	5400 72nd Street, Delta	604-873-7000
Econvaste Industries Ltd. *	15111 Triangle Road	604-277-1410
New West Gypsum Recycling *	38 Vulcan Street, New Westminster	604-534-9925
Vancouver Transfer Station (Maximum 1/2 sheet with a paid load of garbage)	377 W. Kent Avenue N.	604-873-7000

HYPODERMIC NEEDLES

Purchase a "Sharps Container" from a pharmacy and return the container to same pharmacy when full.

	9/	34
		i .
LIGHTS & LIGHTING	FIXTURES DE	
DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010
Landon Drugs	5971 No. 3 Road	604-448-4811
-	3200 - 11666 Steveston Highway	604-448-4852
Rona	7111 Elmbridge Vilay	604-273-4606
Rona For a complete list of lighting pr please visit productoare, org/ligh	oducts accepted,	604-273-460

DROP-OFF LOCATION	ADDRESS	PHONE
Audi of Richmond	5680 Parlowood Way	604-279-9663
Canadian Tire	3500 No. 3 Road	604-273-2989
	11388 Steveston Highway	604-271-6651
Cowell Motors Ltd - Volkswagen	1361 f Smallwood Place	604-273-3922
Esso Service Station (Blundell)	7991 No. 1 Road	604-277-1105
laguar Land Rover of Richmond	5660 Parlowood Wiley	604-273-6068
iffy Lube	10991 No. 4 Road	604-951-6662
Metron Auto Service Ltd.	104 - 8077 Alexandra Road	604-270-1668
Mr Lube	9120 Westminster Highway	504-273-5823
Sky Auto Services	110 - 5791 Minoru Boulevard	604-233-1828

accepted, visit www.usedollrecyding.com or call 604-RECYCLE.

DB: Disposal ban | * A fee is charged

CITY OF RICHMOND

Working together with the City of Richmond, producers, retailers and residents can divert hazardous waste and other special disposal items from the landfill. Producers and retailers who support product stewardship and related take back programs assist with recycling and proper disposal, and residents can use these programs to help turn waste into resources.



DB: Disposal ban | * A fee is charged

2014 REPORT - LEADERSHIP AND EXCELLENCE TO ACHIEVE GOALS



All pharmades accept left over or cuttated prescription drugs, non-prescription medications, herbal products, wineral supplements, vitamin supplements and throat lozenges for safe disposal.

For a list of pharmacles and/or drugs, medications, herbal products and mineral supplements accepted, visit healthsteward calvegums for its h-columbia or call 604-82 CYCLE.

Note: Please do not wash these tiens down the drain or throw them in the glarbage.

-	1	
ING, KNITTING & T	EXTILE MACHINES OF	

SEMINO, MILLIMO O LEVILLE LINCOINES				
ADDRESS	PHONE			
5555 Lynas Lane	604-276-4010			
110 - 11020 Horseshoe Way	604-275-0585			
7960 River Road	604-244-0008			
13300 Vulcan Way	604-278-8270			
2 - 12320 Trites Road	664-241-9177			
	5555 Lynas Lane 110 - 11020 Horseshoe Way 7960 River Road 13900 Vulcan Way			

STYROFOAM - MOLDED PACKAGING & FOOD CONTAINERS

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010

Condon Drugs customers can return the moulded packaging Styrofoam from their applicance, computer and accessories products to any London Drugs store with proof of purchase.

PROPANE TANKS - REFILLABLE (EMPTY)			
DROP-OFF LOCATION City of Vancouver Landill*	ADDRESS \$400 72rd Street, Data	PHONE 604-873-7000	
Richmond Husky Service *	8011 Mp. 3 Road	604-270-3822	

PROPANE	TANKS	(SMALL)	- DISPO	SABLE
(EMPTY)				

DROP-OFF LOCATION	ADDRESS	PHONE
City of Vancouver Landfill	5400 72nd Street, Delta	604-873-7000

OUTDOOR POWER EQUIPMENT DE

DROP-OFF LOCATION	ADDRESS	PHONE
Regional Recycling	13300 Vulcan Way	604-276-8270

STYROFOAM CHIPS		
DROP-OFF LOCATION	ADDRESS	PHONE
The UPS Store	165 - 9040 Blundell Boad	604-231-9643
	3080 - 11666 Steveston Hwy	604-271-1505
	13.0 - 8191 Westminster Hwy	604-279-1988
Packaging Depot	6360 Kingowey, Burnaby	604-451-1206
	5524 Camble Street, Vancouver	604-325-9966
Westcoast Plastic Recycling Inc*	106 - 7080 River Road	604-247-1664

All TELUS rental or retail/equipment such as cordiess/corded phoses, Votos Quer 3P (VCIP) phones, Global Positioning lystem (SPS) equipment and videa/lelephone conference equipment can be returned via Canada Posit, call 604-310-2255 for more information.

DB: Disposal ban | * A fee is charged

CITY OF RICHMOND

DID YOU KNOW?

foreigned time are used in products, such a selftere tracks, playermed solery such as synthetic such holds and confirm products.



THERMOSTATS DE

DROP-OFF LOCATION	ADDRESS	PHONE
Andrew Sheret Ltd.	4500 Vanguard Road	604-278-3766

For more information, visit switchthestat.ca or call 1-416-922-2448 ext 232.

TIRES DE		
DROP-OFF LOCATION	ADDRESS	
Big-Q Tires	102 - 565 1 No. 3 Road	604-247-1555
	11251 Bridgeport Road	604-244-0464
Canadian Tire	3500 No. 3 Road	604-273-2939
	11388 Steveston Highway	604-271-6651
Express Lube & Tune Centre	2840 No. 3 Road	604-278-1018
Kal Tire	2633 No. 5 Road	604-278-9181
Metro Tires Ltd.	12311 Mitchell Road	604-783-4435
Midas Auto & Tire Service	4660 No. 3 Road	604-273-9664
OK Tire Store	5831 Minoru Boulevard	604-278-5171
Redline Automotive Ltd.	1 - 11711 No. 5 Road	604-277-4269
Roadrunners Dial A Tire Ltd.	125 - 11780 Awer Road	604-274-8473
Shortstop Auto Service	11251 Bridgeport Road	604-244-0464
Signature Mazda	13800 Smallwood Place	604-278-3185
Vancouver Landfill (Passenger/light truck, with/ without tims limit of 10)	5400 72nd Street, Delta	604-873-7000

Note: All retail locations accept a used tire for a new one purchased. For a complete list of tires accepted, visit tabaca or call 1-866-759-0488.



BICYCLE TIRES, TUBES, HELMETS, LOCKS AND WORKING BIKES

DROF-OFF LOCAT		PHONE
Village Bikes	3891 Moncton Street	604-274-386

For more information, visit is bc.ca/lolke.php or call 1-866-759-0488.

TOOLS - POWER (ELECTRONIC & ELECTRICAL) DE

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas lane	604-276-4010
Ironwood Bottle & Return-It Depot	1 10 - 11020 Horseshoe Way	604-275-0585
OK Bottle Depart	7960 filver Road	604-244-0008
Regional Recycling	13300 Vulcan Way	604-276-8270
Steveston Return-It Clepat	2 - 12320 Tritles Road	604-241-9177

TOYS (ELECTRONIC & ELECTRICAL) INCLUDING VIDEO GAMING SYSTEMS & ACCESSORIES OF

DROP-OFF LOCATION	ADDRESS	PHONE
Best Buy	700 - 5300 No. 3 Road	604-273-7335
Future Shap	102 - 5300 No. 3 Road	604-232-9722
	150 - 2780 Sweden Way	604-207-0199
Iromwood Bottle & Return-It Depot	110 - 11020 Horseshoe Way	604-275-0585
OK Battle Depot	7960 Alver Road	604-244-0008
Regional Recycling	13300 Vulcan Way	604-276-8270

DB: Disposal ban | * A fee is charged









Report to Committee

To:

Public Works and Transportation Committee

Date:

March 23, 2015

From:

John Irving, P.Eng. MPA Director, Engineering

File:

10-6060-03-01/2015-

Vol 01

Re:

2015 Liquid Waste Management Plan Biennial Report

Staff Recommendation

That the "2015 Liquid Waste Management Plan Biennial Report," presented as Attachment 1 to the staff report titled "2015 Liquid Waste Management Plan Biennial Report," dated March 23, 2015, from the Director, Engineering be submitted to Metro Vancouver.

John Irving, P.Eng. MPA Director, Engineering

(604-276-4140)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Sewerage & Drainage	B	400
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO

Staff Report

Origin

The Greater Vancouver Sewerage and Drainage District (GVS&DD) Board adopted the Integrated Liquid Waste and Resource Management Plan (ILWRMP) in May 2010. Subsequently, at the September 27, 2010 City of Richmond Regular Council Meeting, Council adopted the following motion:

"That the municipal commitments in the Metro Vancouver 2010 Integrated Liquid Waste and Resource Management Plan be endorsed."

The Minister of Environment approved the ILWRMP, subject to conditions identified in his letter, dated May 30, 2011.

The ILWRMP requires member municipalities to report progress on 27 municipal commitments on a biennial basis. Metro Vancouver provides a template for municipal reporting, in order to maintain a consistent approach to ILWRMP reporting across Metro Vancouver member municipalities. Metro Vancouver plans to bring forward the ILWRMP Biennial Report to the June 12, 2015 GVS&DD Board Meeting, and submit the report to the Minister of Environment in July.

This staff report reviews the City's progress on the ILWRMP municipal actions and presents the 2015 Liquid Waste Management Plan Biennial Report (2015 Biennial Report) (Attachment 1) to Council for information and consideration.

Analysis

The ILWRMP includes a municipal commitment to report progress on a biennial basis. The 2015 Biennial Report covers the 2013 to 2014 reporting period. Richmond has previously submitted five biennial reports over the last 12 years based on reporting requirements in previous Liquid Waste Management Plans.

The 2015 Biennial Report includes 27 narratives, several tables and graphics attachments that report on the 27 municipal commitments included in the ILWRMP. The City is meeting or exceeding all of the requirements of the ILWRMP. The following are highlights of Richmond's 2015 Biennial Report:

Inflow and Infiltration (I&I)

ILWRMP action 1.1.18 requires municipalities to develop and implement I&I management plans that ensure I&I levels are within Metro Vancouver allowances, as measured at Metro Vancouver's flow metering stations. The City's I&I rate is 10,100 L/ha/d, as measured at the Lulu Island Wastewater Treatment Plant. This level of I&I is 10% below the Metro Vancouver allowance of 11,200 L/ha/d. Staff continue to monitor I&I levels at the City's sanitary pump stations, identifying any catchments that may have higher I&I rates for subsequent study and remediation if required.

On-Site Rainwater Management

ILWRMP action 1.1.20 requires municipalities to update municipal bylaws to require on-site rainwater management sufficient to meet criteria established in municipal stormwater plans or baseline region-wide criteria by 2014. Richmond already incorporates a number of on-site rainwater management features in its bylaws and standards, including green roofs and boulevard swales. Richmond has also developed an Integrated Rainwater Resource Management Strategy (IRRMS), which provides recommendations for on-site rainwater management. A staff report is being prepared to present the IRRMS to Council.

Condition Assessment

ILWRMP action 3.1.6 requires inspection and condition assessment of the municipal sanitary sewer system on a 20-year cycle. Richmond has inspected and assessed 90% of its sanitary sewers over the last 14 years and is ahead of schedule on this action. The remaining 10% is expected to be completed this year, 6 years ahead of schedule.

Asset Management Plan

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

Sanitary Sewer Overflows

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

Stormwater Management Plan

ILWRMP action 3.4.7 (related to action 1.1.20) requires municipalities to develop and implement stormwater management plans that integrate with land use by 2014. Richmond has developed an IRRMS ahead of Metro Vancouver's schedule.

Water Metering

Ministerial Condition 2 for approval of the ILWRMP strongly encourages municipalities to business case and/or implement residential water metering programs and to consider municipal rebate programs for water efficient fixtures and appliances to reduce water use.

The City has comprehensive water meter programs for both residential and commercial properties. All industrial, commercial, and farm properties in Richmond are metered. The City is universally metering all single-family properties, with a target completion in 2018, and multi-

family complexes can volunteer for water meters through a subsidized program. As of January 1, 77% of single-family properties and 35% of multi-family properties are metered.

To further promote reduced water use, the City provides metered customers with water conservation kits, which include low flow showerheads, faucet aerators, toilet fill cycle diverters, toilet leak detection tablets, and educational water conservation tools. In addition, the City has successful programs for toilet rebates, rain barrels, and clothes washer rebates. As of January 1, 4,848 toilet rebates, 966 rain barrels, and 205 clothes washer rebates have been issued to Richmond residents.

Financial Impact

None.

Conclusion

The 2010 ILWRMP includes a municipal commitment to report progress on ILWRMP actions on a biennial basis. The attached 2015 Biennial Report summarizes Richmond's progress on municipal actions for the 2013 to 2014 reporting period. The City of Richmond is meeting or exceeding all of the requirements of the ILWRMP and staff will continue work on municipal actions identified in the ILWRMP.

Fiv Lloyd Bie, P.Eng.

Manager, Engineering Planning

(4075)

Jason Ho, P.Eng. Project Engineer

(1281)

LB:jh

Att. 1: City of Richmond 2015 Liquid Waste Management Plan Biennial Report

2015 Liquid Waste Management Plan Biennial Report

Reporting Period: 2013 – 2014

Municipal Submission Section

To be completed by: March 1, 2015

Municipal Contact Information			
Name	Email	Phone	Responsible For ILWMP Action #'s
Jason Ho, P.Eng.	jho@richmond.ca	604-244-1281	
Lloyd Bie, P.Eng.	Ibie@richmond.ca	604-276-4075	
Lesley Douglas, R.P.Bio.	Idouglas@richmond.ca	604-247-4672	1.1.16
Alen Postolka, P.Eng.	apostolka@richmond.ca	604-276-4283	1.3.17, 3.3.6

List of Content

1.	Submis	sion Checklist:
	a.	Narrativesi
	b.	Tablesiv
	c.	Attachmentsv

2. Municipal Reporting Submission1

Submission Checklist

Narratives: Narrative 1: Summarize ongoing permitting & inspection programs Narrative 2: Summarize approach to regulating pesticides and lawn care products Narrative 3: Summarize updates to outreach plans for supporting liquid waste source control programs (e.g. stormwater, sewer use, sewer maintenance, I&I management, cross connections etc.) during the reporting period Narrative 4: Summarize I&I management plans & list key actions resulting from plans Narrative 5: Summarize enforcement enhancements and process efforts during reporting period Narrative 6: Highlight and summarize bylaw changes relating to stormwater management Narrative 7: Highlight and summarize changes to utility design standards and neighbourhood design guidelines in relation to on-site rainwater management Narrative 8: Summarize development of municipal sanitary overflow management plans. Highlight specific examples. Narrative 9: Highlight & summarize progress on the prevention of CSOs and the separation of combined sewers Narrative 10: List approaches and strategies that address risks (ie: regular maintenance, SCADA, monitoring, protocols, identified redundancies/contingencies) Narrative 10A: Identify any emergency procedures & protocols developed for 2013-2014. Narrative 11: Describe regulations and status of applications Narrative 12: Summarize existing municipal odour control programs and the implementation of new programs for targeted municipal sewer facilities

igwedge Narrative 13: Summarize air emissions management programs for standby power generators at

municipal sewer pump stations

Narrative 14: Summarize greenhouse gas emissions reduction initiatives for municipal liquid waste igwidge Narrative 15: Summarize key progress on the assessment and condition of municipal sewerage igwidge Narrative 16: Summarize key progress or accomplishments on the development of asset management plans for municipal sewerage infrastructure Narrative 17: Summarize key findings from the tri-annual internal audit (first due in 2013) Narrative 18: Summarize the estimate of greenhouse gas emissions and odours associated with the operation of municipal and regional liquid waste management systems Narrative 19: Summarize and highlight any important details and action plans relating to wet weather SSOs & probably causes of CSOs Narrative 20: Summarize and highlight any changes to the existing municipal sewer flow & sewer level monitoring network Narrative 21: Summarize progress on the development of emergency management strategies and response plans for municipal & regional wastewater collection and treatment systems Narrative 22: Summarize key initiatives that support the adaptation of infrastructure & operations to address risks and long term needs Narrative 23: Summarize and highlight key initiatives relating to the development and implementation of the integrated management plans Narrative 24: Discuss water metering & rebate programs relating to water fixtures and appliances Narrative 25: Summarize whether any new municipal water metering policies or programs were introduced in 2013-2014 that address this action. If no changes, then indicate, "Same as the 2010-2012 reporting period: no changes". Narrative 26: Quote relevant OCP sections addressing stormwater, stream health and their

consideration of ISMPs

Tables:

- ☐ Table 1: List core sewer use bylaws and summarize any changes
- ☐ Table 2: Summarize Status of Bylaws Related to Controlling Sediment Transport & Erosion
- ☐ Table 3: Types and Number of Liquid Waste Related Permits Issued 2013-2014
- ☐ Table 4: Products Regulated to Protect Stormwater Runoff Quality
- ☐ Table 5: Bylaws Regulating Discharges of Groundwater and Rainwater to Sanitary Sewers
- ☐ Table 6: List standards and guidelines and where applied
- Table 7: *List references*
- ☐ Table 8: Bylaws and Regulations Requiring Pleasure Craft Pump-out Facilities at Marinas
- ☐ Table 9: Summary of LWMP Implementation Budgets and Forecasts
- ☐ Table 10: Summary of Municipal Progress 2013-2014

Graphics & GIS Data:

X Attachment 1:

- I&I Mapping showing I&I rates for neighbourhoods where studies have been completed with before and after I&I (L/ha·d). Objectives to Illustrates catchment areas covered by I&I studies.
- Transmit an electronic copy of GIS shape files for study catchment boundaries to Metro Vancouver

Attachment 2:

- Mapping showing where sewer separation work occurred in 2013-2014
- GIS shape files of the locations where sewer separation occurred in 2013-2014 for composite mapping
- GIS shape files of catchments of remaining combined sewer catchments as of December 31,
 2014 (if separated catchments discharge to combined sewers, code the separated catchments as "separated").

X Attachment 3:

 Map and GIS data showing location of emergency municipal overflows (this information should have already been provided through a separate request through the REAC LWSC as well as the 2010-2012 reporting). If already provided, please indicate so.

X Attachment 4:

- 2013-2014 map showing odour control facilities & locations of complaints (different than facility)
- GIS shape files for the odour facility and complaint mapping to allow for development of composite mapping

Attachment 5:

- A map showing sewerage system CCTV inspection for 2013-2014 and the other areas of CCTV inspection work in a different colour over the previous 18 years (1994-2012).
- A map showing any sewer replacement /rehabilitation work for 2013-2014 as part of either asset management or capacity upgrades. Indicate whether the work is for upgrades or maintenance.

Attachment 6:

- Titles of any completed asset [replacement] management plans (author, date, title, and publisher) for 2013-2014.
- Completed annual PSAP 3150 reporting on asset values for 2013-2014.
- Colour coded map showing age of the sewerage system (i.e.: <1900, 1901-1925, 1926-1950, 1951-1975, 1976-2000, >2001) updated to show any changes made in 2013-2014. If no changes, please indicate so and the mapping prepared for the 2010-2013 reporting period will be used.

Attachment 7:

- Provide (if not already provided) GIS shape files which have the locations of the CSO outfalls for purposes of summary mapping (should already be reported under WSER).
- Provide GIS shape files or coordinates for the locations of wet & dry weather SSOs for each year (indicate which is dry/wet and year). Include SSO dates and estimated volume

Attachment 8:

 Map and GIS coordinates showing locations of active municipal sewer flow/level monitors for the reporting period 2013-2014 (indicate whether permanent or temporary)

Attachment 9:

 If not already provided, provide updated GIS shape files of the municipal sanitary sewer network, including manholes, pump stations, pipe diameters for the municipal sewer system as of the end of 2014. Please indicate what changes have been made for 2013-2014.

X Attachment 10:

• GIS shape files showing the ISMP boundaries and their status: Development Phase= Yellow; Implementation Phase = Light Green; Completed Phase = Dark Green. Add ISMPs still to start development as outlined only).

Attachment 11:

- If initiated, results per watershed (as per ISMP Adaptive Management Framework)
- If undertaken, a map plus GIS shape files/coordinates showing location of monitoring.

Attachment 12:

 Map showing any 2013-2014 changes to protected riparian areas & possible stream classifications. If no changes, then this figure is not required.

City of Richmond

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

Table 1 Core Sewer Use Bylaws

Sewer Use Bylaws*	2013-2014 Changes**		
Drainage, Dyke and Sanitary Sewer System Bylaw No changes with respect to reducing liquid w			
No. 7551	source		
Public Health Protection Bylaw No. 6989	No changes		
Pollution Prevention and Clean-Up Bylaw No. 8475	No changes		

^{*}Re-list existing core sewer use bylaws and list all new bylaws

Table 2 Summarize Status of Bylaws Related to Controlling Sediment Transport & Erosion

Name of Bylaw*

(related to controlling sediment release from land clearing and construction phase of development)

Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551

Pollution Prevention and Clean-Up Bylaw No. 8475

Boulevard and Roadway Protection and Regulation Bylaw No. 6366

Boulevard Maintenance Bylaw No. 7174

City of Richmond Engineering Design Specifications

Bylaw Details	2013-2014 Changes*	
Summarize monitoring requirements	No changes	
How data is assessed under the bylaw?	No changes	
How is assessment used to initiate corrective actions?	No changes	
Summarize approaches used to maintain compliance	No changes	
with the bylaw (e.g. annual resources dedicated to		
maintaining compliance).		
Discuss effectiveness of bylaw/bylaws and current	No changes	
approach to prevent inputs of sediment to the storm		
system and receiving environment.		

