



City Council

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

**Monday, May 27, 2013
7:00 p.m.**

Pg. #

ITEM

MINUTES

1. *Motion to adopt:*

(1) *the minutes of the Regular Council meeting held on Monday, May 13, 2013* (distributed previously);

(2) *the minutes of the Special Council meeting held on Tuesday, May 21, 2013* (distributed previously); *and*

CNCL-9

(3) *the minutes of the Regular Council meeting for Public Hearings held on Tuesday, May 21, 2013.*



AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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



3. Delegations from the floor on Agenda items.

(PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED; OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS - ITEM NO. 17.)

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
- Tender Award T.4747 – Fire Pump Apparatus and 105’ Ladder Apparatus
- Richmond Public Art Program 2012 Annual Report & Public Art Advisory Committee 2013 Work Plan
- Hamilton Area Plan Update: 2nd Public Survey Findings & Proposed Area Plan Concept
- Proposed Expansion of Convertible Townhouse Features Through Inclusion of Selected Saferhome Standards
- Land use application for first reading (to be further considered at the Public Hearing on Monday, June 17, 2013):
 - 8960 Heather Street – Rezone from (RS1/B) to (RS2/A) (Ajit Thaliwal – applicant)
- License Agreements for City Pump Stations
- Servicing Agreement with Ecowaste Industries Ltd.

5. *Motion to adopt Items 6 through 13 by general consent.*



Council Agenda – Monday, May 27, 2013

Pg. # ITEM

Consent
Agenda
Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-37 (1) *the Community Safety Committee meeting held on Tuesday, May 14, 2013;*
- CNCL-42 (2) *the General Purposes Committee meeting held on Tuesday, May 21, 2013;*
- CNCL-51 (3) *the Planning Committee meeting held on Wednesday, May 22, 2013; and*
- CNCL-60 (4) *the Public Works & Transportation Committee meeting held on Thursday, May 23, 2013;*
- be received for information.*



Consent
Agenda
Item

7. TENDER AWARD T.4747 – FIRE PUMP APPARATUS AND 105' LADDER APPARATUS

(File Ref. No. 09-5140-01) (REDMS No. 3835180 v.10)

CNCL-63

See Page CNCL-63 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

- (1) *That tender T.4747, for a Fire Pump Apparatus and a 105' Ladder Apparatus, be awarded to Wholesale Fire & Rescue Ltd., at a total cost of \$1,874,451, plus applicable taxes; and*
- (2) *That the Chief Administrative Officer and General Manager, Law and Community Safety be authorized to execute the contract with Wholesale Fire & Rescue Ltd. (WFR) for the purchase of two (2) fire apparatus.*



Pg. # ITEM

Consent
Agenda
Item

8. **RICHMOND PUBLIC ART PROGRAM 2012 ANNUAL REPORT AND PUBLIC ART ADVISORY COMMITTEE 2013 WORK PLAN**
(File Ref. No. 01-0100-20-RPAR1-01) (REDMS No. 3826590 v.2)

CNCL-67

See Page **CNCL-67** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the Richmond Public Art Advisory Committee 2013 Work Plan as presented in the report from the Director, Arts, Culture and Heritage Services, dated May 1, 2013, be approved.



Consent
Agenda
Item

9. **HAMILTON AREA PLAN UPDATE: 2ND PUBLIC SURVEY FINDINGS AND PROPOSED AREA PLAN CONCEPT**
(File Ref. No. 08-4045-20-14/2013) (REDMS No. 3851456)

CNCL-89

See Page **CNCL-89** for full report

PLANNING COMMITTEE RECOMMENDATION

That the proposed Hamilton Area Plan Update Concept be presented for public comment as outlined in the Staff Report dated May 14, 2013, from the General Manager of Planning and Development.



Consent
Agenda
Item

10. **PROPOSED EXPANSION OF CONVERTIBLE TOWNHOUSE FEATURES THROUGH INCLUSION OF SELECTED SAFERHOME STANDARDS**
(File Ref. No. 08-4057-07) (REDMS No. 3810778)

CNCL-157

See Page **CNCL-157** for full report

PLANNING COMMITTEE RECOMMENDATION

That the Convertible Unit Guidelines, which apply to townhouse development, be expanded to include the specific SAFERhome features identified in this report.



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Consent
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Item

11. **APPLICATION BY AJIT THALI WAL FOR REZONING AT 8960 HEATHER STREET FROM SINGLE DETACHED (RS1/B) TO SINGLE DETACHED (RS2/A)**

(File Ref. No. 12-8060-20-9011; RZ 13-628035) (REDMS No. 3824001)

CNCL-176

See Page **CNCL-176** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9011, for the rezoning of 8960 Heather Street from “Single Detached (RS1/B)” to “Single Detached (RS2/A)”, be introduced and given first reading.



Consent
Agenda
Item

12. **LICENSE AGREEMENTS FOR CITY PUMP STATIONS**

(File Ref. No. 10-6340-20-P.11314) (REDMS No. 3840128 v.2)

CNCL-190

See Page **CNCL-190** for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE RECOMMENDATION

That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to negotiate and execute license agreements with Vancouver Fraser Port Authority (Port Metro Vancouver), or other applicable agencies having jurisdiction over Crown land beyond City dikes, for the construction and operation of No.1 Road North Drainage Pump Station and future City pump stations.



Consent
Agenda
Item

13. **SERVICING AGREEMENT WITH ECOWASTE INDUSTRIES LTD.**

(File Ref. No. 10-6060-01/2013) (REDMS No. 3844421 v.8)

CNCL-193

See Page **CNCL-193** for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE RECOMMENDATION

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to finalize and execute, on behalf of the City, a Servicing Agreement between the City and Ecowaste Industries Ltd., for fill and preload within Blundell Road from Savage Road to No 7. Road, containing the material terms and conditions set out in the staff report dated April 30, 2013 titled Servicing Agreement with Ecowaste Industries Ltd. from the Director, Engineering.



CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

14. **NON-FARM USE FILL APPLICATION BY SUNSHINE CRANBERRY FARM LTD NO. BC 735293 FOR PROPERTY LOCATED AT 12871 STEVESTON HIGHWAY**

(File Ref. No. 12-8080-12-01) (REDMS No. 3846691 v.5)

CNCL-198

See Page **CNCL-198** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

(Opposed: Cllr. Steves)

- (1) *That Council endorse the non-farm use application submitted by Sunshine Cranberry Farm Ltd to fill the property located at 12871 Steveston Highway to an agricultural standard suitable for the purpose of blueberry farming;*
- (2) *That the endorsed application be forwarded to the Agricultural Land Commission (ALC) for consideration with the recommendation that the ALC incorporate as a condition of permit:*
 - (a) *The requirement for a performance bond, in a form and amount deemed acceptable to the ALC as a mitigation measure until the satisfactory completion of the proposed project;*
 - (b) *The requirement for quarterly inspections and monitoring and reporting by a professional agrologist as well as the submission of quarterly reports to the ALC with a copy to the City; and*
 - (c) *That the multi-purpose soils placed on the property must be capable of supporting a wide range of agricultural crops.*



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ITEM

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

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

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CNCL-130

Erika Simm, Richmond resident, to speak on creating a Richmond ‘China Town.’

16. *Motion to rise and report.*

☐

RATIFICATION OF COMMITTEE ACTION

☐

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-314

Business Regulation Bylaw No. 7538, Amendment **Bylaw No. 9013**
Opposed at 1st/2nd/3rd Readings – None.

☐

Council Agenda – Monday, May 27, 2013

Pg. #	ITEM	
CNCL-315	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 8918 (9091, 9111 and 9131 Beckwith Road, RZ 11-591939) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-317	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 8930 (10180 Williams Road, RZ 12-610058) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>

DEVELOPMENT PERMIT PANEL

17. RECOMMENDATION

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

CNCL-319	(1) <i>That the minutes of the Development Permit Panel meeting held on Wednesday, May 15, 2013 and the Chair's report for the</i>	
CNCL-328	<i>Development Permit Panel meeting held on Wednesday, May 15, 2013, be received for information; and</i>	
	(2) <i>That the recommendations of the Panel to authorize the issuance of a Development Permit (DP 13-630025) for the property at 9091, 9111 and 9131 Beckwith Road be endorsed, and the Permit so issued.</i>	<input type="checkbox"/>

ADJOURNMENT

☐



**Regular Council Meeting for Public Hearings
Tuesday, May 21, 2013**

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

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

Michelle Jansson, Acting Corporate Officer

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

1. **ZONING AMENDMENT BYLAW 8907 (RZ 11-586861)**
(Location: 7460 Ash Street; Applicant: Man-Chui Leung and Nora Leung)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

- (a) Sharon MacGougan on behalf of Joyce MacGougan, 7500 Ash Street
(**Schedule 1**)
- (b) Sharon MacGougan, 7411 Ash Street (**Schedule 2**)
- (c) Douglas Nazareth, 7480 Ash Street (**Schedule 3**)
- (d) Annie and Wolfgang Schroeder, 9360 and 9380 General Currie Road
(**Schedule 4**)



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Submissions from the floor:

Mr. James Wright, 8300 Osgoode Drive, spoke on behalf of the Garden City Conservations Society and was concerned with the trend to disregard the conservation of mature trees. The Society would like to see a change in the trend and suggested that the application under consideration is a good place to take action for nature and human liveability.