^{*}For bylaws unchanged since 2010-2012, summarize any changes 2013-2014 (if no changes, enter "No changes").
Otherwise, describe the new bylaw.

^{**}Summarize any changes (if no changes, enter "No changes")

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

Narrative 1: Summarize ongoing permitting & inspection programs

N/A

Table 3 Types and Number of Liquid Waste Related Permits Issued 2013-2014

Number of Permits*	Referenced Bylaw*
	-
	Number of Permits*

^{*}City of Vancouver Only

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

Narrative 2: Summarize approach to regulating pesticides & lawn care products for 2013-2014.

Richmond's Enhanced Pesticide Management Program (EPMP) reduces the exposure of Richmond residents to unnecessary pesticide use. This program includes a regulation restricting the use of pesticides for cosmetic purpose, as well as resources to empower community members to make the switch to pesticide-free practices.

Pesticide Use Control Bylaw No. 8514 restricts the cosmetic use of pesticides on residential and municipally-owned lands, allowing only low-toxicity products listed under the BC Integrated Pest Management (IPM) Regulation Schedule 2: Excluded Pesticides. In addition to bylaw enforcement, the City provides an expanded Education and Community Partnerships Program to inform the community about pesticide restrictions and to promote natural gardening and pest solutions. This includes a series of natural gardening workshops and a phone line to help residents learn proper plant care and sustainable pest solutions.

Table 4 Products Regulated to Protect Stormwater Runoff Quality

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

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

Narrative 3: Summarize 2013-2014 updates to outreach plans for supporting liquid waste source control programs (e.g. stormwater, sewer use, sewer maintenance, I&I management, cross connections etc.).

Green Cart Program

The Green Cart Program, an extension of the Green Can Program, started in 2013, with added service for townhouses.

Through the Green Cart Program, over 30,000 tonnes of food scraps and yard trimmings were collected in 2013 and 2014 from curb side collection alone. This program reduces the amount of waste that would otherwise be discharged to the sanitary sewer through garburators. To facilitate grease reduction in the sanitary system, Richmond conducts the following activities:

- Provide Green Cart Program literature, which includes information on the impact of grease on the sewer system as well as proper grease disposal techniques.
- Accept cooking oil and animal fat at the City's Recycling Depot.
- Promote proper disposal of cooking oil and grease on Facebook, annual collection calendar, ads in local newspaper, and annual report.
- Discourage the use of garburators as part of the Green Cart Program.
- Carry out the Green Cart and Recycling Depot programs, which allow residents to recycle food scraps and solid grease.

Metro Vancouver Waste Water Discharge Permit Process

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

Fat, Oil and Grease Reduction Programs

Richmond Community Bylaws staff continued to work with representatives from Metro Vancouver, stakeholder groups, industry associations, pumping operators and grease trap vendors to mitigate the impact of fats, oils and grease (FOG) on the region's sanitary sewer system.

In addition, the City carried out the Grease Management Program, which included active inspection and enforcement of food sector establishments. In 2013 and 2014, assertive enforcement efforts resulted in 174 tickets issued and \$26,250 in revenue.

Rainwater Best Management Practices

Richmond's Official Community Plan Bylaw No. 9000 – Schedule 1, Section 14.2.10, Development Permit Guidelines – Green Buildings and Sustainable Infrastructure, provides general direction in regards to the voluntary undertaking, where feasible, of green building and sustainable infrastructure to support City

of Richmond sustainability objectives and help reduce the demand for energy and resources. Developers are encouraged to incorporate green roofs, bio-swales, infiltration and other best management practices throughout the building site to store rainwater, mitigate urban heat island effect, reduce heating and cooling loads and reduce the impact on City drainage systems.

Rain Barrel Program

The City offers rain barrels to Richmond residents at subsidized prices.

Low-Flow Toilet Rebate Program

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

High-Efficiency Clothes Washer Rebate Program

The City partnered with BC Hydro to offer a maximum \$200 rebate to residents for replacing old clothes washers with new energy- and water- efficient models, in order to reduce GHGs through energy conservation as well as waste volume through water conservation.

Water Meter Programs

The City meters all commercial and industrial properties. Single-family dwellings will be universally metered by 2018, and multi-family complexes are eligible to volunteer for meters. Water metering encourages water conservation which, in turn, reduces waste volume.

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

Narrative 4: Summarize I&I management plans & list key actions resulting from plans in 2013-2014. If no work was initiated or undertaken for 2013-2014, then indicate "Same as the 2010-2012 reporting period: no changes".

Richmond's overall I&I rate for a five-year return period storm is 10,100 L/ha/d, based on flows recorded at the Lulu Island Wastewater Treatment Plant. This rate is of I&I is 10% below the regional allocation of 11,200L/ha/d.

Richmond monitors I&I at the catchment level through pump runtimes at sanitary pump stations. Detailed pump runtimes are captured in data loggers that are manually downloaded to spreadsheets and subsequently converted to sanitary flow rates. The results of this monitoring program are included graphically in Attachment 1.

Richmond has installed pressure sensors at sanitary pump stations in order to improve the accuracy of pump runtime analysis. Utilizing pressure information and pump curves will improve the accuracy of the flow information generated by the City's monitoring program. In addition, the City continues to install magnetic flow meters at new sanitary pump stations. Automated pump runtime data collection has also been set up through the SCADA network, and the City is moving towards utilizing FlowWorks to further analyze the data collected.

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

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

Attachment 1:

- a) I&I Mapping showing I&I rates for neighbourhoods where studies have been completed with before and after I&I (L/ha·d). Objectives to Illustrates catchment areas covered by I&I studies.
- b) Transmit an electronic copy of GIS shape files for study catchment boundaries to Metro Vancouver.
- **Action 1.1.19** Enhance enforcement of sewer use bylaw prohibition against the unauthorized discharge of rainwater and groundwater to sanitary sewers (2010).

Narrative 5: Summarize enforcement enhancements and process effort changes during 2013-2014. If no changes, then enter "Same as the 2010-2012 reporting period: no changes".

Same as the 2010-2012 reporting period: no changes.

Table 5 Bylaws Regulating Discharges of Groundwater and Rainwater to Sanitary Sewers

Regulation or Bylaw No.	Date	Summary of Any Changes 2013-2014*
	Effective	
Drainage, Dyke and Sanitary	Date -	No changes with respect to unauthorized discharge of
Sewer System Bylaw No. 7551	January 1,	rainwater and groundwater to sanitary sewers
	2003	

^{*}if no changes, enter "no changes" in table.

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

Narrative 6: Highlight and summarize any bylaw changes or development effort relating to stormwater management for 2013-2014. If no changes, indicate "Same as the 2010-2012 reporting period: no changes".

In addition to the bylaws and development effort outlined for the 2010-2012 reporting period, the City has developed an Integrated Stormwater Management Plan (ISMP), which establishes on-site rainwater management criteria.

Table 6 Bylaws Related to On-site Stormwater Management

Related Stormwater Bylaws	Changes to On-Site Stormwater Management Target/Objectives (2013-2014)*	
Green Roofs & Other Options Involving Industrial & Office Buildings Outside the City Centre Bylaw No. 8385	No changes	
Official Community Plan Byław No. 9000	No changes	
Pollution Prevention and Clean- Up Bylaw No. 8475	No changes	

^{*}if no changes, enter "no changes" in table.

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

Narrative 7: Highlight and summarize changes for 2013-2014 to utility design standards and neighbourhood design guidelines in relation to on-site rainwater management. If no changes were made or processes initiated, then indicate "Same as the 2010-2012 reporting period: no changes".

Same as the 2010-2012 reporting period: no changes.

Table 7 Municipal Standards, Guidelines and Policy Changes Related to On-site Stormwater Management

Name of Standard, Guideline or Policy	Changes for 2013-2014
City of Richmond Engineering Design Specifications	No changes

- **Action 1.2.5** Work with Metro Vancouver to develop and implement municipal-regional sanitary overflow management plans as set out in 1.2.4 (2013).
- Narrative 8: Summarize development of any municipal sanitary overflow management plans for 2013-2014. Highlight any specific examples. If no new plans developed, then indicate "Same as the 2010-2012 reporting period: no changes".

Same as the 2010-2012 reporting period: no changes.

- Action 1.2.6 Burnaby, New Westminster and Vancouver will work with Metro Vancouver to give effect to 1.2.2 and, specifically, implement plans to prevent combined sewer overflows by 2050 for the Vancouver Sewerage Area and 2075 for the Fraser Sewerage Area and separate combined sewers at an average rate of 1% and 1.5% of the system per year in the Vancouver Sewerage Area and Fraser Sewerage Area respectively (Ongoing).
- Narrative 9: Highlight and summarize progress on the prevention of CSOs and the separation of combined sewers for 2013-2014.

There are no combined sewers in Richmond.

Attachment 2:

- a) Mapping showing where sewer separation work occurred in 2013-2014
- GIS shape files of the locations where sewer separation occurred in 2013-2014 for composite mapping
- c) GIS shape files of catchments of remaining combined sewer catchments as of December 31, 2014 (if separated catchments discharge to combined sewers, code the separated catchments as "separated").

N/A

^{*}If identified unchanged since 2010-2012, briefly summarize any changes 2013-2014 (if no changes, enter "No changes"). Otherwise, briefly summarize if a new bylaw.

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

Narrative 10: Discuss approaches and strategies applied in 2013-2014 that address risks (i.e. regular maintenance, SCADA, monitoring, protocols, identified redundancies/contingencies). If these are the same as the previous reporting period 2010-2012, then indicate "Same as the 2010-2012 reporting period: no changes", or if only minor changes, enter appropriate text similar to "Same as the 2010-2012 reporting period except for..."

In addition to the approaches and strategies outlined for the 2010-2012 reporting period, the City has installed pressure sensors at its 152 sanitary pump stations to provide additional pump and forcemain performance information. Several upgrades to the SCADA infrastructure were completed in 2014, including decentralization of primary and secondary repeaters, fibre optic network upgrades, redundancy equipment upgrades, and backup power upgrades.

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

Narrative 10A: Identify any emergency procedures & protocols developed for 2013-2014. If these are the same as the previous reporting period 2010-2012, then indicate "Same as the 2010-2012 reporting period: no changes", or if only minor changes, enter appropriate text similar to "Same as the 2010-2012 reporting period except for..."

Richmond's municipal sanitary system did not experience any sanitary sewer overflows during the reporting period. Richmond does not have any combined sewer systems, and maintains an overall I&I rate below the regional design allowance. As such, Richmond does not have chronic sanitary sewer overflow issues due to weather or rainfall. There have been no changes to the emergency management plan, procedures, and protocols outlined for the 2010-2012 reporting period.

Attachment 3:

Map and GIS data showing location of emergency municipal overflows (this information should have already been provided through a separate request through the REAC LWSC as well as the 2010-2012 reporting). If already provided, please indicate so.

N/A

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

Table 8 Bylaws and Regulations Requiring Pleasure Craft Pump-out Facilities at Marinas

Regulation Process or Bylaw*	Date*	
Public Health Protection Bylaw No. 6989,	Effective Date –	
Subdivision Two – Marina Health and Safety Regulation	March 13, 2000	

^{*} This may be repeated from the 2010-2012 reporting period

- Action 1.3.14 Require all pleasure craft pump-out facilities to connect to a municipal sanitary sewerage system or a provincially permitted on-site treatment and disposal system or have established enforceable protocols for transporting liquid waste for disposal at a permitted liquid waste management facility (Ongoing).
- Narrative 11: Describe any additional regulations and the number of on-site treatment systems required/installed during the reporting period 2013-2014. If these are the same as the previous reporting period 2010-2012, then indicate "Same as the 2010-2012 reporting period: no changes".

Same as the 2010-2012 reporting period: no changes.

- Action 1.3.15 Continue existing municipal odour control programs and implement new programs for targeted municipal sewer facilities (Ongoing, see Action 3.3.4).
- Narrative 12: Summarize existing municipal odour control programs and the implementation of new programs for targeted municipal sewer facilities for the reporting period 2013-2014. If these are the same as the previous reporting period 2010-2012, then indicate "Same as the 2010-2012 reporting period: no changes", or if only minor changes, enter appropriate text similar to "Same as the 2010-2012 reporting period except for..."

Same as the 2010-2012 reporting period: no changes.

Attachment 4:

a) 2013-2014 map showing odour control facilities & locations of complaints (different than facility)

- b) GIS shape files for the odour facility and complaint mapping to allow for development of composite mapping
- Action 1.3.16 Develop and implement air emissions management programs for standby power generators at municipal sewer pump stations (2016).
- Narrative 13: Summarize air emissions management programs for standby power generators at municipal sewer pump stations. If these are the same as the previous reporting period 2010-2012, then indicate "Same as the 2010-2012 reporting period: no changes", or if only minor changes, enter appropriate text similar to "Same as the 2010-2012 reporting period except for..." This action is not due until 2016.

Notes: Metro Vancouver has developed "Specifications for New Diesel Powered Vehicles & Equipment" as part of its green procurement process (details were shared with the REAC-LWS at an earlier meeting and are available from MV).

Same as the 2010-2012 reporting period: no changes.

- Action 1.3.17 Develop and implement programs to reduce greenhouse gas emissions from municipal liquid waste management systems to help achieve federal, provincial and municipal greenhouse gas targets (Ongoing, see Action 3.1.5).
- Narrative 14: Summarize greenhouse gas emissions reduction initiatives for municipal liquid waste services. If these are the same as the previous reporting period 2010-2012, then indicate "Same as the 2010-2012 reporting period: no changes", or if only minor changes, enter appropriate text similar to "Same as the 2010-2012 reporting period except for..."

Richmond's 2041 OCP includes targets to reduce the community's energy use by 10 per cent by 2020, and to reduce community greenhouse gas (GHG) emissions by 33 per cent by 2020 and 80 per cent by 2050. In January 2014, City Council approved Richmond's Community Energy and Emissions Plan (CEEP). The CEEP includes:

- Strategy 9: Continue Advancement of Neighbourhood District Energy Systems;
- Strategy 10: Utilize Local Energy Sources; and
- Strategy 11: Maximize Use of Waste, including liquid waste.

In 2013, Richmond completed installation of the Gateway Theatre Sewer Heat Recovery System to recover heat from a municipal wastewater pump station. The system reduces the amount of natural gas and associated GHG emissions required to heat the Gateway Theatre. It is estimated that this project will reduce GHG emissions at the facility by 50 tonnes CO2e. This was a pilot project implemented to validate the concept of sewer heat recovery and to support similar projects in the future.

Richmond is working with Metro Vancouver to implement a sewer heat recovery system on the Gilbert Trunk Sewer as part of the River Green District Energy Utility. During the reporting period, Lulu Island Energy Company inc. (LIEC), a City-owned corporation that manages district energy initiatives, executed a Concession Agreement with Corix Utilities Inc. to provide thermal energy services to developments proximate Richmond's Oval Village. The project is under construction with first customers expected to be connected to the system in spring 2015. The sewer heat recovery portion of the project has a target construction date in 2018. At full build-out, there will be an estimated 2600 tonnes CO2e GHG emissions reduction.

To reduce corporate GHG emissions, Richmond is partnering with Metro Vancouver to explore sewer heat recovery options at Lulu Island Waste Water Treatment Plant (LIWWTP), and is supporting the Metro Vancouver and FortisBC Biomethane Pilot Program at LIWWTP by purchasing renewable natural gas (RNG). The first phase of the project has reduced corporate GHG emissions by 186 tonnes CO2e. Development of the biomethane plant at LIWWTP will potentially allow for the City to purchase more RNG and further reduce its corporate GHG emissions by approximately 2,000 tonnes of CO2e.

Richmond secures commitments from new developments in the City Centre Area to be "District Energy Ready" as part of rezoning and development permitting. This is part of a medium- to long-term strategy to develop district energy utilities in the City Centre.

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

Narrative 15: Summarize key progress on the assessment and condition of municipal sewerage system for 2013-2014. If these are no changes since the previous reporting period 2010-2012, then indicate "Same as the 2010-2012 reporting period: no changes".

In addition to the condition assessments outlined for the 2010-2012 reporting period, Richmond issued a request for proposals (RFP) for the CCTV inspection and assessment of the remaining 10% of its gravity sanitary sewer system. This project will be undertaken in 2015.

Attachment 5:

- a) A map showing sewerage system CCTV inspection for 2013-2014 and the other areas of CCTV inspection work in a different colour over the previous 18 years (1994-2012).
- b) A map showing any sewer replacement /rehabilitation work for 2013-2014 as part of either asset management or capacity upgrades. Indicate whether the work is for upgrades or maintenance.

- Action 3.1.8 Develop and implement asset management plans targeting a 100 year replacement of rehabilitation cycle for municipal sewerage infrastructure and provide copies of such plans to Metro Vancouver (2014).
- Narrative 16: Summarize key progress or accomplishments on the development of asset management plans for municipal sewerage infrastructure for 2013-2014.

Richmond has an ongoing Ageing Infrastructure Replacement Program with dedicated funding from the Sanitary Sewer Utility that maintains the sanitary system in an appropriate operating condition. Staff report to City Council annually on the status of the program, including current infrastructure status, long-term funding requirements and funding gaps if they exist. The 2013 program update identified a long-term, sustainable capital requirement of \$6.4M and a budget of \$4.3M. City Council and staff have made significant progress in closing the funding gap and will continue to close the gap in subsequent utility rate setting cycles. The sanitary system is relatively young and the bulk of replacement funding is predicted to be required between 2041 and 2061. As such, the incremental approach to closing the funding gap is appropriate for the City of Richmond.

Attachment 6:

- a) Titles of any completed asset [replacement] management plans (author, date, title, and publisher) for 2013-2014.
 - Ageing Infrastructure Planning 2013 Update (August 14, 2013, Lloyd Bie, P.Eng., Andy Bell, P.Eng.), REDMS 3878967
 - Engineering Design and Construction Construction Program Update to Mayor and Council, (Eric Sparolin, P.Eng.), REDMS 3249431
 - 5-Year Capital Program Sanitary, (Jason Ho, P.Eng.), REDMS 3247757
- b) Completed annual PSAP 3150 reporting on asset values for 2013-2014.
 2013 Annual Report: http://www.richmond.ca/cityhall/finance/reporting/reports.htm
 More information on Richmond's non-financial assets is available at: http://www.cscd.gov.bc.ca/lgd/infra/municipal_stats/municipal_stats2013.htm
- c) Colour coded map showing age of the sewerage system (i.e.: <1900, 1901-1925, 1926-1950, 1951-1975, 1976-2000, >2001) updated to show any changes made in 2013-2014. If no changes, please indicate so and the mapping prepared for the 2010-2013 reporting period will be used.

- Action 3.2.4 Undertake a tri-annual internal audit of best practices of one municipal liquid waste management sub-program in each municipality to identify opportunities for innovation and improvements (*Triennially*).
- Narrative 17: Summarize key findings from the tri-annual internal audit (first due for 2013, the next in 2016).

Ageing Infrastructure Planning Program

In 2013, Richmond conducted a review of the Ageing Infrastructure Planning Program, which included reconciling current inventory, reviewing the evolving theory on infrastructure service life, and updating infrastructure replacement pricing.

This audit identified the following key findings:

- Infrastructure replacement costs continue to increase due to inflation, environmental requirements and sanitary pump station complexity.
- Sanitary pump stations are becoming larger and more complex as the demands on them
 increase. Additionally, building pump stations in a built-out urban environment creates
 significant challenges beyond those encountered during green field development, including
 working in close proximity to existing structures and infrastructure, as well as accommodating
 existing flows during the construction period. As such, cost estimates for replacing Richmond's
 152 sanitary pump stations have increased, thereby having a corresponding impact on the longterm annual funding requirement.
- Development facilitates significant infrastructure replacement, having a positive impact on the City's overall ageing infrastructure picture. However, development is subject to external factors, such as the economy, and does not always coincide with infrastructure that is beyond its useful life. Therefore, development is not considered a sustainable resource for ageing infrastructure replacement.
- The long-term, sustainable capital requirement is \$6.4M for the sanitary utility. The current budget is \$4.3M. Closing the funding gap is achievable within the next decade or sooner through the annual budgeting process.
- Action 3.3.6 In collaboration with Metro Vancouver, estimate and document the greenhouse gas emissions and odours associated with the operation of the municipal and regional liquid waste management systems (2014).
- Narrative 18: Summarize the estimate of greenhouse gas emissions associated with the operation of municipal and regional liquid waste management systems. Odour control and mapping are being reported under Action 1.3.15.

The estimated total emissions in 2013 due to electricity use at sanitary pump stations and sanitary fleet fuel use for operational tasks is 95.2 tonnes of tCO2e.

- **Action 3.3.7** Estimate and report on the frequency, location and volume of sewerage overflows from municipal combined and sanitary sewers, and where feasible identify and address the probable causes (Ongoing).
- Narrative 19: Summarize and highlight any important details and/or action plans relating to managing wet weather SSOs, CSOs and dry & wet weather SSOs during the period 2013-2014. If no changes since 2010-2012, then indicate "Same as the 2010-2012 reporting period: no changes".

For each CSO location, in a table indicated estimated volumes & number of occurrences (this will have been prepared for EC WSER reporting but is also required by the LWMP).

Richmond did not have any dry or wet weather SSOs during 2013 and 2014. There are no combined sewers in Richmond.

Attachment 7:

- a) Provide (if not already provided) GIS shape files which have the locations of the CSO outfalls for purposes of summary mapping (should already be reported under WSER).
 - N/A
- b) Provide GIS shape files or coordinates for the locations of wet & dry weather SSOs for each year (indicate which is dry/wet and year). Include SSO dates and estimated volume.

N/A

- **Action 3.3.8** Maintain and, if necessary, expand the existing municipal sewer flow and sewer level monitoring network *(Ongoing)*.
- Narrative 20: Summarize and highlight any changes to the existing municipal sewer flow & sewer level monitoring network for 2013-2014 (if no changes, then indicate "Same as the 2010-2012 reporting period: no changes").

In addition to the sewer flow and level monitoring outlined for the 2010-2012 reporting period, the City has set up automated pump runtime data collection through the SCADA network.

Attachment 8:

a) Map and GIS coordinates showing locations of active municipal sewer flow/level monitors for the reporting period 2013-2014 (indicate whether permanent or temporary)

- Action 3.4.4 In collaboration with Metro Vancouver and the Integrated Partnership for Regional Emergency Management (IPREM), develop emergency management strategies and response plans for municipal and regional wastewater collection and treatment systems (2015).
- Narrative 21: Summarize any progress on the development of emergency management strategies and response plans for municipal & regional wastewater collection and treatment systems.

Note: This action is being addressed through direction by REAC to REAC LWSC and REAC WSC to undertake in 2015.

Same as the 2010-2012 reporting period: no changes.

Action 3.4.5 — Adapt infrastructure and operations to address risks and long-term needs (Ongoing).

Narrative 22: Summarize any key initiatives that support the adaptation of infrastructure & operations to address risks and long term needs (e.g. climate change, sea level rise, seismic risk, demographic growth, etc...). If no change from 2010-2012, then indicate, "Same as the 2010-2012 reporting period: no changes".

Same as the 2010-2012 reporting period: no changes.

Action 3.4.6 – Ensure liquid waste infrastructure and services are provided in accordance with the Regional Growth Strategy and coordinated with municipal Official Community Plans (Ongoing).

Attachment 9:

a) If not already provided, provide updated GIS shape files of the municipal sanitary sewer network, including manholes, pump stations, pipe diameters for the municipal sewer system as of the end of 2014. Please indicate what changes have been made for 2013-2014.

NOTE: This information is part of the routine information provided to Metro Vancouver every two years in response to municipal obligations under the GVS&DD Act. This information will be used to update Metro Vancouver's GIS data base and to create a composite map showing alignment and discrepancies with the RGS.

- Action 3.4.7 Develop and implement integrated stormwater management plans at the watershed scale that integrate with land use to manage rainwater runoff (2014).
- Narrative 23: Summarize and highlight key initiatives relating to the development and implementation of the integrated stormwater management plans for each watershed/ISMP area.

NOTE: Format and content should be similar to the reporting provided in January/February 2014 for the Interim Report: 2013 for the Integrated Liquid Waste and Resource Management Plan. See: http://www.metrovancouver.org/services/liquid-waste/LiquidWastePublications/2014InterimReport-SSOsISMPs.pdf

Richmond completed its ISMP, the Integrated Rainwater Resource Management Strategy (IRRMS), in advance of 2014. Due to Richmond's topography, diking, and historic agricultural land use, the City has few natural wetlands and no natural creeks or streams. However, many watercourses are recognized as Riparian Management Areas (RMAs), which are important wildlife habitats and contribute to surface water health. Richmond's drainage systems typically use enclosed, interlinked conduits and manmade watercourses to convey surface rainwater to gravity outfalls and drainage pump stations that discharge into the Fraser River. Due to the interlinked nature of the drainage systems, water can move in many directions throughout the system, making Lulu Island one big watershed. As such, the City completed one ISMP for the Lulu Island watershed.

Attachment 10:

a) GIS shape files showing the ISMP boundaries and their status: Development Phase= Yellow; Implementation Phase = Light Green; Completed Phase = Dark Green. Add ISMPs still to start development as outlined only).

NOTE: The ISMPs will be summarized and mapped similar to the Interim Report 2013: <u>http://www.metrovancouver.org/about/publications/Publications/2014InterimReport-SSOsISMPs.pdf</u>

Action 3.5.8 – Biennially produce a progress report on plan implementation for distribution to the Ministry of the Environment that: (a) summarizes progress from the previous two years on plan implementation for all municipal actions, including the status of the performance measures, (b) includes summaries and budget estimates for proposed LWMP implementation programs for the subsequent two calendar years (July 1st biennially).

List budget estimates for the LWMP implementation programs and subsequent two years beyond biennial report (from 5 yr plan)

Table 9 Summary of LWMP Implementation Budgets and Forecasts

LMAD Implementation Action	Details (Nates	Budget			
LWMP Implementation Action	Details/Notes	2013	2014	2015*	2016*
Sanitary Sewer Capital Program	Includes pump station replacement, gravity sewer and forcemain replacement, and sanitary rehabilitation works	4.6M ¹	6.7M ¹	7.6M ¹	5.6M ¹
Development Projects (Sub-Division Agreements)		3.8M	1.8M		

^{*} Subject to council approval

Action 3.5.9 — This reporting is an annual requirement. In the year of the biennial report, this action is covered off by municipal reporting on 3.4.7 & 3.3.7. In other years this addressed through the Interim Report. This municipal reporting is summarized regionally by Metro Vancouver under its Action 3.5.6.

Note: The Interim Report: 2013 was submitted to the Ministry of Environment in February 2014.

Ministerial Condition 2 – Member municipalities are strongly encouraged to business case and/or implement residential water metering programs and to consider municipal rebate programs for water efficient fixtures and appliances to reduce potable water use.

Narrative 24: Discuss initiatives that evaluate/support water metering and rebate programs to water fixtures and appliances

Richmond has comprehensive water meter programs for both residential and commercial properties. All industrial, commercial, and farm properties in Richmond are metered. In 2014, Richmond started implementing universal water metering for all single-family properties, with a target completion in 2018. Multi-family complexes can volunteer for water meters, with the City providing a minimum subsidy of \$60,000 per complex. As of January 1, 2015, 77% of single-family properties and 35% of multi-family properties are metered in Richmond.

To complement these water meter programs, Richmond provides metered customers with free water conservation kits, which include low flow showerheads, faucet aerators, toilet fill cycle diverters, toilet leak detection tablets, and educational water conservation tools. In addition, Richmond offers a \$100 rebate to residents for replacing old toilets with new low-flush toilets, and subsidized rain barrels to collect and store water for outdoor use. Richmond also partnered with BC Hydro to offer a \$100/200

¹ Includes base budget of \$4.3M plus development cost charges, which is dependent on development as well as the location of capital projects.

rebate for high-efficiency clothes washer replacements. As of January 1, 2015, 4,848 toilet rebates, 966 rain barrels, and 205 clothes washer rebates have been issued to Richmond residents.

Ministerial Condition 3 – Metro Vancouver, in partnership with member municipalities, is encouraged to pursue a region-wide water conservation program targeting the industrial, commercial, institutional and agricultural sectors as part of its new Drinking Water Management Plan. Remaining municipalities in the region that have not implemented metering for these sectors are encouraged to do so.

Narrative 25: Summarize whether any new municipal water metering policies or programs were introduced in 2013-2014 that address this action. If no changes, then indicate, "Same as the 2010-2012 reporting period: no changes".

Same as the 2010-2012 reporting period: no changes.

Ministerial Condition 7 – Member municipalities will, with MV planning and coordination, and to the satisfaction of the Regional Manager, develop a coordinated program to monitor stormwater and assess and report the implementation and effectiveness of Integrated Storm Water Management Plans (ISMPs). The program will use a weight-of-evidence performance measurement approach and will report out in the Biennial Report. The Regional Manager may extend the deadline for completion of ISMP by municipalities from 2014 to 2016 if satisfied that the assessment program could result in improvement of ISMP and protect stream health.

Narrative 26: Quote relevant OCP sections addressing stormwater, stream health and their consideration of ISMPs.

Given the ISMP deadline requirement, please indicate in as a list any ISMPs not developed by the end of 2014.

A draft Monitoring and Adaptive Management Framework (MAMF) for ISMPs was developed in August 2014, with input from the Stormwater Interagency Liaison Group (SILG) and Environmental Monitoring Committee. The MAMF classifies all watercourses in Richmond as lower gradient, and recommends monitoring of various parameters twice per year in lower gradient systems.

Attachment 11:

- a) If initiated, results per watershed (as per ISMP Adaptive Management Framework)

 Not available at this time
- b) If undertaken, a map plus GIS shape files/coordinates showing location of monitoring

Not available at this time

Ministerial Condition 9 – The ILWRMP has a goal of protecting public health and the environment. In keeping with this goal and to ensure alignment with other national, provincial and regional initiatives, Metro Vancouver and member municipalities are encouraged to: (a) Have a local land use planning consider the direction provided by the ISMPs, (b) Consider how the degree, type and location of development within a drainage can affect the long-term health of the watershed,(c) Consider how to protect the stream, including the riparian areas that exert an influence on the stream, from long-term cumulative impacts and (d) Use scenarios and forecasting to systematically consider environmental consequences/benefits of different land use approaches prior to build-out (for example, Alternative Future type approaches).

Narrative 27: Please describe any changes to how you have used proactive planning processes as listed in Ministerial Condition 9 for 2013-2014 and provide examples. If there are no changes since 2010-2012, then indicate: "Same as the 2010-2012 reporting period: no changes".

Same as the 2010-2012 reporting period: no changes.

Attachment 12:

a) Map showing any 2013-2014 changes to protected riparian areas & possible stream classifications. If no changes, then this figure is not required.

No changes.

Municipal Progress Summary Table

The summary table is the same format at pervious Biennial Report. The columns (Dec 2012 + Additions/Changes) should add to equal the Dec 2014 Total.

Table 10 Summary of Municipal Progress 2013-2014

	Description	Unit	Total as of Dec 31 st , 2012	Additions & Changes	Total as of Dec 31 st , 2014
1. Muni	icipal Sewer System Inventory				
a.	Sanitary Gravity Sewers	m	467,324	-2,868	464,456
b.	Sanitary Services (Connections)	ea.	31,591	-71	31,520
c.	Sanitary Forcemains	m	104,553	-3,543	101,010
2. Coml	bined Sewer System Inventory				
a.	Total Combined Sewers	m	0	0	0
b.	Combined Services (Connections)	ea.	0	0	0
c.	Combined Sewers Separated	m	0	0	0
d.	Percentage of total system separated	%	0	0	0
3. Sanit	ary Sewer System Evaluation Program				1
a.	Sanitary Sewers Video Inspected	m	417,300	0	417,300
b.	Percentage of Entire Municipal Sewer System Dye & Smoke Tested	%	0.7%	0	0.7%
c.	Percentage of Entire Municipal Sewer System Video Inspected	%	89.7%	0	89.7%
d.	Percentage of Entire Municipal Sewer System Structurally Rated	%	89.7%	0	89.7%
4. Sewe	er System Rehabilitation				
a.	Total Length of Sewers Rehabilitated	m	2,584	0	2,584
b.	Total Length of Sewers Replaced/Capacity Upgraded	m	10,390	950	11,340
C.	Total Number of Service Laterals Rehabilitated	ea.	32	8	40
d.	Number of Structurally Repaired Manholes/Cleanouts	ea.	2331	448	2,779
e.	Number of Cross-Connections Corrected	ea.	7	0	7
5. Sanit	ary Sewer Overflows				
a.	Total Number of Reported Dry Weather SSOs	ea.	0	0	0

	Description	Unit	Total as of Dec 31 st , 2012	Additions & Changes	Total as of Dec 31 st , 2014
b.	Total Number of Reported Wet Weather SSOs	ea.	0	0	0
c.	Number of Breakdowns from Failures	ea.	117	9	126
6. Gree	nhouse Gas Emissions				
a.	CO ₂ emission reduction from sewer system	kg CO ₂	N/A	N/A	N/A
7. Sumi	7. Summary of Costs		2013	2014	Total
a.	Sanitary Sewer Condition Evaluation Program		0.75M	0.41M	1.16M
b.	b. Combined Sewer Separation Program		0	0	0
c.	c. Sewer System Rehabilitation Program		0.37M	0	0.37M
d.	CO ₂ Reduction Program		0	0	0
e.	ISMP Implementation		0	0	0
f.	Total Cost for the Biennial Period		1.12M	0.41M	1.53M

10557638



Report to Committee

To:

Public Works and Transportation Committee

Date: March 23, 2015

From:

John Irving, P.Eng. MPA

Director, Engineering

File: 10-6600-10-01/2015-

Vol 01

Re:

River Green District Energy Utility Bylaw No. 9134, Amendment Bylaw No.

9239

Staff Recommendation

That:

a) the name for the River Green District Energy Utility be re-named to the Oval Village District Energy Utility; and

b) the River Green District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9239 be introduced and given first, second and third readings.

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

Att. 2

REPORT CONCURRENCE							
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER					
Finance Law	র্ <u>ছ</u> ব						
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	Initials:	APPROVED BY CAO					

Staff Report

Origin

In 2014, Council adopted the River Green District Energy Utility Bylaw No. 9134 establishing governing regulations for Phase 1 development of the River Green District Energy Utility (RGDEU) Service Area.

The purpose of this report is to recommend an amended RGDEU rate structure and rate for 2015, and to change the name of the River Green District Energy Utility to Oval Village District Energy Utility.

This report supports Council's Term Goal #8 Sustainability:

- 8.1. Continued implementation and significant progress towards achieving the City's Sustainability Framework, and associated targets.
- 8.4. Review opportunities for increasing sustainable development requirements for all new developments, including consideration of increasing requirements for sustainable roof treatments (e.g. rooftop gardens, solar panels, etc.) and energy security (e.g. use of local renewable energy sources, use of district energy systems, etc.).

Background

In 2013, at Council's direction, the Lulu Island Energy Company (LIEC) was established as a wholly-owned corporation of the City for the purposes of managing district energy utilities on the City's behalf. Further to that, a District Energy Utilities Agreement between the City and the LIEC was executed, assigning the LIEC the function of providing district energy services on behalf of the City.

In 2014, Council adopted the River Green District Energy Utility Bylaw No. 9134 (the Bylaw) establishing the regulatory framework for the RGDEU service area. The business which encompasses the RGDEU Service Area and the associated operations, assets and liabilities will be administered through the LIEC. The RGDEU business was established based on the concept that all capital and operating costs would be recovered through revenues from user fees, ensuring that the business would be cost neutral over time. In October 2014, in order to meet these requirements as well as the required service levels defined by the Bylaw, the LIEC and Corix Utilities entered into a concession agreement whereby the LIEC would own the RGDEU and its infrastructure, and Corix would design, construct, finance, operate and maintain the RGDEU, subject to the City as the sole shareholder of the LIEC setting rates to customers.

Analysis

Change of Name to Oval Village DEU

At the time the project was initiated, staff used the River Green DEU name after the largest development in the area – the River Green by Aspac Developments. Recently however, Aspac notified staff that their name River Green has been trademarked and that it should not be used. In

order to conform with the trademark and to promote the City's Oval Village where the system is located, it is recommended that the name be changed from River Green District Energy Utility to Oval Village District Energy Utility. This name change has been reviewed and supported by the LIEC Board of Directors, and is consistent with mapping utility naming to official OCP neighbourhood names. Subject to Council's approval, all future references to the River Green District Energy Utility will now be as the Oval Village District Energy Utility.

Proposed Rate Structure

Schedule D of the Bylaw defines the charges that constitute the rate for the service. These charges include a capacity charge (tied to the building gross floor area), and a volumetric charge (tied to the energy usage of the customer).

In order to provide certainty to developers and their customers with respect to the cost of energy, as well as assurance to the LIEC that the revenue collected would support the utility business case, the rate was set with 100% weight on the charge tied to the floor area of the building. The 2014 rate was set at \$0.07 per square foot per month of the gross floor area, with the volumetric charge left at \$0.00 per kilowatt hour as adopted by Council.

The City has received energy modeling reports summarizing the expected space heating and domestic hot water heating loads for the first few developments in the area. Although the energy loads vary between the developments, the energy modeling reports have provided an increased understanding of the expected energy loads and consumption. The City has also performed an analysis of different in-building space heating technologies (Water Source Heat Pumps, Hybrid Heat Pumps, Hydronic Perimeter Heating, 4-pipe Fan Coil), comparing how they use electricity to supplement some of the space heating loads.

The industry standard practice is to have a rate structure that is comprised of separate capacity and energy charges aiming to recover fixed (capital and operating) costs and variable (commodity) costs. These charges are based on the building gross floor area and energy usage. With the ability to forecast energy use more accurately, the City is not as reliant on the singular flat rate for certainty. The weighting can be shifted towards the objectives of equity and conservation, from which all customers will benefit.

The OVDEU business was established on the basis that all capital and operating costs would ultimately be recovered through revenues from user fees, ensuring that the business would be financially self-sustaining over the long term. The intent of amending the rate structure is to guarantee the necessary revenue to recover the capital and operating costs, while encouraging the building's high energy efficiency and energy conservation. In addition, the rate structure is designed to provide end users with annual energy costs that are competitive to conventional system energy costs based on the same level of service, as directed by Council.

Other factors that were considered when developing the 2015 OVDEU rate options include:

Competitive Rate: The rate should provide end users with annual energy costs that are
less than or equal to conventional system energy costs, based on the same level of
service.

- Forecasted Utility Costs: Utility cost (electricity and natural gas) increases are outside the City's control. Nonetheless, these commodity costs directly impact the operation cost of the OVDEU. BC Hydro's 10 year plan projects an electricity rate increase of 6% in 2015. Natural gas costs are expected to increase 2.5% in 2015, based on National Energy Board estimates.
- Consumer and Municipal Price Indexes: Other factors to consider include various price indexes. For example, the consumer price index (CPI) is estimated by the Finance Department at 1.0% based on the average of recent BC forecasts, while municipal price index (MPI) is estimated at 2.76%.

Two options of the rate structure are presented for consideration as follows:

- 1. Leave the rate structure as is.
- 2. Reduce the Capacity (fixed) Charge and add a Volumetric (variable) Charge.

Option 1 – Leave the Rate Structure as is (Not Recommended)

This rate would reflect an approximate 4% increase over the 2014 rate and be comprised of:

- 1. Capacity Charge monthly charge of \$0.0728 per square foot of the building gross floor area; and
- 2. Volumetric Charge charge of \$0.00 per megawatt hour of energy consumed by the building.

The rate structure under this option would not encourage developers to build energy efficient buildings over time, which could result in an increased capital cost to the LIEC in order to build energy generation assets to meet the peak energy demand of the "inefficient" buildings. The capacity charge would have to be increased to recover the capital costs, and consequently, over time, the energy cost to the customers may increase above the energy cost for the conventional system.

In addition, this rate structure would not encourage the customers to conserve energy, which could result in higher costs in the electricity and gas required to generate the energy delivered to customers. This would have a negative impact on the variable operating costs of the LIEC.

Option 2 – Reduce the Capacity (Fixed) Charge and add a Volumetric (Variable) Charge (Recommended)

This rate would reflect an approximate 4% increase over the 2014 rate and be comprised of:

1. Capacity Charge - a monthly charge of \$0.0458 per square foot of the building gross floor area; and

2. Volumetric Charge - a charge of \$28.20 per megawatt hour of energy consumed by the building.

The rate structure under this option follows the industry standard practice of having separate capacity and energy charges based on the building energy capacity and energy usage. The Capacity Charge will aim to recover the capital investment and fixed operating costs, while the Volumetric Charge will aim to recover the cost of consumed electricity and gas required to generate the energy delivered to the customer.

The charge tied to energy use will encourage the customers to conserve energy. At the same time, this rate structure will guarantee the revenue necessary to recover the LIEC's capital investment and operating costs.

The recommended rate structure is based on the buildings' energy use estimates from the energy modeling reports received for the first few developments in the area and estimates for the typical buildings in the region. As the LIEC starts metering the district energy use from individual connected buildings, more accurate data on the actual energy use will become available. Going forward, this information will be used to help calculate annual rate adjustments that continue to encourage energy conservation and efficiency.

It is estimated that the resulting blended 2015 rate to customers will be \$94 per MWh or \$0.066 per square foot per month. This is in line with Council's objective to provide competitive annual energy costs for the LIEC customers. The conventional energy costs for space heating and hot water heating (called the "business as usual" (BAU) costs that represent electrical baseboard and natural gas heating systems) are estimated to be around \$0.068 per ft²/month (\$97 per MWh).

Stakeholder Consultation

City staff have been in contact with developers and landowners throughout the due diligence and business and infrastructure agreements process with Corix. Staff also provide regular updates on the OVDEU and ADEU through the Urban Development Institute (UDI) Liaison Committee. The 2015 OVDEU rate structure was presented by staff at the March UDI Liaison Committee meeting. In addition, a memorandum (Attachment 2) clarifying the proposed amended rate structure and 2015 rate has been distributed to this stakeholder group for review and comment. Comments received are summarized in the table below. Staff are confident that stakeholder concerns have been addressed with the proposed rate structure and 2015 rate as proposed in the bylaw amendment.