Sharon MacGougan, 7411 Ash Street, spoke on behalf of herself and her mother, Joyce MacGougan at 7500 Ash Street, expressed concern with regard to the following: i) pedestrian safety due to the fragmentation of sidewalks in the area; ii) traffic issues related to speed and access to and from the site; iii) failure of the City to provide promised street upgrades; and iv) loss of mature trees and the associated undergrowth and wildlife.

In response to queries, Wayne Craig, Director of Development provided additional information on requirements for offsite improvements (curb, sidewalk, etc.) for this site and the adjacent site to the south (which does not have redevelopment potential). Mr. Craig confirmed the tree removal and replacement recommendations from the Arborist's report as well as the cash-in-lieu contribution for replacement tree planting.

Mr. Michael Wolfe, 9731 Odlin Road, expressed concern for the loss of a natural area and the need to protect species at risk. He suggested that the extension of General Currie Road was not necessary and the lands would be better served as park space.

Mr. Douglas Nazareth, 7480 Ash Street, suggested that the development be reduced to permit 4 residential units in order to preserve many of the trees and requesting the sidewalk be extended to 7500 Ash Street.

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

Discussion ensued with respect to tree preservation and lot density, the species and size of trees removed and replaced, sidewalk extension to 7500 Ash Street and offsite improvements on Ash Street to Blundell Road, traffic calming measures including conducting a traffic study, and the preservation of a raptors nest in accordance with the Wildlife Act.



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In response to queries from Council, Mr. Craig explained how tree removal and replacement is determined, cash-in-lieu contributions are calculated and how the City's Flood Protection Bylaw impacts possible tree removal. Mr. Craig advised that staff is unaware of the raptors nest and will require the applicant to retain a qualified environmental professional to assess the situation. Mr. Craig further advised that a traffic calming study can take months and also requires public input to determine acceptable traffic calming measures for the neighbourhood.

PH13/5-1

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8907 be referred to staff to provide more information regarding the following:

- (1) species and dimensions of trees removed and of proposed replacement trees;***
- (2) reduction in lots/density and the impact on the number of trees to be retained;***
- (3) wildlife protection;***
- (4) sidewalk extension to 7500 Ash Street and the City's plan for sidewalk improvements to Blundell Road; and***
- (5) traffic calming measures.***

CARRIED

2. ZONING AMENDMENT BYLAW 9008 (RZ 13-627573)
(Location: 5131 Williams Road; Applicant: Balandra Development Inc.)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.



It was moved and seconded

That Zoning Amendment Bylaw 9008 be given second and third readings.

3. ZONING AMENDMENT BYLAW 9009 (RZ 13-628402)
(Location: 3311 Garden City Road; Applicant: Gurmei Bains)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

It was moved and seconded

That Zoning Amendment Bylaw 9009 be given second and third readings.

4. ZONING AMENDMENT BYLAW 9014 (RZ 12-615601)
(Location: 9720, 9740 and 9760 Alberta Road; Applicant: Ajit Thaliwal and Eric Law Architect Inc.)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

It was moved and seconded

That Zoning Amendment Bylaw 9014 be given second and third readings.

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5. ZONING AMENDMENT BYLAW 9015 (RZ 12-619835)

(Location: 7400, 7420 and 7440 Railway Avenue; Applicant: 664525 B.C. Ltd.)

Applicant's Comments:

Taizo Yamamoto, Yamamoto Architecture, provided additional information in relation to concerns raised through the public information process and highlighted some of the changes to the proposal: i) the driveway was relocated from the north side of the lot to the centre of the development; ii) increased setbacks; iii) side by side parking; iv) increased visitor parking by one additional space; v) retention of 9 mature cedar, fir and pine trees; and vi) the duplex form and scale resembles the existing single-family units in the area.

Written Submissions:

- (a) Yanjie He, 7488 Railway Avenue (**Schedule 5**)
- (b) XiaoFeng He, 7373 Lindsay Road (**Schedule 6**)
- (c) Wei You and Dehe Li, 7508 Railway Avenue (**Schedule 7**)
- (d) Mabel Yu, 7231 Lindsay Road, (**Schedule 8**)
- (e) Lan Nguyen, 5028 Linfield Gate (**Schedule 9**)
- (f) Petition addition of pages 3 and 4 (**Schedule 10**)
- (g) Resident, 7411 McCallam Road (**Schedule 11**)
- (h) Xiao Min Mai, 7391 Lindsay Road (**Schedule 12**)

Mayor Brodie acknowledged the correspondence received by the area residents included in the agenda material.

Submissions from the floor:

Mr. Glen Sheardown, 7360 Railway Avenue, expressed opposition to the rezoning application citing the following concerns: i) the development changes the character of the neighbourhood; ii) access to and from the site will impact the busy route; iii) three visitor parking spaces are not adequate and will impact parking on secondary roads; iv) the development will impact his privacy; v) increased vehicular emissions and noise; and vi) wants the large fir tree at the rear of the property preserved.



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Mr. Tom Knowles, 7320 Railway Avenue, expressed concern with the larger homes being developed and with the number of homes already listed for sale in the area.

Jaswant Mann, 7580 Railway Avenue, was opposed to the development due to the increased traffic concerns related to access and parking.

Baljit Tamana, 7340 Railway Avenue, expressed opposition to the rezoning application because of traffic concerns (i.e. access to and from Railway Avenue, parking) and that the development would change the character of the neighbourhood.

Reginald Tate, 7520 Railway, addressed the petition citing 45 residents of adjacent properties are in opposition to the development due to reduced quality of life, reduced property values due to noise, air pollution and loss of natural light, and the increased traffic on Railway Avenue.

Steven Latham, a Richmond resident, spoke in favour of the development as it would add character to the area and future residents would be able to take advantage of the nearby Community Centre, parks, and schools. The two storey development with the associated side by side and visitor parking is a good use of the land.

Helen Sheardown, 7360 Railway Avenue, spoke in opposition to the rezoning as it does not fit in with the overall character of the area. She expressed concern with respect to shading, particularly for those properties on Lindsay Road, and not enough visitor parking.

In response to the submissions from the floor, Mr. Yamamoto noted that the planning report indicated that the proposed development would result in approximately six additional vehicles per hour during the peak periods. The Arborist's report recommended the large tree at the rear of the property be retained, as well as the trees along Railway Avenue. The shading and privacy concerns have been addressed by increasing the setbacks, limiting the height to 2-storey units, orienting second level windows away from the adjacent properties wherever possible, and with fencing and a hedge buffer along the south property line. It was further noted that the applicant has created a smaller scale form sympathetic to the character of the neighbourhood, proposing a higher quality of finish and material; provided side by side parking, and has consolidated three entrances into one.



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

Jaswant Mann questioned how the additional six vehicles per hour during the peak periods was determined and was informed that it was based on transportation staff analysis of the proposed development.

Reginald Tate stated that the zoning allows for a maximum coverage of 19,000 sq. ft. The proposed development covers is only 5 sq. ft. short of the maximum allowed indicating how much asphalt and cement being placed on the site.

PH13/5-5

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9015 be DENIED.

The question was not called on resolution PH13/5-5 as discussion ensued with respect to the appropriateness and location of the development and the potential for similar townhouse development on the arterial road. As a result of the discussion the following **referral** was introduced:

PH13/5-6

It was moved and seconded

That Zoning Amendment Bylaw 9015 be referred to staff to have the applicant consult with the community as to an appropriate development for the site.

The question was not called on resolution PH13/5-6 as discussion ensued regarding the potential for future townhouse development and the opportunity that a consensus may be reached to the type of redevelopment. Staff were directed to expand the notification area to include residents on McCallan Road and that any proposed upgrades to the bus stop on Railway be included in the staff report. The question on the **referral** was then called and it was **CARRIED**.



Regular Council Meeting for Public Hearings
Tuesday, May 21, 2013

6. **OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 9016, OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9021, RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9017 AND TERMINATION OF HOUSING AGREEMENT AT 9393 ALEXANDRA ROAD (FORMERLY 9371 AND 9411 ALEXANDRA ROAD) BYLAW 9022 (RZ 12-598503)**
(Location: 9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road;
Applicant: Polygon Development 269 Ltd.)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

- (a) Zhe Wang, 408 - 9299 Tomicki Avenue (**Schedule 13**)
- (b) Alvina Lee, 202 - 9299 Tomicki Avenue (**Schedule 14**)

Submissions from the floor:

None.