Table 1: Summary of Stakeholder Input

UDI Comment/Question	Staff Response
On-going, will the rates be continuously compared to the costs of a conventional system?	Yes. Staff will continuously monitor energy costs and review the rate to ensure rate fairness for the customers and cost recovery for the City.
Will the OVDEU rate structure be the same as the rate for the Alexandra District Energy Utility (ADEU)?	No. ADEU and OVDEU are two different systems. ADEU provides space heating, cooling and domestic hot water heating through an ambient temperature system, while OVDEU provides space heating and domestic hot water heating through a high temperature system. Also, the energy sources for these two systems are different. Due these reasons, the fixed and variable costs break down are different between these two systems and therefore the rate structures will be independent. However, the annual energy costs to the customers of both systems will be competitive to conventional system energy costs based on the same level of service.

Financial Impact

None at this time.

Conclusion

Council adopted an objective to provide end users with annual energy costs that are competitive to conventional system energy costs based on the same level of service. It is anticipated that the proposed revised utility rate structure will achieve this objective. As new developments tie in to the OVDEU system, staff will continuously monitor energy costs and review the rate structures with the objective that the average annual energy costs for end users are competitive with the conventional system energy costs for the same level of service.

Alen Postolka, P.Eng., CP

District Energy Manager

(604-276-4283)

Kevin Roberts

Project Engineer, District Energy

(604-204-8512)

AP:kr

Att. 1: River Green District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9239

2: City of Richmond - Memo to UDI - Oval Village District Energy Utility Rate Consultation

Bylaw 9239

River Green District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9239

The Council of the City of Richmond enacts as follows:

- 1. The River Green District Energy Utility Bylaw No. 9134, as amended, is further amended:
 - (a) by deleting the title and replacing it with the following:

"OVAL VILLAGE DISTRICT ENERGY UTILITY BYLAW NO. 9134"

- (b) by deleting Section 1 and replacing it with the following:
 - "1. **Name of Bylaw**. This Bylaw shall be known and cited for all purposes as "Oval Village District Energy Utility Bylaw No. 9134"."
- (c) by deleting Section 17 and replacing it with the following:
 - "17. This Bylaw is cited as "Oval Village District Energy Bylaw No. 9134"."
- (d) at Schedule B, by deleting Section 1.1(d) and replacing it with the following:
 - "(d) "Bylaw" means the Oval Village District Energy Utility Bylaw No. 9134 to which these General Terms and Conditions are attached and form part of;"
- (e) by deleting Schedule D in its entirety and replacing it with Schedule A attached to and forming part of this Bylaw.
- 2. This Bylaw is cited as "River Green Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9239".

Bylaw No 9239		Page 2	
FIRST READING	CITY		
SECOND READING	APPRO for conte	ent by iting	
THIRD READING	APPRO	VED	
ADOPTED	for leg. by Soli	ality	
MAYOR	CORPORATE OFFICER		

Bylaw No 9239 Page 3

Schedule A to Amendment Bylaw No. 9239

SCHEDULE D

Rates and Charges

PART 1 - RATES FOR SERVICES

The following charges, as amended from time to time, will constitute the Rates for Services:

- (a) capacity charge a monthly charge of \$0.0458 per square foot of gross floor area; and
- (b) volumetric charge a monthly charge of \$28.20 per megawatt hour of Energy returned from the Heat Exchanger and Meter Set at the Designated Property.

PART 2 - EXCESS DEMAND FEE

Excess demand fee of \$0.14 for each watt per square foot of the aggregate of the estimated peak heat energy demand referred to in section 19.1(e) (i), (ii), and (iii) that exceeds 6 watts per square foot.

CNCL - 396



Memorandum

Engineering and Public Works Sustainability and District Energy

To: Urban Development Institute Date: March 26, 2015

From: Alen Postolka, P.Eng., CEM, CP File: 10-6600-10-01/2015-Vol 01

Senior Manager, Sustainability and District Energy

Kevin Roberts

Project Engineer, District Energy

Re: Oval Village District Energy Utility Rate Consultation

In 2014, Council adopted the River Green District Energy Utility Bylaw No. 9134. The River Green District Energy Utility is now referred to as the Oval Village District Energy Utility (OVDEU), with the name change to be presented for endorsement by Council in April, 2015. Schedule D of Bylaw No. 9134 defines the charges that constitute the rate for service. These charges include a capacity charge (tied to the building gross floor area), and a volumetric charge (tied to the energy usage of the customer).

In order to provide certainty to developers and their customers with respect to the cost of energy, the initial rate was set with 100% weight on the charge tied to the floor area of the building. To achieve this, the rate was set at \$0.07 per month per square foot of the gross floor area at the time of the bylaw adoption, with the volumetric charge set at \$0.00 per megawatt hour of energy used. This rate was based on a reference building with an annual energy demand of 100 kWh per m² of floor area and an energy cost of 90 \$/MWh.

Since then, the City has received energy modeling reports summarizing the expected space heating and domestic hot water heating loads for the first few developments in the area. Although the energy loads vary between the developments, the energy modeling reports have provided a better understanding of the expected energy loads and consumption. The City has also performed an analysis of different in-building space heating technologies (Water Source Heat Pumps, Hybrid Heat Pumps, Hydronic Perimeter Heating, 4-pipe Fan Coil) comparing how they use electricity to supplement some of the space heating loads.

Based on the above information, we are not as reliant on the singular flat rate for certainty, and we can shift the weighting towards the objectives of equity and conservation from which all customers will benefit. The new rate structure will have a reduced Capacity Charge (fixed portion) and an increased Volumetric Charge (variable portion):

1. Capacity Charge – a monthly charge of \$0.0458 per square foot of the building gross floor area; and



2. Volumetric Charge – a charge of \$28.20 per megawatt hour of energy consumed by the building.

The proposed rate structure follows the industry standard practice of having separate capacity and energy charges based on the contract capacity and metered usage. The Capacity Charge will aim to recover the capital cost of the infrastructure, fixed operating and maintenance costs, metering, and invoicing, while the Volumetric Charge will aim to recover the cost of consumed natural gas and electricity required to generate the energy delivered to a customer.

We estimate that the resulting blended 2015 rate to customers will be \$94/MWh or \$0.066 per square foot per month. This is in line with City of Richmond Council's objective to keep the annual energy costs for OVDEU customers competitive with conventional energy costs, based on the same level of service. The conventional energy costs (called the "business as usual" (BAU) costs that represent electrical baseboard and natural gas heating systems) for space heating and hot water heating are estimated to be around \$0.068 per ft²/month (\$97 per MWh).

Staff are planning to bring forward the proposed rate structure for Council's consideration at April's Public Works and Transportation Committee, so we are seeking feedback from UDI members prior to April 7, 2015.

For further information please contact Kevin Roberts at kroberts@richmond.ca or 604-204-8512.

Alen Postolka, P.Eng., CEM, CP

Acting Senior Manager, Sustainability and District Energy

604-276-4283

Kevin Roberts

Project Engineer, District Energy

604-204-8512



PUBLIC PARKS AND SCHOOL GROUNDS REGULATION

BYLAW NO. 8771

EFFECTIVE DATE -

PUBLIC PARKS AND SCHOOL GROUNDS REGULATION BYLAW NO. 8771

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CITY OF RICHMOND

PUBLIC PARKS AND SCHOOL GROUNDS REGULATION BYLAW NO. 8771

The Council of the City of Richmond enacts as follows:

PART ONE: GENERAL

1.1 Application

- 1.1.1 The prohibitions in this bylaw do not apply to:
 - (a) any **City** officer or employee in the performance of his or her lawful duties;
 - (b) any City agent, contractor or volunteer, working under the supervision of a City officer or employee, in the performance of his or her lawful duties at the City's request;
 - (c) any **School District** officer or employee in the performance of his or her lawful duties;
 - (d) any **School District** agent, contractor or volunteer, working under the supervision of a **School District** officer or employee, in the performance of his or her lawful duties at the **School District**'s request; or
 - (e) a police officer in the performance of his or her lawful duties.
- 1.1.2 The **School District** has granted the **City** the authority to enforce this bylaw on **school grounds**, as set out by resolution of the **Board** of Education of the **School District**.

PART TWO: PROHIBITED ACTIVITIES

2.1 General - Prohibitions

- 2.1.1 A person must not:
 - (a) conduct himself or herself in a disorderly or offensive manner;
 - (b) behave in a manner that endangers him or herself;
 - (c) harass, disturb, frighten, endanger or injure any other person;
 - (d) interfere winGLobs#061 the lawful free use and enjoyment of any public park or school ground by any other person;

- (e) interfere with, obstruct, impede, hinder or prevent:
 - (i) any City officer or employee in the performance of his or her lawful duties:
 - (ii) any **City** agent, contractor or volunteer in the performance of his or her lawful duties at the **City**'s request;
 - (iii) any **School District** officer or employee in the performance of his or her lawful duties; or
 - (iv) any **School District** agent, contractor or volunteer in the performance of his or her lawful duties at the **School District**'s request; or
- (f) violate any bylaw, rule, regulation, notice or order of the City;

in any public park or school ground.

2.2 Water - Prohibitions

2.2.1 A person must not:

- (a) pollute, obstruct or impede the flow of; or
- (b) cause or allow to discharge or run to waste;

any natural or manmade body of water, waterway, watercourse or waterworks, including but not limited to a fountain, pool, well, hydrant, hose, tap, ditch, slough, brook, river, stream, creek, lake, pond, drain or sewer, running through or situated partially or fully in any **public park** or **school ground**, unless authorized to do so by **City** signage or written authorization from the **City** under the provisions of Part Six.

2.3 Vehicles and Transportation – Prohibitions

2.3.1 A person must not:

(a) drive, operate, stop, park or leave a vehicle, trailer, golf cart/buggy, scooter, moped, ridden or herded animal or other mode of transportation, not including a device designed to be moved by human power, on any blacktop, gravelled, sanded or grassed area not designated as a public road or for public parking in any public park or school ground;

- (b) **stop**, **park** or leave a **vehicle**, trailer, golf cart/buggy, scooter, moped, ridden or herded **animal** or other mode of transportation, not including a device designed to be moved by human power, in an area specifically designated for public parking in any **public park** or **school ground**:
 - (i) for a purpose other than visiting the **public park** or **school** ground;
 - (ii) when the person is not within the public park or school ground; or
 - (iii) between the hours of 11:00 p.m. and 5:00 a.m., or as otherwise posted, without first receiving written authorization under the provisions of Part Six; or
- (c) drive, operate, ride, stop, park or leave a vehicle, trailer, golf cart/buggy, moped, scooter, bicycle, skateboard, skates, rollerblades, ridden or herded animal or other mode of transportation, regardless of motive power, on any artificial turf field or the Minoru Park running track without first receiving written authorization under the provisions of Part Six.
- 2.3.2 The provisions of Section 2.3.1 do not apply to any single-person-use transport, such as a wheelchair or scooter, required by a person with a disability for mobility-assistance purposes.

2.4 Plants and Vegetation – Prohibitions

- 2.4.1 A person must not climb, harvest, pick, cut, prune, break, injure, damage, deface, destroy, remove, misuse, abuse or interfere with any plant life or vegetation, including but not limited to trees, shrubs, turf, flowers, fruit, vegetables, nuts or seeds in or from any public park or school ground, unless the person is authorized to do so under the following City or School District programs:
 - (a) Community Gardening; or
 - (b) any other program approved by the City or School District.
- 2.4.2 A person must not plant or deposit any plant life or vegetation that is deemed to be:
 - (a) a noxious weed under the *Weed Control Act*, as amended or replaced from time to time; or
 - (b) an invasive plant under a **City** plan, program or policy, which may include but is not limited to guidelines developed by the Ministry of Forests, Lands and Natural Resource Operations or the Invasive Species Council of British Columbia:

CNCL - 403 in any public park or school ground.

- 2.4.3 Subject to Section 2.4.2, a person must not plant or deposit any plant life or vegetation in any **public park** or **school ground** without first receiving written authorization under the provisions of Part Six, unless the person is authorized to do so under the following **City** or **School District** programs:
 - (a) Community Gardening; or
 - (b) any other program approved by the City or School District.

2.5 Animals – Prohibitions

- 2.5.1 A person must not:
 - (a) harass, disturb, frighten or injure;
 - (b) feed; or
 - (c) hook, trap or snare;

any **animal** in any **public park** or **school ground**, unless that person holds a valid licence to engage in such activity.

- 2.5.2 A person who owns an **animal** or has the care, custody or control of an **animal**, must ensure that such **animal** does not:
 - (a) run at large or be off-leash except as permitted under the *Animal Control Regulation Bylaw 7932*, as amended or replaced from time to time, and in an area specifically designated for such activity;
 - (b) kill or injure a person or animal;
 - (c) harass, disturb or frighten a person or animal;
 - (d) enter or remain in any manmade body of water or waterworks, including but not limited to a fountain, reservoir, pond, swimming or wading pool, water park or well; or
 - (e) dig or damage property;

in any public park or school ground.

- 2.5.3 With the exception of an assistance dog required by a person with a disability, a person must not bring or permit any **animal** under his or her care, control or custody, within the boundaries of:
 - (a) Terra Nova Rural Park;
 - (b) Richmond Nature Park;
 - (c) North East Bog Forest;

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- (d) an environmentally sensitive area; or
- (e) a sports court, artificial turf field or running track.
- 2.5.4 A person must not leave, place, deposit or dispose of any **animal** or **animal** remains in any **public park** or **school ground**.

2.6 Athletic and Recreational Activities – Prohibitions

2.6.1 A person must not misuse, abuse, damage or interfere with any athletic or recreational facility or equipment in any **public park** or **school ground**.

2.7 Waste and Combustible Materials – Prohibitions

- 2.7.1 A person must not throw, place, deposit or dispose of:
 - (a) any garbage, recyclable materials or food waste; or
 - (b) any lighted match, cigar, cigarette or other burning substance;

in any **public park** or **school ground**, except in a receptacle provided for the disposal of such materials.

- 2.7.2 A person must not throw, place, deposit or dispose of:
 - (a) any household waste;
 - (b) any commercial, construction, chemical or combustible waste or other material that may be hazardous to a person receiving or handling it; or
 - (c) any yard and garden trimmings or other compost material unless the person is authorized to do so in a designated area under the following City or School District programs:
 - (i) Community Garden;
 - (ii) Partners for Beautification; or
 - (iii) any other program approved by the City or School District;

in any public park or school ground.

- 2.7.3 A person must not light or operate any barbeque or fire in any **public park** or **school ground**:
 - (a) when a fire ban is in effect;
 - (b) in a bog or wetland area; or
 - (c) in an environmentally sensitive area.

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- 2.7.4 In addition to Section 2.7.3, a person must not light or operate:
 - (a) an open flame or wood stove, camp stove or barbeque pursuant to the *Fire Protection and Life Safety Bylaw No. 8306*, as amended or replaced from time to time;
 - (b) a charcoal stove, camp stove or barbeque; or
 - (c) a natural gas or propane fuelled camp stove or barbeque:
 - (i) in an area not designated for such activity:
 - (ii) in an enclosed space or facility;
 - (iii) on an artificial or synthetic playing surface; or
 - (iv) on a dock or pier;

in any public park or school ground.

2.8 Miscellaneous – Prohibitions

- 2.8.1 A person must not launch any model or power rocket in any public park or school ground.
- 2.8.2 A person must not leave, place, deposit or dispose of any cremated remains in any public park or school ground, except in an area designated and posted for such purpose.

PART THREE: PROHIBITED ACTIVITIES – EXCEPT IN DESIGNATED AREAS

3.1 Athletic and Recreational Activities – Designated Areas

- 3.1.1 A person must not undertake any of the following activities in any **public park** or **school ground**, except in an area specifically designated for such activity:
 - (a) play or practice the game of golf, including the use of golf clubs for any purpose whatsoever;
 - (b) fly a radio-controlled, fixed-line-controlled or power-launched model aircraft or glider, or
 - (c) engage in an activity involving a power or traction kite, whereby the kite provides significant pull or propels the individual on land or air, regardless of whether in conjunction with a vehicle, board, skates or other device, including but not limited to kite buggying, kite landboarding, kite skating, snowkiting or kite jumping.

3.2 Safety – Designated Areas

- 3.2.1 A person must not carry or discharge a **firearm** in any **public park** or **school ground**, except in an area specifically designated for such activity.
- 3.2.2 A person must not throw any hammer, shot-put, discus, or javelin in any **public** park or school ground, except:
 - (a) in an area within Minoru Park specifically designated for such activity while under proper supervision; or
 - (b) in the case of property under the jurisdiction of the **School District**, under the direct supervision of an employee designated by the **Superintendent of Schools**.

PART FOUR: PROHIBITED ACTIVITIES – EXCEPT WITH WRITTEN AUTHORIZATION

4.1 Infrastructure and Surrounding Areas – Prohibited Activities Requiring Authorization

- 4.1.1 A person must not undertake any of the following activities in any **public park** or **school ground** without first receiving written authorization under the provisions of Part Six:
 - (a) cut, break, injure, damage, deface, destroy, remove, alter, misuse, abuse or interfere with any pavilion, building, structure, wall, fence, railing, sign, seat, bench, equipment, landscaping, post, pole, memorial, sculpture, ornament or object of any kind;
 - (b) install, erect, construct or build a tent, shelter, pavilion, building, structure, wall, fence, railing, sign, seat, bench, post, pole, sculpture, ornament or object of any kind; or
 - (c) deposit or remove topsoil, wood, rock or other material.
- 4.1.2 In the event that an obstruction, article or object is placed in any public park or school ground contrary to Section 4.1.1, the General Manager of Community Services or the General Manager of Engineering & Public Works, in the case of property under the jurisdiction of the City, or the Superintendent of Schools, in the case of property under the jurisdiction of the School District, is authorized:
 - (a) to remove or cause to be removed any such obstruction, article or thing at the violator's expense; and
 - (b) to do every lawful act required to have any such removal be completed in the shortest possible time.

4.2 Commercial Activity – Prohibited Activities Requiring Authorization

- 4.2.1 A person or organization must not undertake any of the following activities in any public park or school ground unless that person or organization is in compliance with Business Regulation Bylaw No. 7538, as amended or replaced from time to time, and has received prior written authorization under the provisions of Part Six:
 - (a) sell or expose for sale any refreshment, goods, article or thing;
 - (b) offer any service or private instruction for a fee or other form of compensation;
 - (c) solicit funds or any type of goods or services;
 - (d) post, paint or affix any advertising, promotional material of a commercial nature, including but not limited to bills, flyers, posters, pictures, banners, flags, pamphlets, cards, signs, products or merchandise on a pavilion, building, structure, wall, fence, railing, sign, seat, bench, tree, shrub, landscaping, post, pole, sculpture, ornament or object of any kind;
 - (e) distribute or deliver any advertising or promotional material of a commercial nature, including but not limited to bills, flyers, posters, pictures, flags, pamphlets, cards, signs, products or merchandise;
 - (f) install, erect, construct or build a display for advertising or promotional purposes; or
 - (g) drive, operate, stop, park or leave a vehicle, golf cart/buggy, moped, scooter, bicycle, skateboard, skates, rollerblades, ridden or herded animal or other mode of transportation for the specific purpose of displaying or broadcasting advertisements or promotional messages of a commercial nature, by way of the vehicle or transportation mode's interior, exterior or equipment.
- 4.2.2 If a person or organization is authorized under Part Six to undertake any of the activities listed in Section 4.2.1, that person or organization shall be responsible for:
 - (a) cleaning and removing any waste or debris resulting from such activity; and
 - (b) restoring the area or site to its former state.

- 4.2.3 In the event that a person or organization posts, distributes, places or leaves any obstruction, article or thing in any public park or school ground contrary to Sections 4.2.1 or 4.2.2, the General Manager of Community Services or the General Manager of Engineering & Public Works, in the case of property under the jurisdiction of the City, or the Superintendent of Schools, in the case of property under the jurisdiction of the School District, is authorized:
 - (a) to clean, remove or cause to be cleaned or removed any such obstruction, article or thing at the violator's expense; and
 - (b) to do every lawful act required to have any such removal or clean-up be completed in the shortest possible time.

4.3 Athletic and Recreational Activities – Prohibited Activities Requiring Authorization

- 4.3.1 A person must not undertake any of the following activities in any **public park** or **school ground** without first receiving written authorization under the provisions of Part Six:
 - (a) use a bow and arrow or practice archery;
 - (b) use a boomerang; or
 - (c) operate a go-kart, motocross bike, snowmobile, all-terrain vehicle (ATV) or tractor.

4.4 Events – Prohibited Activities Requiring Authorization

- 4.4.1 A person must not undertake any of the following activities in any **public park** or **school ground** without first receiving written authorization under the provisions of Part Six:
 - (a) fire or explode any combustible or other explosive material, including but not limited to fireworks:
 - (b) operate an amplifying system or loud speaker;
 - (c) hold a tournament, series of games or competition; or
 - (d) hold or participate in a procession, parade, march, drill, demonstration, rally, performance, play, ceremony, concert, meeting or other gathering, excluding family or social gatherings not exceeding 50 persons.

4.5 Hours of Public Park and School Ground Closures

- 4.5.1 A person must not enter or remain in any **public park** or **school ground** between the hours of 11:00 p.m. and 5:00 a.m., or as otherwise posted, except:
 - (a) to attend a community facility during operating hours; **CNCL 409**

- (b) to access a vessel moored at the public dock in Imperial Landing Park; or
- (c) as specified in a written authorization under the provisions of Part Six.
- 4.5.2 A person must not enter, be in or use:
 - (a) a facility or any area around or adjacent to such facility that is enclosed by a fence or other structure; or
 - (b) a swimming or wading pool or any area around or adjacent to such pool that is enclosed by a fence or other structure;

in a public park or school ground, when such facility, pool, area, public park or school ground is closed.

PART FIVE: SPECIAL AUTHORITY

5.1 Special Authority to Close Public Parks and School Grounds

- 5.1.1 Notwithstanding the provisions of Part Four, either:
 - (a) the General Manager of Community Services or the General Manager of Engineering & Public Works, in the case of property under the jurisdiction of the City; or
 - (b) the **Superintendent of Schools**, in the case of property under the jurisdiction of the **School District**;

may close any **public park** or **school ground** or part thereof if, in his or her opinion, the circumstances warrant such closure, including but not limited to fire hazard, prevention or assisting the prevention of a breach of the peace or threat thereto, violation of the criminal law or protection of members of the public from injury or damage.

PART SIX: WRITTEN AUTHORIZATIONS

6.1 Procedure for Written Authorization

- 6.1.1 Notwithstanding the provisions of Part Four, a prohibited activity may be carried on within a **public park** or **school ground** if a person or applicant organization first receives written authorization for such activity from:
 - (a) the **General Manager of Community Services**, in the case of property under the jurisdiction of the **City**;
 - (b) the **Superintendent of Schools**, in the case of property under the jurisdiction of the **School District**; or

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(c) the General Manager of Community Services, together with the Superintendent of Schools, in the case of property under the joint jurisdiction of the City and the School District;

and complies with all applicable requirements under other municipal, regional and federal laws, bylaws, legislation, regulations and policies.

6.1.2 A written authorization given in accordance with subsection 6.1.1 may contain restrictions as to the times and specific places where such activities may be carried on, together with any other restrictions considered appropriate.

PART SEVEN: VIOLATIONS AND PENALTIES

- 7.1 (a) A violation of any of the provisions identified in this bylaw shall result in liability for penalties and late payment amounts established in Schedule A of the Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended or replaced from time to time; and
 - (b) A violation of any of the provisions identified in this bylaw shall be subject to the procedures, restrictions, limits, obligations and rights established in the Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122 in accordance with the Local Government Bylaw Notice Enforcement Act, SBC 2003, c. 60, as they may be amended or replaced from time to time.
- 7.2 Every person who contravenes any provision of this bylaw is considered to have committed an offence against this bylaw and is liable on summary conviction, to a fine of not more than Ten Thousand Dollars (\$10,000), and each day that such violation is caused, or allowed to continue, constitutes a separate offence.

PART EIGHT: INTERPRETATION

8.1 In this bylaw, the following words have the following meaning:

ANIMAL

means a bird, mammal, amphibian, reptile or fish.

BYLAW ENFORCEMENT OFFICER

means any of the following persons:

- (a) a police officer;
- (b) bylaw enforcement officer appointed by the City;
- (c) **Fire Chief** or local assistant to the Fire Commissioner under Section 6 of the *Fire Services Act*, as amended or replaced from time to time; or
- (d) licensing inspector, building inspector, animal control officer, public health officer, or other person authorized by the **City** to enforce one or more of its

CNCL bylaws.

CITY

COUNCIL

ENVIRONMENTALLY SENSITIVE AREA

means the City of Richmond.

means the Council of the City.

means any part of a **public park** or **school ground** that has any of the following characteristics:

- (a) areas or landscape features identified in a plan, map or City bylaw as environmentally significant, an environmental protection area, a development permit area for protection of the environment or for another similar purpose that is compatible with the conservation of ecological features and functions of the site; or
- (b) an area of a park that is designated or managed for the conservation of ecological features and functions of the site.

FIRE CHIEF

means the Director of Fire and Rescue Services for the City, acting as head of the Fire Department, and includes a person designated to act in the place of the Director:

FIREARM

means a rifle, pistol, or shotgun that uses compressed air, explosives, gas or springs as a propellant, and includes air guns, air rifles, air pistols and spring guns but does not include firearms used for the discharge of blank ammunition in connection with an athletic or sporting event or animal control.

FIREWORKS

means any article containing a combustible or explosive composition or any substance or combination of substances prepared for, capable of, or discharged for the purposes of producing a pyrotechnical display which may or may not be preceded by, accompanied with, or followed by an explosion, or an explosion without any pyrotechnical display, and includes, without limitation, barrages, batteries, bottle rockets, cannon crackers, fireballs, firecrackers, mines, pinwheels, roman candles, skyrockets, squibs, torpedoes, and other items of a similar nature, that are intended for use in pyrotechnical displays or as explosives or that are labelled, advertised, offered, portrayed, presented or otherwise identified for any such purpose.

GENERAL MANAGER OF COMMUNITY SERVICES

means the person(s) appointed by **Council** to the position of General Manager of Community Services, and includes a person designated as an alternate.

GENERAL MANAGER OF ENGINEERING & PUBLIC WORKS

means the person appointed by **Council** to the position of General Manager of Engineering & Public Works, and includes a person designated as an alternate.

PARK/PARKED/PARKING

means the standing of a vehicle, whether occupied or not, other than up to five minutes for the purpose of, and while actually engaged in, loading or unloading of property, goods, or the discharging or taking on of passengers, or in compliance with the directions of:

- (a) a **bylaw enforcement officer** or a person contracted by the **City** for traffic management purposes; or
- (b) a traffic control device.

POLICE OFFICER

means:

- (a) a member of the Royal Canadian Mounted Police; or
- (b) any person defined as a peace officer by the *Criminal Code*, as amended or replaced from time to time.

PUBLIC PARK

means any public parks, boulevards, greenways, playgrounds, paths, trails, beaches, golf courses and playing fields, as well as any buildings or structures designated or intended for public recreational use including swimming pools, arenas, recreation centres, sports courts, docks, piers, heritage sites or other facilities, that are under the custody, care, management and/or jurisdiction of the City, and which are made available by the City for public access.

SCHOOL DISTRICT

means School District No. 38 (Richmond).

SCHOOL GROUND

means and includes parks, playgrounds, paths, trials, sport courts, playing fields, buildings and other places under the custody, care, management and/or jurisdiction of the **School District**.

STOP/STOPPED/STOPPING

means:

- (a) when required, a complete cessation from movement; and
- (b) when prohibited, the stopping or standing of a vehicle, whether occupied or not, except:
 - (i) when necessary to avoid conflict with other traffic; or
 - (ii) in compliance with the directions of a bylaw enforcement officer or traffic-control device.

SUPERINTENDENT OF SCHOOLS

means the person appointed by the **School District** to the position of Superintendent of Schools, and includes the person designated as an alternate.

TRAFFIC CONTROL DEVICE

means a sign, line, meter, marking, space, barrier, or device; painted, placed or erected; to guide, regulate, warn, direct, restrict, control or prohibit traffic and parking.

VEHICLE

has the meaning set out in the *Motor Vehicle Act*, as amended or replaced from time to time, and includes motor vehicle and motorcycle, as defined in the *Motor Vehicle Act*.

PART NINE: PREVIOUS BYLAW REPEAL

9.1 Public Parks and School Grounds Regulation Bylaw No. 7310, as amended, is hereby repealed.

PART TEN: SEVERABILITY AND CITATION

10.1 The provisions of this bylaw are severable, and if, for any reason, any part, section, subsection, clause, or sub-clause, or other words in this bylaw are for any reason, found to be invalid or unenforceable by the decision of a Court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

10.2 This bylaw is cited as "Public Parks and School Grounds Regulation Bylaw No. 8771".

FIRST READING	APR 1 3 2015
SECOND READING	APR 1 3 2015 APPROVED for content b
THIRD READING	APR 1 3 2015 originating dept.
ADOPTED	APPROVED for legality by Solicitor
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MAYOR	CITY CLERK



Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 9139

The Council of the City of Richmond enacts as follows:

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

Column 1

Column 2

- 10. Public Parks and School Grounds Regulation Bylaw No. 7310
- Bylaw Enforcement Officer
- Police Officer
- 2. Municipal Ticket Information Authorization Bylaw No. 7321, as amended, is further amended by deleting Schedule B 10 in its entirety and marking it "INTENTIONALLY DELETED".
- 3. This Bylaw is cited as "Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 9139".

	ADD 4 3 2045	
FIRST READING	APR 1 3 2015	CITY OF RICHMOND
SECOND READING	APR 1 3 2015	APPROVED for content by
THIRD READING	APR 1 3 2015	originating Division
ADOPTED		APPROVED for legality by Solicitor
		D
MAYOR	CORPORATE OFFICER	



Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9140

The Council of the City of Richmond enacts as follows:

- 1. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended at Part One Application by adding the following after section 1.1(m):
 - "(n) Public Parks and School Grounds Regulation Bylaw No. 8771, as amended,"
- 2. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended by adding to the end of the table in Schedule A of Bylaw No. 8122 the content of the table in Schedule A attached to and forming part of this bylaw.
- 3. This Bylaw is cited as "Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9140".

	ADD 4 7 AAR	
FIRST READING	APR 1 3 2015	CITY OF RICHMOND
SECOND READING	APR 1 3 2015	APPROVED for content by originating
THIRD READING	APR 1 3 2015	Division —
ADOPTED		APPROVED for legality by Solicitor
		P
MAYOR	CORPORATE OFFICER	-

SCHEDULE A to BYLAW NO. 9140

SCHEDULE A to BYLAW NO. 8122

Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount	
	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a	
Public Parks and School Grounds Regulation Bylaw No. 8771	Disorderly or offensive conduct	2.1.1(a)	o _Z	\$ 150.00	\$ 125.00	\$ 175.00	п/а	
	Endangering oneself	2.1.1(b)	o N	\$ 150.00	\$ 125.00	\$ 175.00	n/a	γ-
	Harassing or endangering others	2.1.1(c)	o Z	\$ 150.00	\$ 125.00	\$ 175.00	n/a	
	Interfering or obstructing with use and enjoyment of park or school ground	2.1.1(d)	N _O	\$ 150.00	\$ 125.00	\$ 175.00	n/a	
	Interfering or obstructing with duties	2.1.1(e)	O _N	\$ 150.00	\$ 125.00	\$ 175.00	n/a	
	Polluting, obstructing or causing to run to waste any body of water, watercourse or waterworks	2.2.1	ON.	\$ 150.00	\$ 125.00	\$ 175.00	n/a	

A7 A8 Late Payment Compliance Amount Agreement Discount	\$ 175.00 n/a	\$ 125.00	\$ 175.00	\$ 225.00	\$ 225.00 n/a	\$ 100.00	\$ 175.00 n/a	\$ 100.00	\$ 175.00 n/a
A6 Early Payment Option	\$ 125.00	\$ 75.00	\$ 125.00	\$ 175.00	\$ 175.00	\$ 60.00	\$ 125.00	\$ 60.00	\$ 125.00
A5 Penalty	\$ 150.00	\$ 100.00	\$ 150.00	\$ 200.00	\$ 200.00	\$ 75.00	\$ 150.00	\$ 75.00	\$ 150.00
A4 Compliance Agreement Available	ON.	o Z	o Z	O Z	o _N	ON.	No	N _O	ON
A3 Section	2.3.1(a)	2.3.1(b)	2.3.1(c)	2.4.1	2.4.2	2.4.3	2.5.1(a)	2.5.1(b)	2.5.1(c)
A2 Description of Contravention	Driving, operating or parking a vehicle, conveyance or animal in unauthorized area	Parking or leaving a vehicle, conveyance or animal in a park or school ground for an unauthorized purpose or overnight	Driving, operating or parking a vehicle, conveyance or animal on an artificial turf field or Minoru Park running track	Climbing, harvesting, injuring, damaging, defacing, removing, misusing or interfering with any plant life or vegetation without authorization	Planting or depositing invasive plant life or vegetation	Planting or depositing plant life or vegetation without authorization	Harassing, disturbing, frightening or injuring an animal without a valid licence	Feeding an animal without a valid licence	Hooking, trapping or snaring an animal without a valid licence
A1 Bylaw								-	

Animal off leash in unauthorized Animal off leash in unauthorized Failure to ensure an animal does injure a person or animal Failure to ensure an animal does animal Failure to ensure an animal does or remain in a body of water, was or waterworks Failure to ensure an animal does damage property Animal in unauthorized area Misusing, damaging or interfering athletic or recreational facility or of the strangly or disposing of waste of the strangly or disposing or interfering athletic or recreational facility or of the strangly or disposing or disposing or interfering athletic or recreational facility or of the strangly or or disposing or dis	A3 A4 A5 A6 A7 A8	ntion Section Compliance Penalty Early Late Payment Compliance Agreement Amount Agreement Discount	l area 2.5.2(a) No \$ 150.00 \$ 125.00 \$ 175.00 n/a	s not kill or 2.5.2(b) No \$ 200.00 \$ 175.00 \$ 225.00 n/a	s not 2.5.2(c) No \$ 150.00 \$ 125.00 \$ 175.00 n/a	s not enter 2.5.2(d) No \$ 100.00 \$ 75.00 \$ 125.00 n/a tercourse	s not 2.5.2(e) No \$ 150.00 \$ 125.00 \$ 175.00 n/a	2.5.3 No \$ 150.00 \$ 125.00 \$ 175.00 n/a	al or 2.5.4 No \$ 150.00 \$ 125.00 \$ 175.00 n/a	g with 2.6.1 No \$ 200.00 \$ 175.00 \$ 225.00 n/a equipment	har than in 27 1(2) No & 150 00 & 175 00 a 1/2
	A2	Description of Contravention	Animal off leash in unauthorized area	nal does	to ensure an animal does , disturb or frighten a perso	ure an animal does i body of water, wate	Failure to ensure an animal does not damage property	Animal in unauthorized area	sposing an animal	Misusing, damaging or interfering with athletic or recreational facility or equipment	Littering or disposing of waste other than in

A3 A4 A5 A6 A7 Section Compliance Penalty Early Late Payment Agreement Amount Available Option	2.7.1(b) No \$ 200.00 \$ 175.00 \$ 225.00	2.7.2 No \$ 250.00 \$ 225.00 \$ 275.00	2.7.3 No \$ 250.00 \$ 225.00 \$ 275.00	2.7.4(a) No \$ 200.00 \$ 150.00 \$ 250.00	2.7.4(b) No \$ 150.00 \$ 125.00 \$ 175.00	2.7.4(c) No \$150.00 \$125.00 \$175.00	2.8.1 No \$ 150.00 \$ 125.00 \$ 175.00	2.8.2 No \$75.00 \$60.00 \$100.00	3.1.1 No \$ 150.00 \$ 125.00 \$ 175.00
A2 Description of Contravention	Disposing of lighted match, cigar, cigarette or other burning substance other than in an authorized receptacle	Unauthorized deposit or disposal of household, commercial or yard waste	Unauthorized barbeque or fire during a fire ban or in a bog, wetland or environmentally sensitive area	Open flame or wood stove, camp stove or barbeque	Charcoal stove, camp stove or barbeque	Natural gas or propane stove or barbeque in unauthorized area	Launching a model or power rocket	Depositing or disposing of cremated remains	Prohibited athletic or recreation activity in unauthorized area

⋖	A1	A2	A3	A4	A5	A6	A7	A8	
By	Bylaw	Description of Contravention	Section	Compliance Agreement Available	Penalty	Early Payment Option	Late Payment Amount	Compliance Agreement Discount	
		Carrying or discharging a firearm in unauthorized area	3.2.1	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a	
		Throwing a hammer, shot-put, discus or javelin in unauthorized area	3.2.2	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a	Ţ
		Injuring, damaging, defacing, removing, misusing or interfering with any building, structure, sign, equipment, ornament, or object without authorization	4.1.1(a)	No	\$ 200.00	\$ 175.00	\$ 225.00	п/а	
		Installing, erecting or constructing a tent, shelter, building, structure, sign, ornament, or object without authorization	4.1.1(b)	NO	\$ 150.00	\$ 125.00	\$ 175.00	ח/מ	
		Depositing or removing topsoil, wood, rock or other materials without authorization	4.1.1(c)	N O	\$ 200.00	\$ 175.00	\$ 225.00	n/a	1
		Selling or exposing an item for sale without authorization	4.2.1(a)	o _N	\$ 300.00	\$ 275.00	\$ 325.00	n/a	
		Offering a service for a fee or compensation without authorization	4.2.1(b)	o Z	\$ 300.00	\$ 275.00	\$ 325.00	n/a	
		Soliciting funds, goods or services without authorization	4.2.1(c)	NO No	\$ 300.00	\$ 275.00	\$ 325.00	n/a	
		Posting advertising or promotional material of a commercial nature without authorization	4.2.1(d)	O Z	\$ 200.00	\$ 175.00	\$ 225.00	п/а	
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	nce ent nt									
A8	Compliance Agreement Discount	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
A7	Late Payment Amount	\$ 225.00	\$ 225.00	\$ 225.00	\$ 225.00	\$ 225.00	\$ 225.00	\$ 175.00	\$ 175.00	\$ 175.00
A6	Early Payment Option	\$ 175.00	\$ 175.00	\$ 175.00	\$ 175.00	\$ 175.00	\$ 175.00	\$ 125.00	\$ 125.00	\$ 125.00
A5	Penalty	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 150.00	\$ 150.00	\$ 150.00
A4	Compliance Agreement Available	No	No	O Z	N O	ON.	ON.	ON.	No	No
A3	Section	4.2.1(e)	4.2.1(f)	4.2.1(g)	4.2.2	4.3.1	4.4.1(a)	4.4.1(b)	4.4.1(c)	4.4.1(d)
A2	Description of Contravention	Distributing or delivering advertising or promotional material of a commercial nature without authorization	Installing or building a display for advertising or promotional purposes without authorization	Driving, operating or parking a vehicle, conveyance or animal for the purpose of displaying or broadcasting advertising or promotional messages of a commercial nature without authorization	Failure to conduct commercial, advertising or promotional activities in accordance with requirements	Unauthorized athletic or recreational activity	Unauthorized combustible or other explosive material	Unauthorized amplifying system,	Unauthorized tournament or competition	Unauthorized parade, performance or gathering
A1	Bylaw						·			
				CI	NCL - 4	423				

A1	A2	A3	A4	A5	A6	A7	A8
Bylaw	Description of Contravention	Section	Compliance Agreement Available	Penalty	Early Payment Option	Late Payment Amount	Compliance Agreement Discount
	In park or school ground during unauthorized hours	4.5.1	oN N	\$ 100.00	\$ 75.00	\$ 125.00	n/a
	In facility, pool or adjacent area during unauthorized hours	4.5.2	ON	\$150.00	\$ 125.00	\$ 175.00	n/a



REVENUE ANTICIPATION BORROWING (2015) BYLAW NO. 9226

The Council of the City of Richmond enacts as follows:

- 1. Council shall be and is hereby empowered and authorized to borrow upon the credit of the City, from a financial institution, a sum not exceeding \$9,500,000 at such times as may be required.
- 2. The form of obligation to be given as acknowledgement of the liability shall be \$3,000,000 in the form of standby letters of credit, demand promissory notes or bank overdraft, \$4,500,000 in the form of leasing lines of credit, and \$2,000,000 in the form of commercial credit card.
- 3. All unpaid taxes and the taxes of the current year (2015) when levied or so much thereof as may be necessary shall, when collected, be used to repay the money so borrowed.
- 4. Revenue Anticipation Borrowing (2014) Bylaw No. 9116 is hereby repealed.
- 5. This Bylaw is cited as "Revenue Anticipation Borrowing (2015) Bylaw No. 9226".

FIRST READING	APR 1 3 2015	CITY OF RICHMOND
SECOND READING	APR 1 3 2015	APPROVED for content by originating
THIRD READING	APR 1 3 2015	APPROVED
ADOPTED		for legality by Solicitor
		7
MAYOR	CORPORATE OFFICER	,



Annual Property Tax Rates (2015) Bylaw No. 9231

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.

1. 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, 2015.

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

means the Richmond Zoning

BYLAW

Bylaw 8500, as amended from time to time.