Discussion ensued and it was noted that offsite improvements on Tomicki Avenue, Alexandra Road and May Drive are a requirement of rezoning. Staff was directed to respond to Ms. Lee's correspondence with respect to the offsite improvements associated with the development. It was noted that the value transfer for the affordable housing is designated for the Kiwanis development.

PH13/5-7

It was moved and seconded

That Official Community Plan Amendment Bylaws 9016 and 9021, Zoning Amendment Bylaw 9017, and Termination of Housing Agreement Bylaw 9022 be given second and third readings.

CARRIED

ADJOURNMENT

PH13/5-8

It was moved and seconded

That the meeting adjourn (8:56 p.m.).

CARRIED



Regular Council Meeting for Public Hearings
Tuesday, May 21, 2013

Certified a true and correct copy of the
Minutes of the Regular Meeting for Public
Hearings of the City of Richmond held on
Tuesday, May 21, 2013.

Mayor (Malcolm D. Brodie)

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

Jansson, Michelle

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: Friday, 17 May 2013 3:20 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #734)

Categories: 12-8060-20-8907

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>1</u>
Re: <u>7460 Ash St.</u>
<u>Zoning Amendment</u>
<u>Bylaw 8907</u>

Send a Submission Online (response #734)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	5/17/2013 3:28:30 PM

Survey Response

Your Name	Sharon MacGougan on behalf of Joyce MacGougan
Your Address	7500 Ash Street
Subject Property Address OR Bylaw Number	Bylaw 8907
Comments	<p>Re: File Reference No. 12-8060-20-8907 My name is Sharon MacGougan and I am submitting comments on the proposed rezoning on behalf of my 89 year-old mother, Joyce. She lives at 7500 Ash Street and she has lived there since 1948. Her property borders the property in question. These are her comments: there is already too much development in this area. There is too much traffic. She does not feel safe on Ash Street. She describes having to keep as far as possible from the road when travelling on Ash in her scooter or with her walker. She doesn't feel safe because, as she says, "I'm too slow". I also asked her about the trees. She is very upset that virtually all of them will be cut. She is worried for the birds. She also states that the neighborhood will look worse without the trees. Submitted on behalf of Joyce MacGougan by her daughter, Sharon MacGougan (7411 Ash</p>

Street) 604.278-8108

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>1</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8907</u>
<u>7460 Ash St.</u>

Schedule 2 to the Minutes of the Council Meeting for Public Hearings held on Monday, May 21, 2013.

Attention: Director, City Clerk's Office

May 17, 2013

Re: Zoning Amendment Bylaw 8907 (RZ 11-586861)

My name is Sharon MacGougan. I live at 7411 Ash Street. I have a few comments about this proposed development.

Extension of Ash Street sidewalk

I request that the proposed new sidewalk/street improvements on Ash Street be extended to include my mother's house at 7500 Ash Street.

I believe my mother to be the last remaining "homesteader" still living on Ash Street (between Blundell and Granville). My father built their house in 1948. In 1949 - the year of the Great Flood - my father was one of the men who voluntarily sandbagged Richmond's dikes (after working a full day). My parents paid taxes in Richmond for 65 years. I think it would be a nice gesture and a real commitment to sense of community to provide my mother with a safe place to walk.

Traffic calming

Traffic calming and a full street upgrade were promised to Ash Street as part of the redevelopment process. According the city's plan for South McLennan the money was to come from development cost charges. New homes have been built on our street. Now 6 more are planned. Do I understand correctly that development cost charges from these (built and to be built) homes will now go towards traffic calming and a street upgrade, as was promised?

Loss of Mature Trees

Our area has lots of mature trees. I am disappointed that plans for new housing developments in our area have seemingly not considered this unique aspect of our neighbourhood. We lost 24 trees on the Keefer extension (southeast of Ash). Barely any trees were replanted and none on the boulevard (something about pipes or wires). With this proposed new development 56 trees will be lost. And "Because of site constraints for new planting, no tree of significant size was recommended", pg.3.

What this really means is there is no room for trees. How is this possible? If the lots were a larger size there would be space for trees, bird habitat could be restored and the area would continue to reflect a respect for the natural world. Instead what we will get is lots of concrete and a few decorative trees that no bird will ever build a nest in. What a loss.

Supplementary comment: I have alerted city staff that there is an active hawk nest in the area slated to be clearcut. According to provincial regulations and common decency, the tree with the hawk nest and the immediate area surrounding it should not be cut while the nest is active.

Little Things Matter

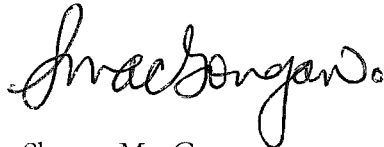
Safety is important. Good neighbourhoods are places where people can safely walk. And that should mean everyone, not just the sure-footed.

Overall planning would be nice when redevelopments of neighbourhoods are taking place. We have multiple sections of sidewalks that abruptly end. How about figuring out some way of connecting these walkways to nowhere?

Encouraging people to get out and walk (high density, park and shopping centre close by) is good but not in combination with speeding cars. Real traffic calming (not just cars parked at the side of roads) would deter some cars from rat running our street but it could also preserve lives.

Thank you for your consideration of these matters.

Yours truly,

A handwritten signature in black ink, appearing to read 'Sharon MacGougan'.

Sharon MacGougan

7411 Ash Street

Richmond, B.C. V6Y 2R9

604.278-8108

Schedule 3 to the Minutes of the Council Meeting for Public Hearings held on Monday, May 21, 2013.

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>1</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8907</u>
<u>7460 Ash St.</u>

CITY OF RICHMOND
INFO CENTRE
MAY 17 2013

CITY OF RICHMOND
INFO CENTRE
MAY 15 2013

May 17, 2013

Attention: Director, City Clerk's Office

Re: Written Submission Re: Zoning Amendment Bylaw 8907 [RZ 11-586861]

From: Douglas Nazareth - Owner of 7480 Ash Street, Richmond

I am the immediate neighbor on the south and west of this proposed rezoning. While I understand that the applicant is within his rights to increase the density of the said lot to ZS14 and I wish him well, I wish to place on record the following points and request Council to please act upon them.

1] Trees and Wildlife: From the report you will see that of the 56 mature trees on the land, 45 will be cut down. While I understand that the developer will financially compensate the city to plant saplings elsewhere, this is in direct contradiction to the OCP for South MacLellan where you said that the mature trees in this neighbourhood give it its distinct character and will be protected. I would like to suggest that the number of lots on this property be reduced from 6 to 4. This will allow for many more of the 45 mature and magnificent tree's to be retained. We will also be able to say that we did not have to create a concrete jungle for future generations to come and have stood behind our commitment to the environment that we in Richmond are so proud of. We are spending millions on conservation efforts and going green, yet we will take down such mature trees for two extra lots? There is also a plethora of wildlife in this area such as hawk's nests, coyotes, raccoons and squirrels. Please give this your serious consideration. My request here is to also include a condition that the tree's will only be removed once a building permit is issued for the individual lot. This will ensure that all the trees are not simply razed upon rezoning and an eyesore created for an undetermined period of time.

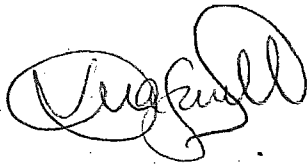
2] Boulevard: While I understand that the zoning conditions require that the front of my property be developed, my request to Council is that they find the marginal additional funds to extend this boulevard to my neighbour at 7500 Ash Street, immediately to the south. This is because she is a very old, original inhabitant [since 1948] of Ash street and is not very mobile. The sidewalk would be a great help for her to maneuver her motorized scooter to get to her daughters house across this busy street. Please consider using your considerable authority to extend one of our original Richmond residents this convenience.

3] Traffic Calming: Since the mid nineties when the overall plan for South McLellenan was drafted, we have been promised traffic calming along Ash Street and unfortunately after many complaints and traffic studies by the city, we still have vehicles going through at breakneck speeds. Please consider using speed humps along Ash to avoid making our neighbourhood a death trap.

4] Street Lighting: I see that one of the conditions of the rezoning is lighting along Ash street. There is only one light in the front of 7460 Ash and I would like to request that these be changed to two lamp posts, the second one being in front of my property as it is very dark and even pedestrians coming out of Paulik Park or my property run the risk of being hit by traffic due to the poor lighting conditions.

Thank you for your attention to this.

Sincerely,

A handwritten signature in black ink, appearing to read 'Douglas Nazareth', with a stylized, cursive script.

Douglas Nazareth
Owner, 7480 Ash St., Richmond, BC V6Y 2S1
Tel: 604 279 5491
Cell: 604 728 6283

Schedule 4 to the Minutes of the
Council Meeting for Public
Hearings held on Monday, May
21, 2013.