PART SIX:

PREVIOUS BYLAW REPEAL

6.1 Annual Property Tax Rates (2014) Bylaw No. 9131 is repealed.

PART SEVEN: BYLAW CITATION

7.1 This Bylaw is cited as "Annual Property Tax Rates (2015) Bylaw No. 9231".

FIRST READING	APR 1 3 2015	CITY OF RICHMOND
SECOND READING	APR 1 3 2015	APPROVED for content b originating
THIRD READING	APR 1 3 2015	dept. APPROVED
ADOPTED		for legality by Solicitor
MAYOR	CORPORATE OFFICER	-

SCHEDULE A to BYLAW NO. 9231

PROPERTY CLASS	COLUMN A GENERAL PURPOSES	COLUMN B POLICING SERVICES	COLUMN C FIRE & RESCUE	COLUMN D STORM DRAINAGE	TOTAL
1. Residential	1.31195	0.47752	0.35203	0.04573	2.18723
2. Utilities	23.94041	8.71367	6.42389	0.83448	39.91245
4. Major Industry	7.72266	2.81084	2.07221	0.26919	12.87490
5. Light Industry	4.16449	1.51577	1.11745	0.14516	6.94287
6. Business / / other	4.16449	1.51577	1.11745	0.14516	6.94287
8. Recreation / non profit	1.15916	0.42191	0.31104	0.04040	1.93251
9. Farm	7.60203	2.76694	2.03984	0.26497	12.67378

SCHEDULE B to BYLAW NO. 9231

PROPERTY CLASS	REGIONAL DISTRICT
1. Residential	0.05392
2. Utilities	0.18870
4. Major Industry	0.18331
5. Light Industry	0.18331
6. Business/other	0.13209
8. Rec/non profit	0.05392
9. Farm	0.05392

SCHEDULE C to BYLAW NO. 9231

AREA		RATES
A, B, & C	Sewer Debt Levy (land only)	0.00438

Richmond Zoning and Development Bylaw 5300 Amendment Bylaw 8422 (RZ 08-423764) 8364 RUSKIN PLACE

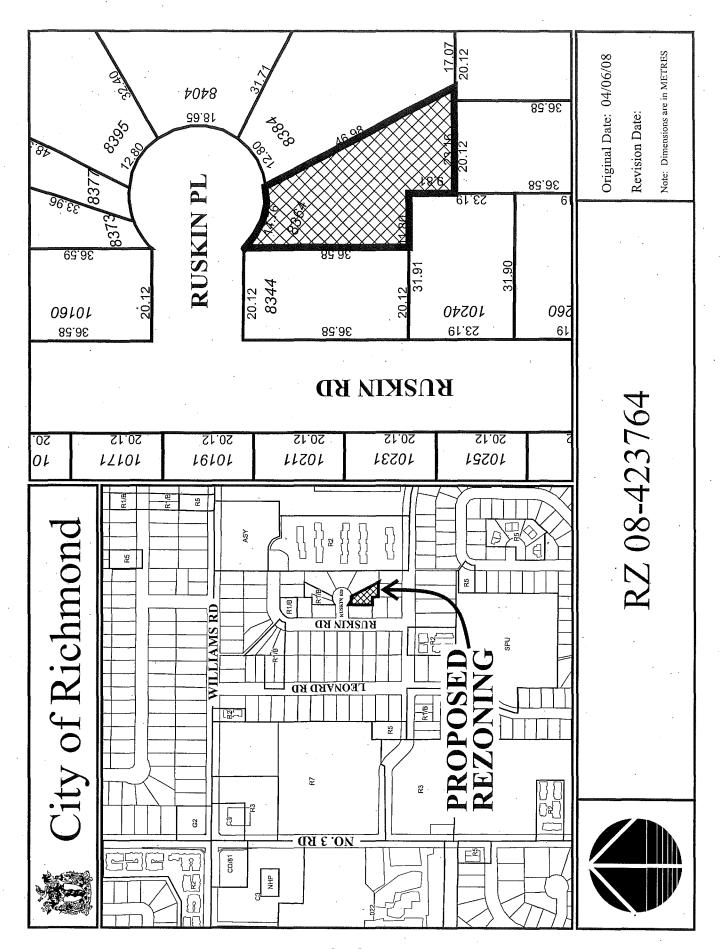
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

The Zoning Map of the City of Richmond, which accompanies and forms part of 1. Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA B (R1/B).

P.I.D. 003-907-821 Lot 32 Section 33 Block 4 North Range 6 West New Westminster District Plan 18353

2. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8422".

FIRST READING	SEP 2 2 2008	CITY O RICHMO	
A PUBLIC HEARING WAS HELD ON	OCT 2 0 2008	APPROV by	
SECOND READING	OCT 2 0 2008	APPROV by Direct	
THIRD READING	OCT 2 0 20 <u>08</u>	or Solici	
OTHER REQUIREMENTS SATISFIED	APR 2 0 2015		
ADOPTED			
·			
MAYOR	CORPORATE OFFICER		



CNCL - 431



Memorandum

Development Applications

To:

David Weber

Date:

April 22, 2015

From:

File:

RZ 08-423764

Wayne Craig

Director of Development

Director, City Clerk's Office

Re:

Richmond Zoning Bylaw 8500, Amendment Bylaw 8422

8364 Ruskin Place

This is to advise you that the requirements noted in the report to Council (dated August 26, 2008) associated with Bylaw 8422 have been met.

The application/Bylaw noted above has no related bylaws.

This satisfies all of the requirements prior to adoption of Bylaw 8422.

Staff note that considerable time has passed since Bylaw 8422 was granted 3rd reading by Council on October 20, 2008. The delay was due to the following factors:

- The original applicant/property owner for this Rezoning Application sold the property and a new applicant took over the Rezoning Application on May 18, 2010.
- Since that time, the applicant has been in regular contact with City staff and has fulfilled the Rezoning Considerations slowly through action taken on September 17, 2010, December 17, 2010, and finally on March 24, 2015.

Director of Development

WC:cl

pc:

Michelle Jansson, Manager, Legislative Services





Richmond Zoning Bylaw 8500 Amendment Bylaw 9010 (RZ 13-629294) 5831 Moncton Street

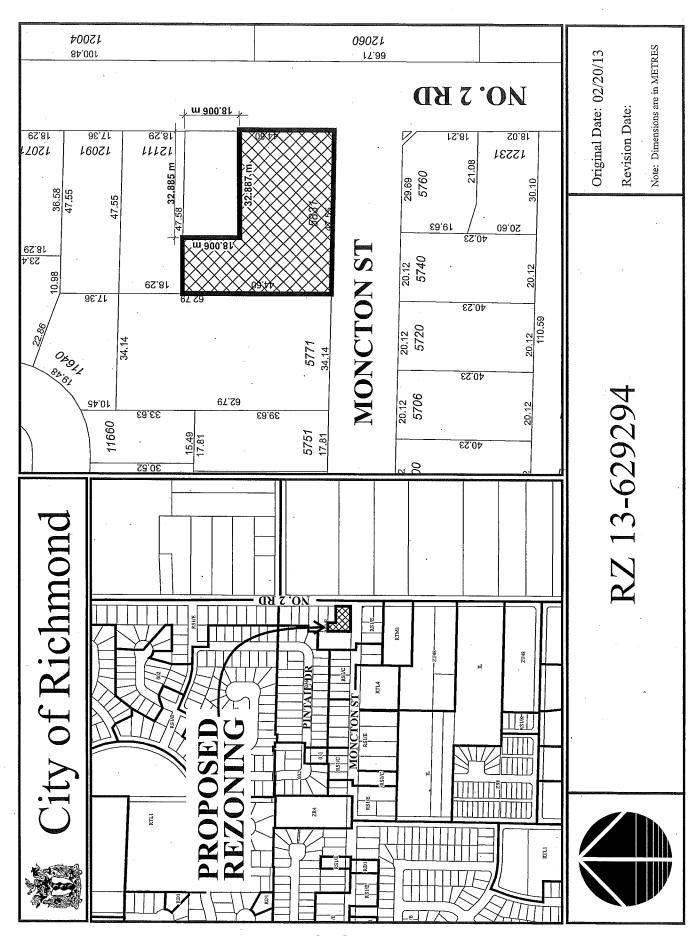
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

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 (RS2/C)".

That area shown cross-hatched on "Schedule A" attached to and forming part of Bylaw No. 9010.

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9010".

FIRST READING	SEP 2 3 2013	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON	OCT 2 1 2013	APPROVED by
SECOND READING	OCT 2 1 2013	APPROVED by Director
THIRD READING	OCT 2 1 2013	or Solicitor
OTHER REQUIREMENTS SATISFIED	APR 2 2 2015	1090
ADOPTED		
MAYOR	CORPORATE OFFICER	



CNCL - 434



Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 9085 (RZ 11-589989) 9051 and 9055 Dayton Avenue

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

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in the Specific Richmond Neighbourhoods Policy (Broadmoor Map) and in the Attachment 1 to Schedule 1 (City of Richmond 2041 OCP Land Use Map) thereof of the following area and by designating it "Neighbourhood Residential".

P.I.D. 018-728-171 PARCEL "A" SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP16270

2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9085".

FIRST READING	DEC 9 2013
PUBLIC HEARING	JAN 2 0 2014
SECOND READING	JAN 2 0 2014
THIRD READING	JAN 2 0 2014
OTHER CONDITIONS SATISFIED	APR 1 6 2015
ADOPTED	
	*.
MAYOR	CORPORATE OFFICER



Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9086 (RZ 11-589989) 9051 and 9055 Dayton Avenue

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Schedule 2.6A (Ash Street Sub-Area Plan) thereof of the following area and by designating it "Low Density Residential".

P.I.D. 018-728-171 PARCEL "A" SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP16270

2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9086".

FIRST READING	DEC 9 2013
PUBLIC HEARING	JAN 2 0 2014
SECOND READING	JAN 2 0 2014
THIRD READING	JAN 2 0 2014
OTHER CONDITIONS SATISFIED	APR 1 6 2015
ADOPTED	<u> </u>
·	
MAYOR	CORPORATE OFFICER



Richmond Zoning Bylaw 8500 Amendment Bylaw 9087 (RZ 11-589989) 9051 and 9055 Dayton 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 (RTL2)".

P.I.D. 003-762-297

LOT 273 SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 52463

P.I.D. 018-728-171

PARCEL "A" SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP16270

2. That:

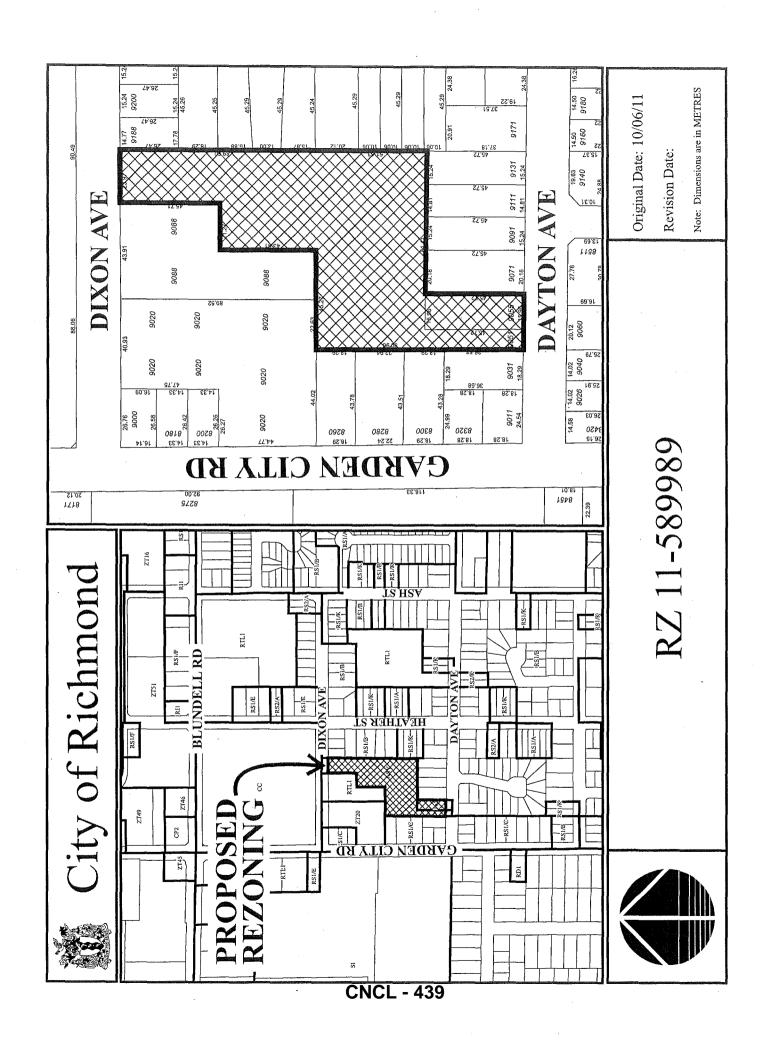
a) "Land Use Contract 165", entered into pursuant to "Main Street Meeting-Room Holdings Land Use Contract By-law No. 3372", be terminated, released and discharged in relation to the following area:

P.I.D. 003-762-297 LOT 273 SECTION 22 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 52463

b) The Mayor and Clerk are hereby authorised to execute any documents necessary to terminate, release and discharge "Land Use Contract 165" from the following above area.

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9087".

FIRST READING	DEC 9 2013	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON	JAN 2 8 2014	APPROVED by
SECOND READING	JAN 2 0 2014	APPROVED by Director
THIRD READING	<u>JAN 2 0 2014</u>	or Solicitor
OTHER CONDITIONS SATISFIED	APR 1 6 2015	<u> </u>
ADOPTED		
MAYOR	CORPORATE OFFICER	





Richmond Zoning Bylaw 8500 Amendment Bylaw 9138 (RZ 13-643436) 3471 Chatham Street

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

- 1. Richmond Zoning Bylaw 8500, as amended, is further amended by
 - a. Inserting the following into the end of the table contained in Section 5.15.1 regarding Affordable Housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZMU26	\$4.00"

b. Inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

"20.26 Commercial Mixed Use (ZMU26) – Steveston Village

20.26.1 **Purpose**

The **zone** provides for incentives to support conservation of the heritage character of Steveston Village, while providing for the shopping, personal service, business, entertainment, mixed commercial/residential and industrial needs of the Steveston area.

20.26.2 Permitted Uses

- animal grooming
- broadcasting studio
- child care
- education
- education, commercial
- entertainment, spectator
- government service
- greenhouse & plant nursery
- health service, minor
- hotel

- housing, apartment
- industrial, general
- liquor primary establishment
- manufacturing, custom indoor
- office
- parking, non-accessory
- recreation, indoor
- recycling depot
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

20.26.3 Secondary Uses

- boarding and lodging
- community care facility, minor
- home business

20.26.4 Permitted Density

- 1. The maximum **floor area ratio** is 1.0.
- 2. Notwithstanding Section 20.26.4.1, the reference to "1.0" is increased to a higher density of "1.2" if the owner pays into the affordable housing reserve the sum specified in Section 5.15 of this bylaw, at the time Council adopts a zoning amendment bylaw to include the owner's lot in the ZMU26 zone.
- 3. Notwithstanding Section 20.26.4.2, the reference to "1.2" is increased to a higher density of "1.6" if the **owner** pays into the City's Heritage Trust Account, Steveston Village Conservation Program the sum of \$209,484 (calculated at \$47/sq.ft. multiplied by the 0.4 **density** increase from 1.2 to 1.6 FAR multiplied by the **lot area** less the sum paid into the **affordable housing reserve** in accordance with Section 20.26.4.2).

- 4. For the purposes of this **zone** only, **floor area ratio** shall not include those parts of the **building** used for public pedestrian passage **right-of-way**.
- 5. There is no maximum floor area ratio for non-accessory parking as a principal use.

20.26.5 **Permitted Lot Coverage**

1. The maximum **lot coverage** is 100% for **buildings**.

20.26.6 Yards & Setbacks

- 1. There is no minimum front yard, side yard or rear yard.
- 2. **Building** front facades facing a public road shall not be set back from the public road lot line, except for the following elements:
 - a) a maximum **setback** of 2.5 m of a ground floor and second floor **building face** (to the underside of floor or roof **structure** above);
 - b) a recessed **balcony** opening shall have a maximum width of 5.8 m, and the total aggregate width shall be a maximum of 30% of the **lot width**;
 - c) a recessed third floor building face; and
 - d) the aggregate area of all recesses and openings in items b) and c) shall not exceed a maximum of 33% of the **building** facade as measured from the ground level to the parapet cap by the facade width.

20.26.7 **Permitted Heights**

- 1. The maximum **height** for **buildings** is 12.0 m (not to exceed 3 **storeys**).
- 20.26.8 Subdivision Provisions/Minimum Lot Size
- 1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

20.26.9 Landscaping & Screening

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

20.26.10 On-Site Parking

- 1. On-site **vehicle** and bicycle parking shall be provided according to the standards set out in Section 7.0. except that:
 - a) Required **parking spaces** for residential **use** visitors and non-residential **uses** may be shared; and

- b) On-site vehicle parking shall be provided at the following rate:
 - i) residential visitors 0.2 space per dwelling unit; and
 - ii) all other uses on-site parking requirements contained in this bylaw are reduced by 33%.

20.26.11 Other Regulation

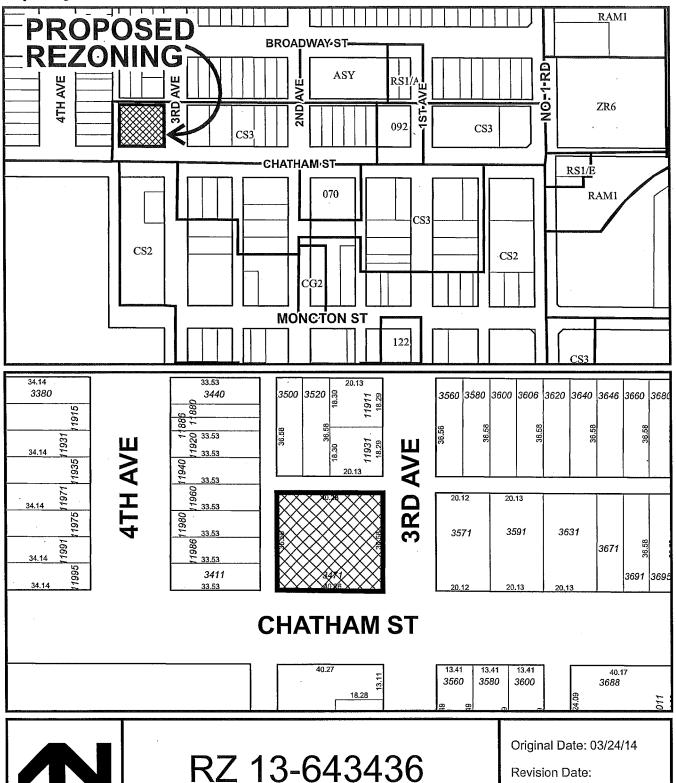
- 1. For **apartment housing**, no portion of the **first storey** of a **building** within 9.0 m of the **lot line** abutting a **road** shall be used for residential purposes.
- 2. For **apartment housing**, an entrance to the residential **use** or parking area above or behind the commercial space is permitted if the entrance does not exceed 6.0 m in width.
- 3. Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as it applies to **development** in the Steveston Commercial (CS3) **zone**.
- 4. In addition to the regulations listed above, the general development regulations in Section 4.0 and the Specified Use Regulations in Section 5.0 apply."
- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "COMMERCIAL MIXED USE (ZMU26) STEVESTON VILLAGE".

P.I.D. 029-139-741 Lot 1 Section 20 Block 3 North Range 7 West New Westminster District Plan EPP30378

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9138".

FIRST READING	JUN 2 3 2014	CIT RICH
A PUBLIC HEARING WAS HELD ON	JUL 2 1 2014	APPE
SECOND READING	JUL 2 1 2014	APPF by D
THIRD READING	JUL 2 1 2014	or So
OTHER CONDITIONS SATISFIED	APR 1 3 2015	
ADOPTED		·
MAYOR	CORPORATE OFFICER	





CNCL - 444

Revision Date:

Note: Dimensions are in METRES





Time:

3:30 p.m.

Place:

Council Chambers

Richmond City Hall

Present:

Joe Erceg, Chair

Robert Gonzalez, General Manager, Engineering and Public Works

Dave Semple, General Manager, Community Services

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

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, March 25, 2015, be adopted.

CARRIED

1. Development Permit 14-657872

(File Ref. No.: DP 14-657872) (REDMS No. 4537814 v.2)

APPLICANT:

Yamamoto Architecture Inc.

PROPERTY LOCATION:

9055 Dayton Avenue (Formerly 9051 and 9055 Dayton

Avenue)

INTENT OF PERMIT:

Permit the construction of 23 two-storey townhouse units at 9055 Dayton Avenue on a site zoned "Low Density Townhouses (RTL2)."

Applicant's Comments

Taizo Yamamoto, Yamamoto Architecture Inc., and Patricia Campbell, PMG Landscape Architects, briefed the Panel on the proposed development, noting that (i) the entire existing perimeter hedge will be replaced with new hedges, (ii) 10 feet tall replacement hedges and wood fencing will be used for most of the site's perimeter, (iii) some sections of the replacement perimeter hedge will be 15 feet tall and a section will have hedges but no wood fence, (iv) new five feet tall hedges will be provided along the driveways, and (v) a tree removal permit has been issued to a neighbour for the removal of three trees from an adjacent property.

Discussion ensued with regard to the applicant's commitment to retain the existing hedges at the rezoning application process. In reply to queries from the Panel, Mr. Yamamoto noted that changes to the existing hedge were necessary due to its location along the property line and possible unsavoury appearance when trimmed.

In reply to queries from the Panel, Ms. Campbell advised that all of the existing hedges will be removed and replaced with new hedges. She added that upon the request of some adjacent property owners, sections of the property line will not have a fence and will only have a hedge.

Gallery Comments

Kathy Stephens, 8371 Heather Street, expressed concern with regard to (i) privacy and adequate screening of her property, (ii) trimming of the hedges, and (iii) health of the hedges.

The Chair advised that (i) the Development Permit continues with the property and that hedges cannot be removed or altered below the specified height, (ii) a landscaping security is held for one year following the completion of the proposed development, and (iii) distressed hedges are required to be replaced before the landscape security is released.

In reply to queries from the Panel, Ms. Campbell noted that the perimeter hedge and fence will be installed prior to construction of the proposed townhouses and that the hedges will be watered.

In reply to queries from the Panel, Wayne Craig, Director, Development, noted that (i) options are available to extend the landscape security, (ii) 90% of the landscape security is released after completing a landscape inspection of the site prior to final occupancy, (iii) 10% of the security is withheld for one year following completion, and (iv) the applicant estimates that the hedges would be in place approximately one to two years prior to final occupancy.

Discussion ensued with regard to the mature height of the proposed hedges facing Ms. Stephens's property. Ms. Campbell noted that she anticipates that the mature height of the proposed hedges would reach 18 to 20 feet.

In reply to queries from the Panel, Jackson Lee, Jacken Homes, noted that the applicant would have no control over the future maintenance of the proposed hedges however; the applicant has made an offer to Ms. Stephens to install additional hedges on her property.

In reply to queries from the Panel, Ms. Stephens noted that screening of her property would be compromised since adjacent property owners have declined the offer from the applicant to plant hedges within their property.

In reply to queries from the Panel, Kerin Matthews, Mountain Maple Ltd., advised that hedges are typically only trimmed approximately three years after planting and was of the opinion that strata corporations generally have limited budgets allocated for hedge trimming.

Irene Webster, 8291 Heather Street, spoke of the proposed development, noting that concerns regarding the removal of three large trees on her property have be resolved.

Panel Discussion

In reply to queries from the Panel, Mr. Craig advised that is possible to register a legal agreement on title to maintain the perimeter hedges.

Correspondence

Ray and Rita Luetzen, 8351 Heather Street (Schedule 1)

Gallery Comments

Mr. Lee advised that concerns from adjacent property owners regarding the pruning of the proposed perimeter hedges have been resolved and that the proposed perimeter hedges will not be pruned below 15 feet in height.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of 23 twostorey townhouse units at 9055 Dayton Avenue on a site zoned "Low Density Townhouses (RTL2)."

CARRIED

2. Development Permit 14-657502

(File Ref. No.: DP 14-657502) (REDMS No. 4540854)

APPLICANT:

Kasian Architecture Interior Design and Planning Ltd.

PROPERTY LOCATION:

11380 Steveston Highway

INTENT OF PERMIT:

Permit the construction of a 558 m² addition to the building at 11380 Steveston Highway on a site zoned "Industrial Community Commercial (ZC6) – Ironwood Area."

Applicant's Comments

With the aid of a PowerPoint Presentation (attached to and forming part of these minutes as Schedule 2) Alan Nakaska, Kasian Architecture, briefed the Panel on the proposed development and noted that the proposed addition will incorporate a similar architectural design and use the same building materials and colour schemes as the existing development.

Mr. Nakaska spoke of the proposed design changes made to the proposed development since the initial submission and highlighted the following:

- the proposed building area was reduced;
- the north frontage was reduced by eight feet;
- glazing was added along the south façade;
- landscaping will be installed along the southern property line;
- the proposed addition will incorporate a glass canopy;
- there will be a direct pedestrian connection to the proposed addition;
- the public plaza adjacent to the site will be enlarged; and
- 432 vehicle parking stalls are proposed and will include a more equitable distribution of small vehicle stalls throughout the site.

Florian Fisch, Durante Kreuk Ltd., spoke of the proposed landscape and open space design and noted that (i) the proposed public plaza has been enlarged, (ii) the proposed public plaza will be multi-functional (iii) there will be a wide sidewalk and a landscape strip along the eastern side of the proposed addition, and (iv) there will be a landscaped screen along the south side of the proposed addition.

Farouk Babul, Westbank Projects Corp., spoke of the consultation done with adjacent property owners and advised that the applicant proposed to install way-finding signs and align drive aisles to the adjacent site in order to address concerns expressed by the adjacent business owners however, an agreement could not be made.

In reply to queries from the Panel, Mr. Nakaska noted that efforts were made to minimize visual obstruction to the adjacent property.

Panel Discussion

Discussion ensued with regard to the proposed loading access area and Mr. Nakaska noted that the proposed loading area can be accessed entirely within the site.

In reply to queries from the Panel, Mr. Nakaska advised that historical bylaws at the time of design as well as tenant preference required specific dimensions for the proposed loading area. He added that due to the required dimensions, the area behind the proposed addition is the optimal location for the loading area.

Staff Comments

Mr. Craig wished to thank the applicant for their efforts in working with staff to address the urban design concerns.

In reply to queries from the Panel, Mr. Craig advised that the zoning bylaw does not require the loading area to be behind the building.

Correspondence

David Porte, Porte Realty Ltd. (Schedule 3)

In reply to queries from the Panel, Mr. Craig advised that the pedestrian connection is part of the Development Permit. He added that way-finding signs are permitted and may be provided by the applicant.

Gallery Comments

Beth Lee, 9591 No. 5 Road, owns a business adjacent to the proposed development and expressed concern with regard to the potential for (i) the visual obstruction of neighbouring businesses, (ii) an increase in truck traffic, and (iii) a shortage of vehicle parking space at the shopping plaza.

Johnny Ahmed, Richmond Martial Arts, owns a business adjacent to the proposed development and expressed concern with regard to (i) available vehicle parking space, and (ii) business signage.

Panel Discussion

In reply to queries from the Panel with regard to the relocation of the easement, Sonali Hingorani, Transportation Engineer, noted that a reconfiguration of the easement to the east could potentially have a 90 degree entrance to the southern property.

In reply to queries from the Panel, Mr. Babul noted that the applicant and Porte Realty Ltd. agree on the relocation of the access easement however are unable to agree on other aspects of the proposed application.

Discussion ensued with respect to alternate configurations of the loading area to allow for the proposed addition to be moved west.

In reply to queries from the Panel, Mr. Babul noted that it is technically feasible to relocate the loading area along the side of the proposed addition and move the proposed addition towards the west however as a consequence, the proposed addition would lose frontage and reduce exposure of the future tenants. He added that a hydro kiosk is located along the western property line and that reconfiguring the drive aisle adjacent to the loading area could potentially reduce vehicle parking space for adjacent business owners. Also, he noted that the applicant is willing to relocate the access easement and provide way-finding signs that meet City regulations at the applicant's cost.

Discussion ensued regarding the applicant's consultation with Porte Realty Ltd. in relation to relocating the access easement.

As a result of the discussion, the applicant was directed to consult with Porte Realty Ltd. on the relocation of the access easement and the installation of way-finding signs and the pedestrian connection.

Mr. Craig noted that staff can gather information with regard to the final agreement between the applicant and adjacent property owners prior to forwarding the application to Council.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a 558 m² addition to the building at 11380 Steveston Highway on a site zoned "Industrial Community Commercial (ZC6) – Ironwood Area."

CARRIED

3. Development Permit 14-677729

(File Ref. No.: DP 14-677729) (REDMS No. 4525605 v.2)

APPLICANT:

Buttjes Architecture

PROPERTY LOCATION:

13600 Smallwood Place

INTENT OF PERMIT:

Permit the construction of a 546.9 m² (5,887 ft²) addition at 13600 Smallwood Place on a site zoned "Vehicle Sales (CV)."

Applicant's Comments

Brian Gee, Buttjes Architecture Inc., briefed the Panel on the proposed application regarding (i) urban design, (ii) architectural form and character, (iii) site access, and (iv) circulation of vehicles being serviced on-site.

Panel Discussion

In reply to queries from the Panel, Mr. Gee noted that the applicants are proposing to enclose the service centre and car wash to allow for all weather operation and that the architecture is integrated with the existing building.

Staff Comments

In reply to queries from the Panel, Mr. Craig noted that staff reviewed the proposed designs and that the Richmond Auto Mall Association supports the proposed application.

Correspondence
None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a 546.9 m^2 (5,887 ft^2) addition at 13600 Smallwood Place on a site zoned "Vehicle Sales (CV)."

CARRIED

- 4. New Business
- 5. Date of Next Meeting: Wednesday, April 29, 2015
- 6. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:48 p.m.

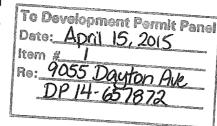
CARRIED

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 15, 2015.

Joe Erceg Chair Evangel Biason Auxiliary Committee Clerk Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, April 15, 2015.

April 2, 2015

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





Director, City Clerks Office

Subject: DP 14-657872

Unfortunately, we will not be able to attend the meeting scheduled for April 15, 2015, regarding the above mentioned development.

However, we would like the following submission to be entered into the meeting record.

When first made aware of the townhouse development and subsequent detailed site plan, we were delighted that the tree line separating the properties would be kept(except for some trimming). The privacy screening that we have enjoyed over a 35 year period will stay intact, confirmed again in writing by the city planners.

Much to our surprise, an apparent oversight by the developer, then made the tree line, unhealthy, unmanageable and expendable. Home owners that have been affected by this change in plan, were now told by the city to take up the issue with the developer.

Alternatives offered by the developer, have only provided "band-aid" solutions to a much greater issue of, privacy.

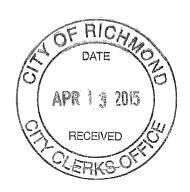
We are also experiencing flooding, of our back yard since pre-loading has taken place. We need to hear assurance from the city that the proposed perimeter drainage will handle the excess run-off from the higher grade site. Conversations with the developer have not given us any confidence that this situation will improve, basically "not our problem".

Very disappointed tax payer......for 35 years

Ray and Rita Luetzen 8351 Heather Street Richmond, B.C. V6Y 2R3

luetzen8351@shaw.ca

604-277-0393



Schedule 2 to the Minutes of the Development Permit Panel meeting held on Wednesday, April 15, 2015.



Coppersmith Corner Proposed Expansion

April 15, 2015 DP Panel Presentation



CNCL - 453



Brief Project Summary

- Previous DP submission July 03, 2014
- Proposed tenant Bulk Barn
- Proposed expansion area 557 sq m
- Proposed parking stalls 432 stalls. 17 over bylaw parking requirement

Comments from July 2014 DP Panel



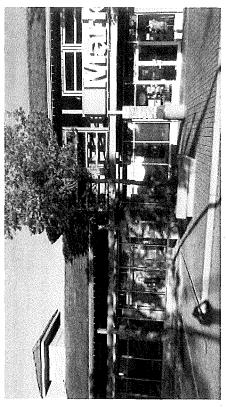
Enhancements to urban design and architectural form and character that would improve integration with other buildings on the site and accessibility to neighbouring site.

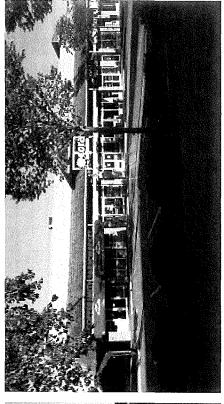
This comment was addressed in the revised submission through:

modules, repetition of the steel canopy detail, employing a simpler and more unified materials palette drawn mostly from the existing Centre and incorporating a feature entry to continue the theme of 'feature Matching the governing heights, matching window heights and towers'.

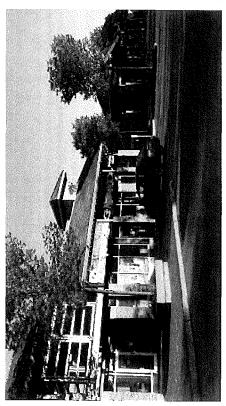






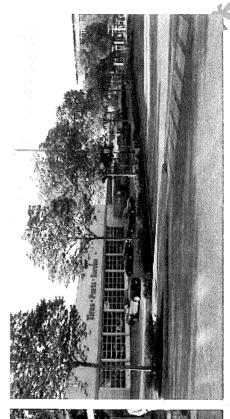






Views of existing CRU 1 $\&\,2$

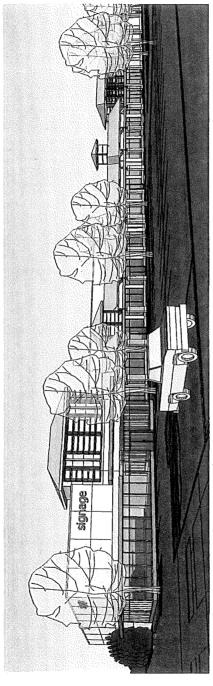




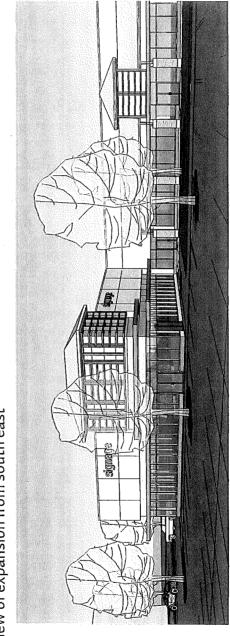
View to east of site







View of expansion from south east



Front view of the expansion

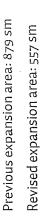
Comments from July 2014 DP Panel

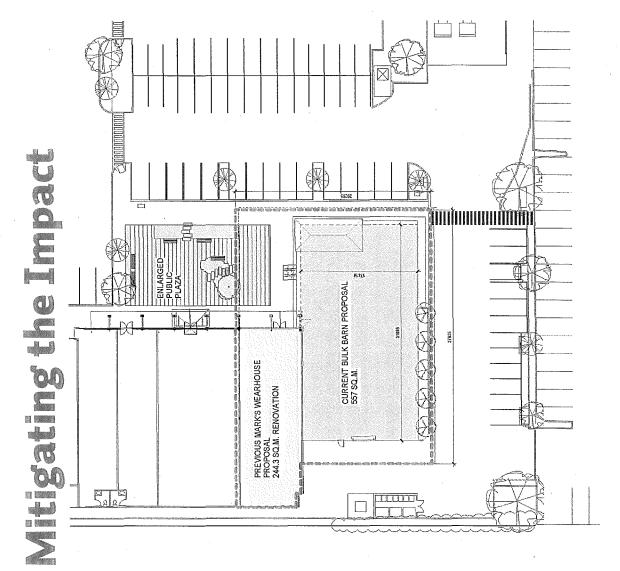


- Mitigating the impact of the proposed addition on the south neighbour by:
- reducing the building area by 1/3 (879 sm vs. 557 sm),
- reducing the north frontage by approx. 8 feet,
- adding glazing to the south façade, and
- re-instating the landscaping on the south property line.
- replacing the sloped canopy with a glazed canopy to improve visibility to the neighbors building
- encouraging a direct pedestrian connection from our new development to the neighbour's retail units













Comments from July 2014 DP Panel

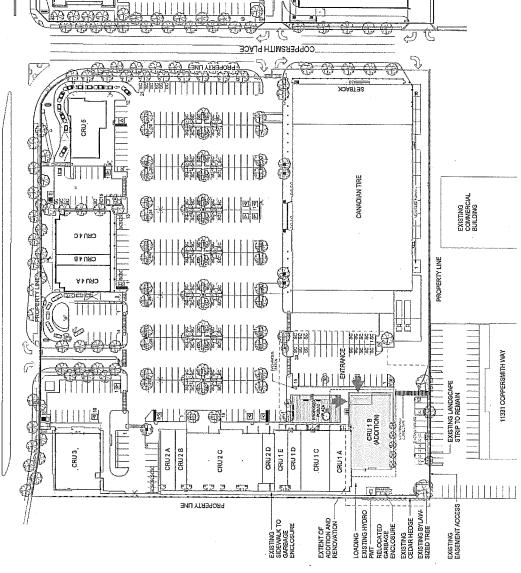
Changes to the location and ratio of small vehicle and regular This comment was addressed in the revised submission through:

Parking layout revised and have distributed the small car stalls throughout the entire Centre's parking area.



Re-distributing Parking

Existing parking required: 397 Existing parking provided: 471 Proposed parking required: 419 Proposed parking provided: 432





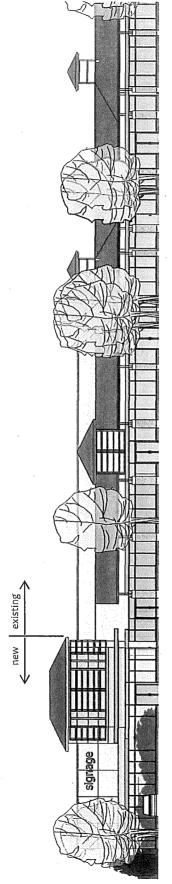
Comments from July 2014 DP Panel

Options to include the renovation of the entire site in the development permit.

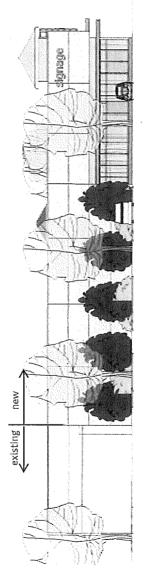
compatible with the existing centre. The extent of the application has This comment is no longer applicable. The current revised proposal is been reduced to the new building only.



Compatible wil

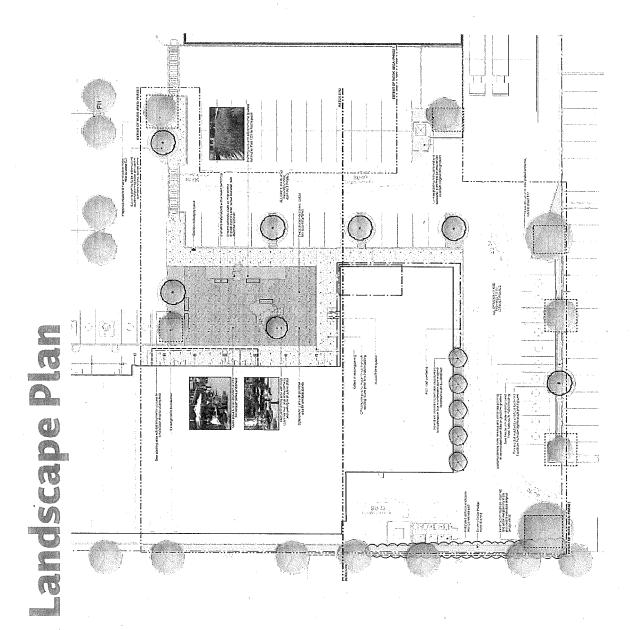


Proposed East Elevation



Proposed South Elevation









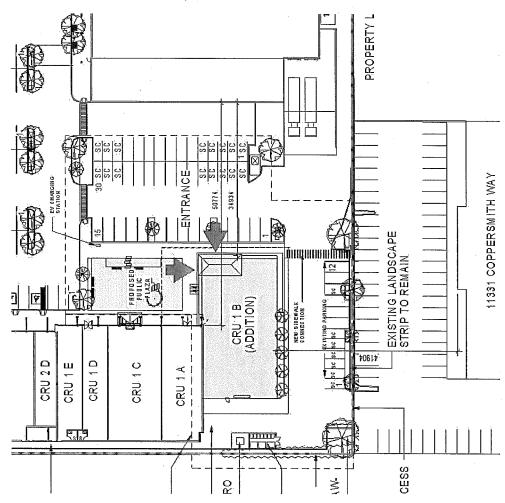


Distance between CRU # 1&2 and CT:

Previous: 50 meters

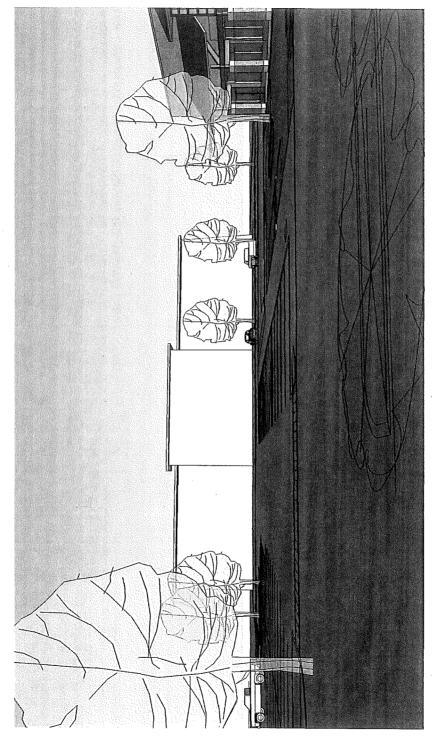
Current: 35 meters

View reduced by:30%





View Analysis - before and aff

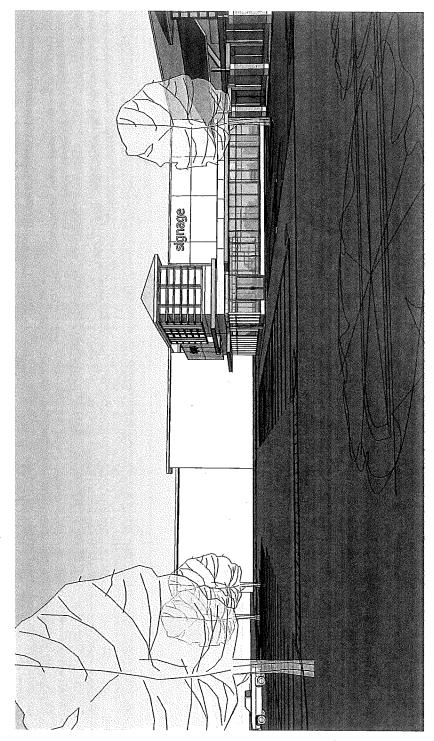


Before





View Analysis - before and after



After

Schedule 3 to the Minutes of the Development Permit Panel meeting held on Wednesday, April 15, 2015.

To Development Permit Panel
Date: April 15, 2015
Item # 2
Re: 11380 Steveston Huy
DP 14-657502



Porte Realty Ltd. 380 -1665 West Broadway Vancouver BC V6J 1X1 t 604.732.7651

f 604.732.4673 porte.ca

April 13, 2015

Development Permit Panel c/o Director, City Clerk's Office 6911 No. 3 Road Richmond, BC V6Y 2C1

Re: File DP 14-657502 - 11380 Steveston Highway

Dear Members of the Development Permit Panel,

Over the past several months, we have attempted to work with the applicant to find a solution to our concerns regarding their proposed expansion. Our last proposal was sent in January of this year and is attached. We have not been able to come to an agreement and therefore cannot support the proposed expansion in its current state.