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>1</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8907</u>
<u>7460 Ash St.</u>

May 17, 2013

Attention: Director, City Clerk's Office

Re: Written Submission Re: Zoning Amendment Bylaw 8907 [RZ 11-586861]

From: Annie and Wolfgang Schroeder
Owners of 9360 and 9380 General Currie Road, Richmond

Dear Council,

As long term residents of Richmond, we are very upset that you are planning on cutting down 45 mature trees in our neighbourhood just to allow for 5 houses to be built! Please do not be so heartless. I would like to suggest that you only allow for 3 houses in the backlands so that much of those magnificent trees are allowed to remain standing. Have we not cut down enough number of trees already in this once so environmetally friendly and beautiful neighbourhood?

Please rezone this centre of South MacLellan for a total of 4 houses only, so there will only be 3 that can be developed in the back plus one that faces Ash Street [already standing]. You have considerably increased the density in South MacLellan over the last 10 years so please do not ruin our neighbourhood further just for a couple of houses.

Thank you,

A. Schroeder

Annie and Wolfgang Schroeder

Owners of 9360 and 9380 General Currie Road,
Richmond

W. Schroeder

CITY OF RICHMOND
INFO CENTRE
MAY 17 2013

CITY OF RICHMOND
INFO CENTRE
MAY 15 2013

Mayor and Councillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: Monday, 13 May 2013 10:22 AM
To: Mayor and Councillors
Subject: Send a Submission Online (response #732)

Categories: 12-8060-20-9015 -

To Public Hearing	
Date:	May 21, 2013
Item #	5
Re:	7400, 7420, 7440 Railway. RZ12-619835

Send a Submission Online (response #732)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	5/13/2013 10:30:00 AM

Survey Response

Your Name	yanjie he
Your Address	7488 railway ave
Subject Property Address OR Bylaw Number	9015 (RZ 12-619835)
Comments	<p>High density housing is not welcome in our single family neighbourhood, especially inserting between single family houses. It totally messes up the street view, making it ugly and inconsistent. We also do not think townhouses will add any value to our neighbourhood, instead, it may add noise, security, crime etc, all things bad. We have peace as a single family residential area. Railway Ave is a single lane street with increasing traffics. We do not want more cars on the street especially during peak hours. We paid a price to live in a nice area. Developers do not live here, the rezoning brings them profits, but brings all things bad to us. I strongly object to this rezoning. Sorry I am not able to attend the hearing. Please help make my voice heard. Thank you.</p>

RE: File NO. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouse (RTL4) in order to construct 15 townhouse units.

To: Whom it may concern:

**Schedule 6 to the Minutes of the
Council Meeting for Public
Hearings held on Monday, May
21, 2013.**

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>5</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 9015</u>
<u>7400, 7420, 7440 Railway Ave</u>

I am the homeowner of 7373 Lindsay Road. My property is exactly behind the proposed townhouse site. My home is only 8 years old and I have purchased this property only for two years. Today I just came back from China; unfortunately, I heard about this unacceptable townhouse proposal. I strongly oppose this townhouse proposal.

One of the most important reasons I spent over a million dollars to purchase my property is the environment. My home is on a single detached residential block. I have my private backyard which facing my neighborhood's yard. This gave me enough privacy and safety. Moreover, the quiet environment and enough sunshine make me feel wonderful when I live in my property.

In fact, the nice environment would be destroyed if the townhouse proposal would get approved. Firstly, those townhouses would be built too close to my property line shutting out sunlight onto my backyard. Secondly, my backyard would directly face those townhouses. I would have no privacy and unsafe in my backyard. This makes me feel very upset. Thirdly, the environment would be *noisier and noisier due to more and more people and vehicles move in those townhouses*. That noise pollution would have strong influence on my life quality. This rezoning proposal is unfair me. It is totally unacceptable.

The residents of 7371, 7391, and 7431 Lindsay Road will all have the same issues, no privacy, unsafe, noise pollution and reduce sunshine.

I am strongly against this rezoning. Townhouses will not be acceptable and will depreciate the value of our property. Please consider my worry seriously. I appreciate.

Sincerely yours,



XiaoFeng He

Schedule 7 to the Minutes of the Council Meeting for Public Hearings held on Monday, May 21, 2013.

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>5</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 9015</u>
<u>7400, 7420, 7440</u>

April 5, 2013
Railway Ave

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached to low density townhouses to construct 15 townhouses

Dear Mr. Edwin Lee and City Councilors,

We are owners and residents of 7508 Railway Ave, Richmond and we are close neighbors of this rezoning proposal site. We wish to make you aware our whole families objections with regard to the rezoning application RZ12-619835 on Railway Ave and why this application should be denied.

First of all, Railway Avenue has only one lane for both directions, and there is frequent traffic congestion during rush hours already. If the townhouses were built, there would be even more congestion and create for air pollution since the cars are stuck in traffic for a longer time. Not only that, the rezoning site is not located at a corner, meaning that cars will be blocking traffic when they try to turn left or right into the townhouse complex.

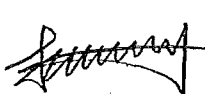
Secondly, Railway Avenue does not have any roadside parking. If the townhouses were built, there would not be enough parking spaces and problems, such as unlawful parking on roadside or even parking in neighbor's home, can occur.

Lastly, the entire Railway Avenue consists of single family homes and has no townhouses except for the townhouses at the intersection of Granville and Railway. Putting the townhouses in the middle of Railway will ruin the character of the avenue. These townhouses will also decrease the value of the single family homes around it, including our own home. We purchased our home because it is in the single family area and it's safe for our young children.

In conclusion we would like to suggest building a series of small family houses compared to townhouses. Railway Avenue is a single family home residential area, and it should remain so.

We would be grateful if you and the council would take our objections into consideration when deciding this application.

Sincerely,



Wei You



Dehe Li

Owners and residents of 7508 Railway Ave, Richmond BC

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>5</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 9015</u>
<u>7400, 7420, 7440</u>
<u>Railway Ave</u>

Schedule 8 to the Minutes of the Council Meeting for Public Hearings held on Monday, May 21, 2013.

April 11th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Whom it may concern:

We live at 7231 Lindsay Road. We oppose the rezoning application RZ 12-619835 on the properties of 7400, 7420 and 7440 Railway Avenue. Single detached houses are the only acceptable type of housing for those properties.

Traffic is already a problem. Railway is a single lane street both ways with bicycle lanes, no street parking and the busy #410 bus route.

We live across from the Lindsay apartments and our back lane is the entry to the new Cornerstone 7140 Railway Avenue townhouse complex. This puts a lot of strain on Linfield Gate as traffic enters into and off of Railway Avenue.

This fifteen townhouse complex proposal only 4 houses from Linfield Gate will only add to the traffic problem and make matters worse.

There are only 3 visitor parking spaces at the Cornerstone Townhouse Complex and only three visitor parking spaces for the proposed site. Visitors are already parking on surrounding streets, namely Linfield Gate, Lindsay Road and jaywalking from McCallan Road.

Sincerely,



Mabel Yu

Jansson, Michelle

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: Tuesday, 21 May 2013 10:57 AM
To: MayorandCouncillors
Subject: Send a Submission Online (response #735)

Send a Submission Online (response #735)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	5/21/2013 11:04:42 AM

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>5</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 9015</u>
<u>7400, 7420, 7440</u>
<u>Railway Ave</u>

Survey Response

Your Name	Lan Nguyen
Your Address	5028 Linfield Gate
Subject Property Address OR Bylaw Number	7400, 7420 and 7440 Railway Ave
Comments	<p>RE: File No. RZ-12-619835 to rezone 7400, 7420 and 7440 Railway Avenue from single detached (Rs1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units. We are the homeowners of 5028 Linfield Gate. We oppose the rezoning application of RZ-12-619835 and want the city of Richmond to deny this rezoning application. There is already a problem with traffic coming in and out of Linfield Gate as it is the main corridor to access the homes on Lindsay Road, the Lindsay apartments as well as the Cornerstone townhouse complex on 7140 Railway Avenue. Cars are parked on both sides of the street on Linfield Gate as well as Lindsay Road and there is constant traffic all day long. Although it is a residential zone, motorists treat it like a main road and most of the time, you will find drivers speeding in excess of 50 km/h through Linfield Gate and Lindsay Road. It is unsafe as children are walking to school. With the new proposal of the construction of these 15 townhouses, visitors to these townhouses are going to need parking and it will add more traffic as</p>

	<p>well. The Cornerstone townhouses on 7140 Railway Avenue only have three visitor parking spaces. This new proposal for the development of these 15 townhouses will only have three visitor parking spaces as well. This will only lead to more traffic through Linfield Gate as well as Lindsay Road as visitors scramble to find parking while visiting the residents of this new proposed complex. For this reason, we are objecting the approval of the rezoning application.</p>
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3

Railway Ave

4

PETITION

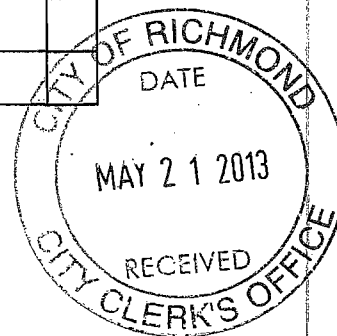
We, the neighbours, petition the City of Richmond to DENY the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

This would allow these townhouse units to be put right in the middle of our single residential home community with single residential homes on either sides and the back of this townhouse proposal. This proposal will ruin the character of the street and neighbourhood as well traffic will be a concern since Railway Avenue is a single lane street both ways with no parking permitted on the street.

We demand that the City of Richmond to deny this rezoning application.

[illegible]

Total 45



Attention to Director, City clerk's Office

To the Council Chambers

FDX 604-2785139

Subject: Zoning Amendment Bylaw 9015 (RZ12-619835)

Location: 7400, 7420 & 7440 Railway Avenue

Applicant: 664522 B.C Ltd.

Purpose: To rezone the subject property from
Single Detached to low density townhouse

I am the resident of 7411 McCallan Rd. V7C2H6 B.C.
I am going to let you know that I am objected
to build the townhouse there. The reason is that
there will be too many people living there
and they would park their cars in McCallan Rd
and cause us inconvenience.

Anyway, I absolutely object to build
the townhouse there.

Schedule 11 to the Minutes of the
Council Meeting for Public
Hearings held on Monday, May
21, 2013.

To Public Hearing
Date: May 21, 2013
Item # 5
Re: Zoning Amendment
Bylaw 9015
7400, 7420, 7440
Railway Ave



Resident of 7411
McCallan Rd



Schedule 12 to the Minutes of the
Council Meeting for Public
Hearings held on Monday, May
21, 2013.

Date: April 21st, 2013

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>5</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 9015</u>
<u>7400, 7420, 7440</u>
<u>Railway Ave</u>

RE: File No. RZ12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: The City Clerk's Office

We are the home owners of 7391 Lindsay Road (the house behind the rezoning proposal site). We strongly oppose the rezoning application RZ-12619823 and want the City of Richmond to deny this rezoning application.

We have been living in the neighborhood for around 10 years. This proposed townhouse complex will be plunked right in the middle of our single residential home community with single residential homes on both sides and behind the proposed townhouse site. There are no townhouses on the entire length of Railway Avenue except for the tip of Railway Avenue where it ends when it meets with Granville Avenue.

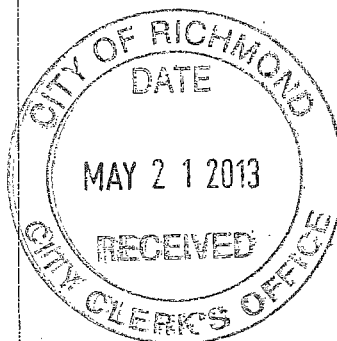
This rezoning proposal if it goes through will ruin the larger home character of the street and neighborhood. There are many nice homes along our street and this proposal will ruin the overall character of the street as well as these homes prices.

As well traffic would be a major concern. Railway Avenue is a single lane street both ways and traffic would be blocked on the street going south since a large volume of cars would be trying to turn left into the proposed townhouse complex backing cars behind them since it is a single lane road. Parking would also be an issue since there is no street parking allowed on Railway Avenue since again it is a single lane street both ways. Also this proposed townhouse site isn't on a corner street which would maybe allow a solution to the potential parking nightmare. These types of townhouse proposal's are suited for streets that have double lanes going both ways which would solve the problems we have listed above that would occur on our street if this rezoning application is approved.

Again, we ask the City of Richmond can consider all above our concern and refute this rezoning proposal to construct 15 townhouse units instead of single homes.

Sincerely,

Xiao Min Mai (House Owner)



Mayor and Councillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: Monday, 13 May 2013 9:24 PM
To: Mayor and Councillors
Subject: Send a Submission Online (response #733)

Categories: 12-8060-20-9016 & 9021 - 9311 to 9471 Alexandra Rd

To Public Hearing
Date: May 21, 2013
Item # 6
Re: OCP Bylaw 9000, Amendment
Bylaw 9016 & 9021
Zoning Bylaw 8500, Amendment
Bylaw 9017 and Termination
of Housing Agreement @
9313 Alexandra Rd
Bylaw 9022

Send a Submission Online (response #733)

Survey Information

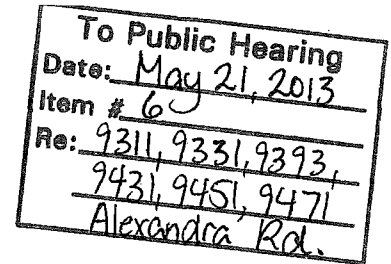
Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	5/13/2013 9:32:03 PM

Survey Response

Your Name	ZHE WANG
Your Address	408-9299 Tomicki Ave, Richmond
Subject Property Address OR Bylaw Number	RW: 9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Rd
Comments	<p>As a local resident, I do not agree with this plan. Now I really feel inconvenience living in this community. The whole community is like a big construction site, dirty and noisy. The population of the Community are too much now, while the relevant supporting facilities is not enough. This plan will have 546 units, that means at least 1600 people will move in. Throughout Richmond, is there any communities have such a large population density? With the increase of population, the security situation is getting worse, the crime rate is also increased. I think that the city hall should not approve more project for tax purpose, you should think about how to make our communities more livable. Urban planning should be visionary, rather than the pursuit of short-term economic benefits.</p>

CityClerk

From: Alvina L [alvinapoly@hotmail.com]
Sent: Tuesday, 21 May 2013 1:57 PM
To: CityClerk
Subject: Submissions of Public Hearing on 5/21/2013



To: Mr. David Weber
Director, City Clerk's Office

Dear Mr. Weber,

Re: RZ 12-598503

I refer to the above application and wish to raise my concern that the whole area has become densely populated, namely: Meridian Gate ZLR20 (250 units), Cambridge Park ZLR24 (approx. 200 units), Omega Living between ZLR20 and ZLR24 (245 units). I think the City of Richmond should plan and construct better road networks to serve the huge population if approval will be made for the RZ 12-598503 project which will bring a total of 546 apartment units to the area.

I also wish to comment that the Dubbert Road and Tomicki Avenue have to be widened in future.

Thank you for your kind attention.

Regards,
Alvina Lee
202-9299 Tomicki Ave.
Richmond, B.C.
V6X 0C5





Community Safety Committee

Date: Tuesday, May 14, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Derek Dang, Chair
Councillor Linda McPhail
Councillor Ken Johnston
Councillor Evelina Halsey-Brandt
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 Community Safety Committee held on Tuesday, April 9, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, June 11, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

LAW AND COMMUNITY SAFETY DEPARTMENT

1. RCMP'S MONTHLY REPORT – MARCH 2013 ACTIVITIES

(File Ref. No. 09-5000-01) (REDMS No. 3826941)

Eric Hall, Inspector, Operations Support Officer, Richmond RCMP, commented on the increase in business break and entries for March 2013 and noted that traditionally these statistics average out over the course of the year.

Community Safety Committee
Tuesday, May 14, 2013

In response to query from Committee, Mr. Hall advised that there is a tool on the website where people can register their e-mail addresses with the City and receive regular notifications of break and entries in their area. Mr. Hall further advised that the RCMP have had great success with enforcement by dedicating several officers whose primary focus is to identify groups of individuals who may be responsible for a number of the break and entries.

It was moved and seconded

That the report titled RCMP's Monthly Report – March 2013 Activities (dated May 1, 2013, from the OIC RCMP) be received for information.

CARRIED

2. RICHMOND FIRE-RESCUE – MARCH 2013 ACTIVITY REPORT

(File Ref. No. 09-5000-01) (REDMS No. 3834477 v.2)

In reply to query from Committee, Fire Chief John McGowan, Richmond Fire-Rescue, commented that the number of medical calls continues to be a concern within the community. Richmond Fire Rescue partners with the local Health Authority in educating the public on general safety practices.

It was moved and seconded

That the staff report titled Richmond Fire-Rescue – March 2013 Activity Report, dated May 2, 2013, from the Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

3. COMMUNITY BYLAWS – MARCH 2013 ACTIVITY REPORT

(File Ref. No. 12-8060-01) (REDMS No. 3829874 v.2)

In response to queries from Committee, Magda Laljee, Supervisor, Community Bylaws, provided further information on the following:

- soils arriving at the Finn Road site continue to be closely monitored by Community Bylaws and Agricultural Land Commission Inspectors;
- there is an active litigation file pursuant to the activity at the Blundell Road property;
- the City is currently requesting proposals for new collection services and that approximately 30% of the outstanding accounts receivable are related to parking tickets; and
- dog licensing has decreased from previous years but property and parking officers will be focusing on a city-wide dog licence canvassing initiative.