One of our biggest concerns is that the location of the proposed addition severely limits the visibility and connection between our two properties. Many of our retailers have expressed their concerns over the negative impact this could have on their businesses seeing that almost 70% of our building will be blocked when driving down the new main drive aisle. The joint easement which connects our two properties will also be challenging to locate. It's important to note that the first recommendation from the Development Permit Panel meeting on June 20, 2014 commented on finding a solution to better integrates our two shopping centres.

Another concern is with the proposed loading. This was a concern at the previous panel discussion as there were safety concerns with the trucks reversing into the proposed loading area. We are now even more concerned since the number of loading docks has increased to 2. Plan 2b in the staff report shows how the trucks will manoeuvre into the loading bays. We are concerned whether this loading set up includes the proper turning radius and believe a more thorough analysis should be undertaken by a traffic engineer.

Crime Prevention is a topic discussed in the staff report and while the design of the new building incorporates this, it does the complete opposite for our site. Many of our retail stores will face the back of this new building reducing the natural surveillance and creating a "no-man's land".

We have proposed a solution to slide the building further west to improve the visibility of our building and investigate how loading could be done on the south end of the new building. This would eliminate the awkward loading situation that exists with the current proposal. The existing joint easement could then be moved further east which would allow for a better connection between the two properties.

We appreciate your consideration of our comments and remain open to finding a solution that works for both parties.

Sincerely,

Porte Realty Ltd.

per: David Porte



To Development Permit Panel
Date: April 15, 2015
Item # 2
Re: 11380 Steveston Hwy
DP 14-657502



Porte Realty Ltd. 380 -1665 West Broadway Vancouver BC V6J 1X1 t 604.732.7651 f 604.732.4673 porte.ca

January 20, 2015

Mr. Farouk Babul Westbank Corp. 501 - 1067 West Cordova Street Vancouver, BC V6C 1C7

Dear Mr. Babul,

Re: Coppersmith Corner at 11380 Steveston Highway - Proposed Addition

Thank you for consulting with us regarding your proposed addition at 11380 Steveston Highway in Richmond. I represent the Landlord who owns the property to the south - 11331 Coppersmith Way. Our preference is for the frontage of your new addition to be no more than 40 feet to minimize the frontage of our building that will be blocked. We understand the tenant you are negotiating with will not accept a frontage that is less than 50 feet and so we will agree to support the proposal with the following conditions:

- 1. We would like for the glazing on the south side of the addition to run the length of the building until the loading area. We would also like to see a secondary entrance to the store on the south side of the addition. This way, the retail stores in our building will not be looking at the back of a building. Our retail stores were built with the idea that they would be an extension of your shopping centre and there would be a connection between our two properties. This addition is putting a barrier between that connection and we feel an entrance on the south side would help to maintain some continuity.
- 2. We would like for the joint easement to be moved to the middle of our property and for Westbank to pay all costs involved, including legal. This new easement will avoid accidents and congestion that will likely arise from the joint easement remaining where it currently is. The current easement should be closed off by extending the landscaping island. We will then relocate a couple of parking stalls that we will lose due to the new easement.
- 3. We would like an exclusive directional/way-finding sign, listing our retail tenants, to be installed in your parking lot, somewhere east of the new addition. The location of the sign is to be agreed upon by both parties. We would like to be consulted on the design and layout of the sign. We would like Westbank to pay for and install the sign; however, we will be responsible for maintaining the sign and updating the signage as our tenants change over.
- 4. We would like a marked pathway that connects our two properties adjacent to the new easement. This is to be installed at Westbank's expense. The pathway should connect our two properties appropriately at the property line.

5. We have some concerns relating to the proposed double dock loading and the number of trucks that will be driving through the plaza, now that two more docks are being added to the existing ones for Canadian Tire. We require a transportation engineer to confirm that the appropriate turning radiuses can be achieved.

Best Regards,

PORTE REALTY LTD.

Per:

Daniel Bar-Dayan

Director of Asset and Property Management

cc:

Cynthia Lussier, City of Richmond



Report to Council

To:

Richmond City Council

Chair, Development Permit Panel

Date:

April 21, 2015

From:

Joe Erceg

File:

01-0100-20-DPER1-

01/2015-Vol 01

Re:

Development Permit Panel Meetings held on December 10, 2014,

January 14, 2015, March 10, 2015 and April 15, 2015

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:

- a) a Development Permit (DP 14-672823) for the property at 3471 Chatham Street; and
- b) a Development Permit (DP 14-657872) for the property at 9055 Dayton Avenue (formerly 9051 and 9055 Dayton Avenue);

be endorsed, and the Permits so issued; and

2. That the recommendation of the Panel to authorize the issuance of a Heritage Alteration Permit (HA 14-672825) for the property at 3471 Chatham Street be endorsed, and the Permit so issued.

Joe Erceg

Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on December 10, 2014, January 14, 2015, March 10, 2015 and April 15, 2015.

<u>DP 14-672823 – STEVESTON FLATS DEVELOPMENT CORP. – 3471 CHATHAM STREET</u> (December 10, 2014 and January 14, 2015)

The Panel considered a Development Permit application to permit the construction of a three-storey mixed-use building on a site zoned "Commercial Mixed Use (ZMU26) – Steveston Village" including 10 apartment housing units in the upper floors and approximately 319 m² (3,438 ft²) ground floor commercial space. A variance is included in the proposal to increase building height from 12.0 m to 14.75 m to allow elevator access to the roof deck level.

The application was considered at both the December 10, 2014 and January 14, 2015 Development Permit Panel meetings.

At the December 10, 2014 Panel meeting, Architect, Rob Whetter, of ZGF Cotter Architects Inc., and Landscape Architect, Johnny Zhang, of Maruyama and Associates Landscape Architects Inc., gave a brief overview of the proposed development regarding: (i) vehicle parking; (ii) urban design; (iii) architectural form and character; (iv) accessibility features; (v) conditions of adjacency; (v) the proposed building's shadowing effect and setback; (vii) overlook from the balconies and deck; (viii) the roof deck; (ix) the salvaged artwork panels used for Public Art installation; (x) landscape design; and (xi) the landscaping and low picket fencing used to discourage loitering in the undeveloped lane on the west side of the site.

Staff supported the application and requested variance. Staff noted that: (i) a Servicing Agreement is required for laneway improvements and frontage improvements along 3rd Avenue and Chatham Street; and (ii) sustainability and energy efficiency features will be included.

Correspondence was submitted to the Panel meeting regarding the application.

In response to Panel queries, Mr. Whetter and Mr. Zhang provided the following information:

- A green buffer is planned for the laneway on the west side of the site, including a picket fence and low vegetation to discourage loitering while maintaining good visibility.
- Customers may use parking spaces along the street or on-site next to the laneway and walk to the shop entrances along the south side of the site. In order to shorten the travel distance for wheelchair access, there is a walkway connecting the accessible parking space and the sidewalk on the north side of the site.
- The rooftop deck will be wheelchair accessible via an elevator and be restricted to residents of the proposed development.
- Efforts to minimize the height of the elevator tower have been made and the elevator tower was relocated to a central location on the roof to minimize potential shadowing.
- Regarding the west side of the building and concerns related to privacy and potential overlook, the number of balconies was reduced from the original rezoning application design.

Also, with regard to privacy concerns, there are Evergreen trees on the neighbouring property and that the building wall setbacks would be further away behind the balconies.

- The neighbouring large Evergreen trees to the west are in good condition and cast shadows.
- Regarding accessibility to the rooftop and alternatives to using an elevator, the applicant has reviewed other options for access to the rooftop and that there could be opportunities to further reduce the height of the elevator tower.

In reply to Panel queries, staff advised:

- The laneway along the northern edge of the site will be upgraded with vehicle access and parking. The laneway along the western edge is currently unconstructed and will be enhanced with landscaping.
- Regarding the long term plan for the laneway network adjacent to the proposed development, there are currently no plans to open the laneway on the western edge of the proposed development and that staff have reviewed the proposed landscaping.
- Regarding the future potential closure of the lane on the western edge of the site, there is infrastructure underneath the laneway and that staff would need to examine the feasibility of closing the laneway.
- Concerns regarding the shadowing of the proposed development have been addressed at the rezoning process.

The Panel referred the application to the January 14, 2015 Development Permit Panel meeting to address: (i) potential alternatives for wheelchair access to the rooftop; (ii) measures incorporated into the proposed development to address potential privacy overlook concerns from west facing balconies; (iii) long term options for the laneway network adjacent to the site; and (iv) options to enhance the landscaping to improve the pedestrian flow throughout the site.

At the January 14, 2015 Panel meeting, Architect, Rob Whetter, of ZGF Cotter Architects Inc., gave a brief overview of the proposed development, including:

- Measures were incorporated into the proposed development to address potential privacy overlook concerns from west facing balconies.
- The laneway network was not anticipated to change adjacent to the site.
- The site's landscaping was revised to improve pedestrian flow at the rear parking area.
- Alternatives to elevator access to the rooftop of the proposed development were explored, but options such as incline and vertical lifts are less convenient and are usually restricted to single occupant use. Also, the installation of incline or vertical lifts would potentially require the redesign of the upper floors. An elevator installation is the best option for universal access to the rooftop.
- A different elevator design lowered the overrun by 2 ft. compared to the original design. As a result, the proposed height variance was reduced to 2.75 m and the overrun has a better design integration with the building.

Staff supported the Development Permit application and requested variance. Staff commented on the adjacent lane, west of the proposed development, noting that there is significant City infrastructure under the lane. Staff advised that staff recommends that no changes be made to the lane and that the lane remain as City property.

Neighbouring resident, Ralph Turner, addressed the Panel, making inquiries regarding the adjacent laneway and the proposed development's elevator.

Vince Miele, Richmond Centre for Disability, addressed the Panel speaking in favour of the proposed development and its accessible features. He advised that there are insufficient universally designed structures in the Lower Mainland and an elevator is the best option for access throughout the proposed development.

In reply to Panel queries, Mr. Miele noted that he has used other lift systems and alternatives to the elevator, such as stair lift systems, were less efficient and inconvenient.

Richmond resident, Charmis Deboer, addressed the Panel, commenting on the challenges of access for paraplegic individuals and spoke in favour of the proposed development's accessible design. Also, she spoke of the various challenges associated with other lift systems.

Richmond resident, Tony Beatty, addressed the Panel speaking in favour of using an elevator for rooftop access. He commented on the inefficiencies of switching between two (2) lift systems when accessing the roof, especially during emergency situations.

Richmond resident, Tom Parker, addressed the Panel, speaking in favour of the proposed development and supports the use of an elevator design for rooftop access.

No public correspondence was submitted to the Panel regarding the application.

In reply to Panel queries, Mr. Whetter provided the following information:

- In order to address privacy concerns, no cantilever balconies will be installed. Instead, balconies will be set into the building.
- Regarding the proposed development's west-facing balconies: (i) three (3) out of four (4) corners of the building will have identical design treatment with a standardized kitchen and living and dining areas are flanked by an 8 ft. deep patio; (ii) the west-facing balcony will be setback 7 ft. from the property line and adjacent living spaces will be pushed approximately 15 ft. from the property line; (iii) the closest distance between the building's balconies and a neighbouring balcony will be 100 ft.; (iv) Evergreen trees along the property line and an upstand wall on the patios will restrict views to the neighbouring property.
- The proposed development will include recessed bays; which break up the building into house sized elements, reducing apparent mass and shadowing effects.
- Landscaping was enhanced to improve pedestrian flow in the rear lane adjacent to the proposed development, which is a dead-end lane with little traffic, making it friendly for pedestrians. Landscaping was enhanced by removing curbs, maintaining greenery and providing bollards and wheel stops in the rear lane parking area.

- The proposal is the only market housing in the area with all universal design suites.
- The applicant worked with Richmond Elevator and consulted with other elevator companies on options for the lowest elevator profile possible. To achieve a lower profile, the elevator design used overhead hooks instead of a hoist beam.
- The applicant examined other elevator options available; such as an in-ground elevator, but found it was unsuitable for the site. He added that elevator alternatives; such as stair lifts, would require a redesign of the upper floors and are not universally accessible.
- The orientation of the balconies and the reduction of the number of balconies from the original design were reviewed. Currently, three (3) balconies face west and the living spaces are significantly setback to provide a breakdown in the building massing.

Staff were directed to confirm that the proposed elevator access for the proposed development uses the lowest elevator technology possible before the proposed application is presented to Council.

Subsequent to the Panel meeting, Professional Engineer, K.Y. Hur, of Richmond Elevator, confirmed that the design included an overhead height of 3.81 m; measured from the roof top level to the underside of the lowest obstruction at the top of the hoistway and that this is the lowest required overhead available for a full-size passenger elevator.

The Panel recommends that the Permit be issued.

DP 14-657872 – YAMAMOTO ARCHITECTURE INC. – 9055 DAYTON AVENUE (FORMERLY 9051 AND 9055 DAYTON AVENUE) (January 14, 2015, March 10, 2015 and April 15, 2015)

The Panel considered a Development Permit application to permit the construction of 23 two-storey townhouse units on a site zoned "Low Density Townhouses (RTL2)." No variances are included in the proposal.

The application was considered at the January 14, 2015, March 10, 2015 and April 15, 2015 Development Permit Panel meetings.

At the January 14, 2015 Panel meeting, Architect, Taizo Yamamoto, of Yamamoto Architecture, and Landscape Architect, Denitsa Dimitrova, of PMG Landscape Architects, gave a brief presentation, noting that: (i) the remaining portions of the perimeter hedging were proposed to be removed and replaced due to overgrowth pruning requirements and site pre-loading impacts; and (ii) the applicant has spoken with adjacent neighbours regarding options for the replacement of the perimeter hedges.

Staff supported the application and noted that: (i) the proposed development will be built to EnerGuide 82 standards; and (iii) the proposal includes an indoor amenity building.

Neighbour, Wilson Leung, addressed the Panel, expressing concern regarding potential flooding on his property as a result of pre-loading the subject site.

The Chair advised that City regulations require that storm water is managed on-site and that perimeter drainage is designed to capture runoff.

In response to Panel queries, Jackson Lee and Eric Sze of Jacken Homes and Mr. Yamamoto provided the following information:

- Portions of the perimeter hedging committed to be retained at rezoning would have to be removed for maintenance and servicing upgrades and the hedge would become asymmetrical.
- The perimeter hedge has been pruned and sections identified for removal at rezoning have been removed. Landscape professionals pruned without damaging the hedges.
- Adjacent properties were consulted door-by-door to propose perimeter hedging replacement
 and perimeter fencing installation. Neighbouring properties were provided with letters and
 landscape plans detailing the proposed replacement of the existing hedges. Approximately
 14 properties are potentially affected by the proposal. No opposition was expressed to the
 proposed hedge removal and replacement with fencing installation.
- The proposed perimeter hedging and fence installation is intended to retain the privacy of the adjacent properties. The replacement hedges will be approximately 8 ft. to 10 ft. tall and a specific hedge species that is tall and narrow and easier to maintain.
- The existing hedges were not uniformly planted, and in some areas, were planted too far in from the property line and the applicant underestimated the effect of the existing hedges on the proposed development when they originally indicated they would be retained.

In response to Panel queries, staff noted:

- Correspondence was received from neighbours Kathy Stephens and Raymond Luetzen, expressing concern regarding the proposed removal of sections of the perimeter hedging.
- The townhouse properties adjacent to the proposed development have consented to the installation of new fencing and replacement of the perimeter hedging.
- There are letters from four (4) adjacent properties, opposing the proposed hedge removal.

The Chair expressed concern with regard to the lack of information associated with the proposed replacement of perimeter hedging and installation of new fencing.

The Panel referred the application back to staff to examine the proposal to replace existing perimeter hedging and install fencing along the property line.

At the March 10, 2015 Panel meeting, Mr. Yamamoto, and Landscape Architect, Patricia Campbell, of PMG Landscape Architects, provided a brief presentation, noting that: (i) the applicant met with adjacent property owners to propose options for screening, (ii) screening options include a 10 ft. tall hedge with a wood fence, a chain-link fence or no fence; and (iii) the proposed screening options are supplemented with trees.

Ms. Stephens, addressed the Panel, expressing concern regarding: (i) privacy matters; (ii) hedge retention; (iii) consultation and notification process; (iv) perimeter drainage; (v) potential negative impact to her tree; and (vi) flooding concerns and site preloading.

The Chair noted that: (i) the applicant will be required to provide perimeter drainage; (ii) the retention of the perimeter hedging was not a condition to the rezoning; (iii) a 2:1 tree replacement ratio was required for any tree removed; and (iv) the City holds security for one year to ensure landscaping is maintained.

Neighbour, Irene Webster addressed the Panel, expressing concern regarding: (i) historical flooding in the area from insufficient perimeter drainage; (ii) proposed hedges; (iii) potential impact to her trees; (iv) possible replacement of damaged trees; and (v) that the City should accountable if the trees cause any damage in the future.

In response to Panel queries, staff advised that the trees on Ms. Webster's property are identified for protection in the proposed Tree Retention Plan.

Neighbour, Mike Thorne, addressed the Panel, expressing concern regarding possible flooding from the proposed development and retaining the existing hedges as habitat for wildlife.

In response to Panel queries, Ms. Campbell, Mr. Yamamoto, Mr. Lee and project Arborist, Kerin Matthews, of Mountain Maple Ltd., provided the following information:

- Options have been examined to retain the existing hedge.
- The applicant consulted with adjacent property owners with regard to privacy matters by going door-to-door and through written correspondence.
- The perimeter fence and hedges are proposed to be installed prior to construction and temporary fencing would be used during the installation of the new screening elements.
- The proposed fencing will be 6 ft. tall; the replacement hedges will be 10 ft. tall and will grow over a few years and provide dense visual screening.
- Drip irrigation will be installed for the new hedges, a landscape security will be provided as part of the Development Permit, and the future strata corporation will maintain the hedgess.
- The existing hedge was not properly maintained and could not be trimmed back further, and as such, a heavy snow load could cause parts of the hedge to fail. The existing hedges have reached maturity and that new plants cannot be added without damaging the existing hedges.
- To maintain continuity and visual screening; replacement of the entire perimeter hedging is the recommended option instead of retaining sections of the existing hedge and installing new fencing. Due to its current state, the existing hedge would be difficult to maintain.
- The proposed heat pumps comply with noise bylaw guidelines. There will be heat pumps located between the townhouses and on the roof of the amenity building.

In response to Panel queries, staff advised that: (i) the future strata corporation will not be able to remove the proposed hedges and will be responsible for its maintenance; (ii) staff are aware of the local flooding concerns in adjacent properties; and (iii) perimeter drainage is required.

The Panel referred the application back to staff to examine: (i) privacy concerns of two (2) adjacent property owners; and (ii) a viable long-term perimeter hedge solution.

At the April 15, 2015 Panel meeting, Mr. Yamamoto and Ms. Campbell provided a brief presentation, noting that: (i) the existing perimeter hedge will be replaced with new hedges; (ii) 10 ft. tall replacement hedges and wood fencing will be used for most of the site's perimeter; (iii) some sections will be 15 ft. tall replacement hedges and a section will have hedges but no wood fence, (iv) new 5 ft. tall hedges will be provided along the driveways; and (v) a Tree Permit had been issued to a neighbour for the removal of three (3) trees from an adjacent property.

Ms. Stephens, addressed the Panel, expressing concern regarding: (i) privacy and screening; (ii) hedge trimming; and (iii) health of the hedges. She noted that neighbours have declined the offer to plant hedges within their property, compromising screening of her property.

The Chair advised that: (i) the Development Permit continues with the property and that hedges cannot be removed or altered below the height specified; (ii) a landscaping security is held for one year following the completion of the proposed development; and (iii) distressed hedges are required to be replaced before the landscape security expires.

Ms. Webster, addressed the Panel, noting that concerns regarding the removal of three (3) large trees on her property have been resolved.

In response to Panel queries, staff noted that: (i) options are available to extend the landscape security; (ii) 10% of the landscape security is withheld until one year following completion of the development; (iii) the applicants estimate that the hedges would be in place approximately one to two years prior to final occupancy; and (iii) it is possible to register a legal agreement on Title to maintain the perimeter hedges.

In response to Panel queries, Mr. Yamamoto, Ms. Campbell, Mr. Lee and Ms. Matthews noted:

- Regarding the applicant's commitment to retain the existing hedge at the rezoning application process, changes to the existing hedge were necessary due to its location along the property line and possible unsavoury appearance when trimmed.
- All of the existing hedge will be removed and replaced with new hedging that is anticipated to be 18 to 20 ft. tall at maturity. Some sections will not have a fence and will only have a hedge at the request of the adjacent property owners.
- The perimeter hedge and fence will be installed prior to construction of the proposed townhouses and that the hedges will be watered.
- The applicant would have no control over future hedge maintenance however; the applicant has made an offer to Ms. Stephens to locate additional hedges on her property.
- Strata Corporations typically only trim hedges approximately three years after planting due to limited budgets.

Mr. Lee addressed the Panel and advised that concerns from adjacent property owners regarding the pruning of the proposed perimeter hedges have been resolved.

The Panel recommends that the Permit be issued.