Community Safety Committee

Tuesday, May 14, 2013

It was moved and seconded

That the staff report titled Community Bylaws – March 2013 Activity Report (dated April 15, 2013), from the General Manager, Law & Community Safety) be received for information.

CARRIED

4. **TENDER AWARD T.4747 – FIRE PUMP APPARATUS AND 105' LADDER APPARATUS**

(File Ref. No. 09-5140-01) (REDMS No. 3835180 v.10)

In reply to query from Committee, Deputy Fire Chief Tim Wilkinson, Richmond Fire-Rescue, advised that the 105' Ladder Apparatus meets the operational criteria for the City as the Building and Fire Codes regulate interior fire fighting measures for floors above the sixth in high-rise developments.

It was moved and seconded

- (1) *That tender T.4747, for a Fire Pump Apparatus and a 105' Ladder Apparatus, be awarded to Wholesale Fire & Rescue Ltd., at a total cost of \$1,874,451, plus applicable taxes; and*
- (2) *That the Chief Administrative Officer and General Manager, Law and Community Safety be authorized to execute the contract with Wholesale Fire & Rescue Ltd. (WFR) for the purchase of two (2) fire apparatus.*

CARRIED

5. **FIRE CHIEF BRIEFING**

(Verbal Report)

Items for discussion:

(i) **Recruitment**

Fire Chief McGowan gave a brief update on the recruiting process currently taking place at the fire hall. The City received over 500 applications for 100 positions with Richmond Fire-Rescue. There are approximately 112 applicants undergoing thorough job requirement testing, specifically the physical component, over the next two days. Written testing will take place in June with the intention of having the new personnel in place by mid-September.

(ii) **Doors Open Richmond**

Fire Chief McGowan noted that the Open Doors event was a wonderful success with over 850 people attending over the weekend.

Community Safety Committee
Tuesday, May 14, 2013

(iii) *McHappy Day*

Fire Chief McGowan and Deputy Fire Chief Howell participated in the McHappy Day event working in front and behind the counters encouraging donations to Ronald McDonald House.

(iv) *North American Occupational Safety & Health (NAOSH) Week*

Fire Chief McGowan advised that the North American Occupational Safety & Health (NAOSH) Week is scheduled for May 5th to 11th. This is an important week bringing employers, employees and various agencies together to discuss work safe issues and plans.

(v) *RFR & RCMP Summer Camp Programs*

Fire Chief McGowan and Inspector Hall spoke of the joint one day summer camp sessions planned for children between the ages of 8 to 12. The purpose behind the programs is to increase trust towards policing by teaching drills, physical training, and crime scene investigations. The registration fee covers a T-Shirt, pizza lunch, and other items.

6. *RCMP/OIC BRIEFING*

(Verbal Report)

Items for discussion:

(i) *Marine Patrol – Summer 2013 Activities*

Inspector Hall noted that a total of 77 patrols were run in 2012. An application has been submitted to the Province for funding in the amount of \$20,000 to offset costs of the members and maintenance of the vessel for 2013.

(ii) *Vancouver International Airport Exercise*

Inspector Hall advised the “live” Vancouver International Airport exercise was held on April 17th with the simulation of a plane crash to the west of the airport. Richmond Fire, B.C. Ambulance, Transport Canada and other first responders participated in the exercise. It was very successful and the exercise was useful in defining the roles and responsibilities of the responding groups.

(iii) *Westminster Highway Collision*

Inspector Hall noted that the tragic accident at the intersection of Knight Street and Westminster Highway was an unpredictable event involving speeds of 210 km/h. Investigation units are in the process of reconstructing the scene in order to determine what may have caused the accident (i.e. vehicle malfunction, etc.).

Community Safety Committee
Tuesday, May 14, 2013

7. MANAGER'S REPORT

Deborah Procter, Manager, Emergency Programs, gave a brief update on the high water advisory for the Lower Mainland area and precautions being taken by staff with respect to emergency gear and sand bag inventory, dyke inspections, and appropriate signage.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:43 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, May 14, 2013.

Councillor Derek Dang
Chair

Heather Howey
Acting Committee Clerk



General Purposes Committee

Date: Tuesday, May 21, 2013

Place: Anderson Room
Richmond City Hall

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

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Monday, May 6, 2013, be adopted as circulated.

CARRIED

LAW & COMMUNITY SAFETY DEPARTMENT

1. **NON-FARM USE FILL APPLICATION BY SUNSHINE CRANBERRY FARM LTD NO. BC 735293 FOR PROPERTY LOCATED AT 12871 STEVESTON HIGHWAY**

(File Ref. No. 12-8080-12-01) (REDMS No. 3846691 v.5)

Edward Warzel, Manager, Community Bylaws, and Magda Laljee, Supervisor, Community Bylaws were available to answer questions. A discussion ensued and the following was noted:

General Purposes Committee
Tuesday, May 21, 2013

- the term 'Non-Farm Use' is used to describe any and all movement of soil onto Agricultural Land Reserve (ALR) properties;
- the soil that is going to be used as fill on the property will be conducive to agricultural viability; and
- an ongoing study will help to identify low points in ditches that prevent water from draining properly at such sites, and identified areas will become a part of future improvements.

In response to questions, Lori Larsen, Professional Agrologist, Keystone Environmental Ltd., advised that:

- the requirements for fill on the property are a result of challenges related to drainage on the property;
- the plan for the property includes raising the land by removing the good quality layer of original soil on the land, then adding the fill until the required elevation is reached, and replacing the original soil on top of the fill;
- incoming fill will be screened for environmental contaminants, and to ensure appropriate mix of peat, sand, salt and other ingredients suitable for the desired use. It was noted that the fill will be appropriate for growing blueberries as well as other crops; and
- the entire procedure is expected to take approximately two-years time.

It was moved and seconded

- (1) *That Council endorse the non-farm use application submitted by Sunshine Cranberry Farm Ltd to fill the property located at 12871 Steveston Highway to an agricultural standard suitable for the purpose of blueberry farming;*
- (2) *That the endorsed application be forwarded to the Agricultural Land Commission (ALC) for consideration with the recommendation that the ALC incorporate as a condition of permit:*
 - (a) *The requirement for a performance bond, in a form and amount deemed acceptable to the ALC as a mitigation measure until the satisfactory completion of the proposed project;*
 - (b) *The requirement for quarterly inspections and monitoring and reporting by a professional agrologist as well as the submission of quarterly reports to the ALC with a copy to the City; and*
 - (c) *That the multi-purpose soils placed on the property must be capable of supporting a wide range of agricultural crops.*

General Purposes Committee
Tuesday, May 21, 2013

The question on the motion was not called, as Councillor Steves circulated a handout suggesting alternative methods for mitigating the drainage concerns. The handout includes images of another property that used a pumping system rather than fill. He suggested that either a similar pumping system be used 12871 Steveston Highway, or that class 4 organic soil be guaranteed as the fill material. Councillor Steves' submission is attached as **Schedule 1** and forms part of these minutes.

The question on the motion was then called, and it was **CARRIED** with Cllr. Steves opposed.

COMMUNITY SERVICES DEPARTMENT

2. **RICHMOND PUBLIC ART PROGRAM 2012 ANNUAL REPORT AND PUBLIC ART ADVISORY COMMITTEE 2013 WORK PLAN**

(File Ref. No. 01-0100-20-RPAR1-01) (REDMS No. 3826590 v.2)

In answer to questions about the various locations of public art in the City, Eric Fiss, Public Art Planner, advised Committee of an interactive map on the City's website illustrating all public art displays in Richmond. He also noted that brochures and tear out maps have been created in the past in conjunction with Tourism Richmond material. Mr. Fiss was asked to provide members of Council with a reference to the interactive map on the website or a hard copy of the public art map prior to the next Council meeting scheduled to be held on May 27, 2013.

It was moved and seconded

That the Richmond Public Art Advisory Committee 2013 Work Plan as presented in the report from the Director, Arts, Culture and Heritage Services, dated May 1, 2013, be approved.

CARRIED

3. **RICHMOND SCHOOL DISTRICT REPORT: CHILD POVERTY ISSUES AND INITIATIVES IN THE RICHMOND SCHOOL DISTRICT**

(File Ref. No. 07-3070-01/2013) (REDMS No. 3832042)

Lesley Sherlock, Social Planner, noted that the Board of Education would be reviewing the matter at its next meeting, to be held later today.

It was moved and seconded

That the staff report from the General Manager, Community Services dated April 30, 2013 titled Richmond School District Report: Child Poverty Issues & Initiatives in the Richmond School District, be received for information.

General Purposes Committee
Tuesday, May 21, 2013

The question on the motion was not called as a discussion took place about the City's continued work with the School District and other organizations to reduce child poverty. It was noted that initiatives related to reducing child poverty would be integrated with the City's Social Strategy. Discussion also took place about awareness related to the matter; the standards and methods used for measuring poverty; and how poverty may be an issue in only some areas of the City.

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:41p.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 Tuesday, May 21, 2013.

Mayor Malcolm D. Brodie
Chair

Shanan Sarbjit Dhaliwal
Executive Assistant
City Clerk's Office

ALTERNATIVES Harold Steves

GREATER LULU ISLAND BOG:

When the Agricultural Land Reserve was established all Class 1 to 3 soils, plus Class 4 Organic soils were to be put in the ALR. The soils in the vicinity of Steveston Highway and No 5 Rd. are all part of the Greater Lulu Island Bog and are Class 4 organic soils. The Greater Lulu Island Bog extends from the Garden City Lands, south across Richmond, to the Fraser River South Arm

12871 STEVESTON HIGHWAY:

12871 Steveston Highway is part of the Greater Lulu Island Bog. 12871 Steveston Highway was once part of a larger farm that extended west to No. 5 Rd. It was bisected by Highway 99 in the 1950's. The land east of the freeway became a tower site. The land to the west, Allotment Gardens. The soils and drainage on each side of Highway 99 were identical.

ALLOTMENT GARDENS

In 1974 the BC Government purchased that portion of the property west of Highway 99 and developed it as BC's first major ALLOTMENT GARDENS. While excess water was always a problem on both sides of Highway 99, perimeter ditches and cross ditches were installed and no further changes were necessary. A wide range of crops was grown, very successfully, in the allotment gardens. When the land was sold to Bota Gardens, they later mixed some sand into the soil for their display gardens, but no fill was ever put on the land. Part of the site was lost when Fantasy Gardens was developed for commercial use and part was retained for gardens. Now owned by the City Of Richmond and renamed THE GARDENS it is being developed for allotment Gardens and Commutnity Gardens once again.

HOWARD WONG FARM

The Howard Wong Farm was located at the south-west corner of Steveston Highway and No. 5 Rd. It was also a remnant of the Greater Lulu Island Bog with the same organic soils and the same amount of winter water. It grew a wide range of vegetable crops, including, "potatoes, corn, cauliflower, turnips, cucumbers and cabbages" ... "marketed to the BC Coast Vegetable Marketing Co-op or directly to Woodward's and Kelly-Douglas." In spite of a 9,000 name petition against, it was rezoned for industry. However, the Howard Wong Farm proved that Class 4 Organic soils are excellent for a wide range of vegetable crops.

FINN ROAD BLUEBERRY FARM: Alternative 1.

The Finn Road Blueberry Farm is an excellent example of how blueberries can be grown on 'wet' land using berming, levelling, sloping and draining with an automatic pumping system. Use of the land for a wide range of crops 'after blueberries' has not been compromised.

AGRICULTURAL LAND RESERVE CLASSIFICATIONS: Alternative 2.

While most land taken from the ALR has not been based on soil quality, it is important that soil quality is maintained when continued farm use is being considered. The original soil classifications for putting land into the ALR was based on Class 1 to 3, and Class 4 Organic soils. Therefore, it follows that any fill on such lands should be of equal or better quality, namely Class 1 to 3 and Class 4 Organic soil. Subsoils from ditching, building excavations, swimming pools, etc. in Richmond may contain salts that hamper crop production and should not be used.



ILLUSTRATED FARMER Howard Wong of 1163 No. 5 Road, talks out his situation from one of the fields owned by Nu-West Development Corp. Behind him the line of trees shows where Steveston Highway is located and if the industrial park is ap-

proved by rezoning, the fertile land under Wong will be covered by two feet of sand as the area is preloaded prior to construction.

(Brian Le...

RICHMOND CLASH

Oct 3/24

Industrial project debate set

Public debate over a proposed 158-acre industrial development in Richmond will be taken to the public again next Wednesday. Representatives of both the Nu-West Development Corp. and opponents of the project have agreed to speak at 8 p.m. at Minoru Pavilion. The meeting is organized by the Bridgeport Branch of the Richmond Residents' Association.

The site is outside the general Richmond Development plan, which is concerned generally about the amount and location of industrial development being done in the municipality.

The Nu-West project is on the southwest corner of No. 5 Road and Steveston Highway. Part of the land is now being farmed.

The site is outside the general Richmond Development

area set in the 1950s.

Municipal council is due to decide Oct. 15 whether to give final approval to the project, known as Riverside Industrial Park.

So far only two council members have said they will attend next Wednesday's meeting to hear the rival views. Council held its own public hearing in August.

CNCL 47

Gentle farmer must move with crops unharvested

Howard Wong, the main farming tenant on land owned by the Nu-West Development Corp. at Steveston Highway and No. 3 Road, doesn't like to see good farmland go industrial but feels powerless to complain.

"It's kind of a shame," Wong told The Review, "but I'll have to move anyway, even if this development doesn't go through. Personally, I think some development will happen sometime, if not now, then sometime in the future."

The land has been worked by Wong and his brother for the past nine years, and "it's good," according to the farmer.

Nu-West Development Corp. has allowed Wong to stay on the land without a lease since the spring. "Every year since 1966 I've signed a new lease," said Wong, "but with the new owner, they said they wouldn't re-lease, they'd just let me stay until they

wanted to develop. In March of 1974 they said this was the year they wanted to develop." Last year was a good year for farmers, with good crops and high market prices. Wong attempted to move in 1973 but was blocked by the market, which had resulted in all available lease land being picked up.

"I couldn't lease anywhere, so I told the owners this and they said I could stay and take a chance on being forced to move before I could harvest. I haven't had to pay any rent and as a result I have no right to stay," Wong said.

He planted his crops in the spring and was contacted by Nu-West industrial consultant S.B. Anderson during the summer.

Wong does not feel bitter against Nu-West, claiming the Corporation has "treated him

fair." He wonders about the future food production in Canada and B.C., and how much we can expect to keep receiving from the U.S. "If the U.S. stops for some reason," Wong said, "how long can we eat nothing but wheat?"

Wong's crops, potatoes, corn, cauliflower, turnips, cucumbers and cabbage, are marketed to the B.C. Coast Vegetable Marketing Co-Op or directly to Woodward's and Kelly-Douglas. He feels his present location is "ideal" with good soil and economic proximity to Vancouver.

The proponents of industry talk about how much money the development will bring, but can you compare that to the value of the amount of food produced," he said.

The farm produces at least two crops of most vegetables, with an average potato yield of 15 to 20 tons per acre.

A farmer also recycles the money he makes to a much greater degree than industry, Wong claims. "For every dollar I make two dollars goes back into the ground."

Horses to watch

Following are the horses to watch at Exhibition Park tonight: 1 — Alder Elle; 2 — Face The Wind; 3 — Fancy Fields; 4 — Curious Kitten; 5 — El Escorial; 6 — Gentle Sphere; 7 — Beau Ceril; 8 — Galloping Gertie; 9 — Faith Lea and 10 — Schori R.



FINN ROAD BLUEBERRY FARM:

1. A well drained blueberry farm on Finn Road has a narrow $\frac{1}{4}$ minus gravel service road along one side.
2. The field is dry because of the carefully levelled field, drains and sloped field edges.



3. A water pump automatically pumps the water out of the field when it rains and the water level is too high. Berms keep the water from running back in.
4. The neighbouring field which is used for growing vegetables is flooded. This is normal practice in Richmond in winter. Vegetable growing does not require winter drainage.



Planning Committee

Date: Wednesday, May 22, 2013

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Evelina Halsey-Brandt

Also Present: Councillor Linda McPhail

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, May 7, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, June 18, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

Planning Committee
Wednesday, May 22, 2013

There was agreement to vary to the order of the agenda to consider Item No. 4 first.

PLANNING & DEVELOPMENT DEPARTMENT

4. APPLICATION BY AJIT THALIWAL FOR REZONING AT 8960 HEATHER STREET FROM SINGLE DETACHED (RS1/B) TO SINGLE DETACHED (RS2/A)

(File Ref. No. 12-8060-20-9011; RZ 13-628035) (REDMS No. 3824001)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9011, for the rezoning of 8960 Heather Street from "Single Detached (RS1/B)" to "Single Detached (RS2/A)", be introduced and given first reading.

CARRIED

1. HAMILTON AREA PLAN UPDATE: 2ND PUBLIC SURVEY FINDINGS AND PROPOSED AREA PLAN CONCEPT

(File Ref. No. 08-4045-20-14/2013) (REDMS No. 3851456)

Terry Crowe, Manager, Policy Planning, provided background information and highlighted the following information:

- three development options were presented for consideration at the second Open House, each option varying in estimated population increases and densities;
- a total of 76 completed surveys were submitted; overall, the surveys indicated that the public preferred Option 3 as it suggested the highest level of community amenities;
- staff conducted a preliminary analysis of the types and costs of amenities and the ability of the three option to provide them;
- as a result of the preliminary analysis, staff enhanced Option 1 (lowest estimated population increase and density) and propose Option 4; and
- Option 4 can provide the majority of the preferred community amenities as suggested in Option 3, however with a significantly lower estimated build-out population.

With the aid of various artist renderings, Mr. Crowe reviewed the various Hamilton areas and commented on the proposed types of development for each area. Also, Mr. Crowe noted that the Hamilton area abuts the City of New Westminster's Queensborough community and as such, there is potential to improve 'live, work, play' opportunities for Hamilton residents.

Planning Committee
Wednesday, May 22, 2013

In response to a comment made by the Chair, Mr. Crowe summarized the proposed changes to the Hamilton area plans: (i) Area 1 will remain as-is with predominantly single-family dwellings; (ii) Area 2 will retain the existing park and could accommodate townhouses; and (iii) Area 3 will be enhanced with a new riverfront park, the shopping centre will be densified, the north side of Gilley Avenue could accommodate mixed-uses, and the remainder of Area 3 could accommodate a range of townhouses.

In reply to queries from Committee, Mr. Crowe advised that (i) the projected population increase and the provision of community amenities is based on the build out of the Hamilton Area Plan for 2034; and (ii) the proposed Concept is based on a 'Developer Pay' approach, as such, funds towards amenities would be collected as development occurs.

Discussion ensued regarding public transportation in the Hamilton area, and Victor Wei, Director, Transportation, advised that TransLink was consulted regarding the various land use options, and support the principles that encourage the use of sustainable transportation such as walking and cycling.

In response to a query from Committee, Mr. Crowe commented on the 'Developer Pay' approach, noting that staff consider the set of proposed community amenities in the proposed Concept reasonable. Mr. Crowe clarified that the City is not asking developers to fund amenities such as a museum or art gallery.

The Chair spoke of the projected population increase and the potential need for an additional elementary school and a new high school in the Hamilton area.

Dana Westermarck, Oris Consulting Ltd., spoke in favour of the proposed Concept, and was of the opinion that the Hamilton community welcomes the development of their neighbourhood. Also, he stated that he believes that there is a sense of urgency in moving forward with the proposed Concept, and as such, requested that the City proceed in a timely manner.

Mr. Westermarck believed that the next phase of public consultation should first ensure that the proposed Concept (Option 4) meets the expectations of Hamilton residents and second, clarify what is expected of the development community. He stated concern related to (i) the assumption that developers contribute approximately 65% of the land lift from rezonings to proposed community amenities, and (ii) the findings of the City's independent economic consultant, noting that the figures have not been shared with the development community. Mr. Westermarck was of the opinion that these issues need to be discussed with the Urban Development Institute, the Greater Vancouver Home Builders' Association, and local builders.

Planning Committee
Wednesday, May 22, 2013

Mr. Westermarck concluded by suggesting that the proposed Concept specify areas for single-family dwellings in an effort to seamlessly transition between lower and higher density areas.

Councillor McPhail left the meeting (4:39 p.m.).

In reply to a query from Committee, Mr. Crowe advised that the findings of the City's independent economic consultant would be shared with the development community prior to finalizing the proposed Concept.

Councillor McPhail re-entered the meeting (4:43 p.m.).

Joe Erceg, General Manager, Planning and Development, stated that once the public consultation phase has concluded, a detailed implementation plan would be developed. Also, Mr. Erceg commented that while the proposed Concept reflects a 'Developer Pay' approach for community amenities, developers would not be asked to fund other facilities that the City typically funds such as a Fire Hall.

It was moved and seconded

That the proposed Hamilton Area Plan Update Concept be presented for public comment as outlined in the staff report dated May 14, 2013, from the General Manager, Planning and Development.

CARRIED

2. PROPOSED EXPANSION OF CONVERTIBLE TOWNHOUSE FEATURES THROUGH INCLUSION OF SELECTED SAFERHOME STANDARDS

(File Ref. No. 08-4057-07) (REDMS No. 3810778)

Wayne Craig, Director, Development, provided background information, noting that it is recommended that the Convertible Unit Guidelines be updated to include nine SAFERhome Standards criteria and to introduce one equivalency provision.

It was moved and seconded

That the Convertible Unit Guidelines, which apply to townhouse development, be expanded to include the specific SAFERhome features identified in the staff report dated May 1, 2013 from the Director, Development and the Senior Manager, Building Approvals.

CARRIED

Planning Committee
Wednesday, May 22, 2013

3. **APPLICATION BY SANDHILL HOMES LTD. FOR REZONING AT 9080 NO. 3 ROAD FROM ASSEMBLY (ASY) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-9030/9031; RZ 12-619503) (REDMS No. 3839351 v.3)

Mr. Craig provided a brief history of the proposed subject site and commented on Council's policy related to applications that re-designate land from 'Community Institutional' to other Official Community Plan (OCP) designations for the purpose of redevelopment.

In reply to a query from Committee, Mr. Craig advised that he was not aware of the subject site's permissive tax exemption history.

Discussion ensued regarding the equity of re-designating land from 'Assembly Use' to other OCP designations for the purpose of redevelopment as it relates to permissive tax exemptions. It was suggested that such applications be required to repay an average of permissive tax exemptions granted.

In reply to a query from Committee, Mr. Craig stated that the subject site could accommodate a small assembly should there be a demand in the market.

Jon Henderson, 8271 Rideau Drive, accompanied by Gerald Tangi, 8311 Rideau Drive, expressed concern regarding the proposed development. Mr. Henderson read from his submission (attached to and forming part of these Minutes as Schedule 1). In reply to a query from Committee, Mr. Henderson stated that additional green space on the subject site would be welcomed.

Discussion took place regarding Council's policy related to applications that re-designate land from 'Assembly Use' to other OCP designations for the purpose of redevelopment. It was noted that the policy states that such applications be reviewed on a case-by-case basis.

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

It was moved and seconded

- (1) *That the Application by Sandhill Homes Ltd. for rezoning at 9080 No. 3 Road from Assembly (ASY) to Low Density Townhouses (RTL4) be referred back to staff to examine the issue of green space; and*
- (2) *That staff examine in general the question of repayment of taxes to the City if a permissive tax exemption was granted.*

The question on the referral was not called as discussion ensued regarding the loss of 'Assembly Use' designation for the purpose of redevelopment and its effects on the community.

The Chair expressed concern regarding the proposed referral, noting that a policy with several principles regarding such matters may be more suitable than applying a case-by-case standard.

5.

Planning Committee
Wednesday, May 22, 2013

In reply to a query from the Chair, Mr. Erceg advised that staff would require at minimum three months to draft fundamental principles to be applied to applications that re-designate land from 'Assembly Use' to other OCP designations for the purpose of redevelopment.

There was agreement to add the following text to the end of Part 2 of the proposed referral: 'and any other principles that may be applied to such applications.'

Discussion further ensued and it was noted that the Applicant likely did not receive permissive tax exemptions for the proposed development site, and as such, additional green space should be investigated to enhance the application. However, in the case of all 'Assembly Use' re-designations, if permissive tax exemptions were granted, an average of those taxes should be repaid to the City. Furthermore, if permissive tax exemptions were not granted, is there something that the City should reasonably request from the applicant.

Committee clarified in making the referral motion that a full policy review is not intended, rather that staff are requested to clarify the type of considerations that the City may reasonably request with regard to such applications.

The question on the referral, which now reads,

- '(1) That the Application by Sandhill Homes Ltd. for rezoning at 9080 No. 3 Road from Assembly (ASY) to Low Density Townhouses (RTL4) be referred back to staff to examine the issue of green space; and*
- (2) That staff examine in general:*
 - (a) the question of repayment of taxes to the City if a permissive tax exemption was granted; and*
 - (b) any other principles that may be applied to such applications.'*

was then called and it was **CARRIED**.

4. APPLICATION BY AJIT THALIWAL FOR REZONING AT 8960 HEATHER STREET FROM SINGLE DETACHED (RS1/B) TO SINGLE DETACHED (RS2/A)

(File Ref. No. 12-8060-20-9011; RZ 13-628035) (REDMS No. 3824001)

Please see Page 2 for action on this matter.

Planning Committee
Wednesday, May 22, 2013

5. **MANAGER'S REPORT**

(i) Request by the City of Port Moody for Additional Regional Growth Strategy Special Study Areas

Mr. Crowe referenced a memorandum dated May 22, 2013 (copy on file, City Clerk's Office) regarding the City's response to a proposed Metro Vancouver Regional Growth Strategy (RGS) amendment requested by the City of Port Moody. Also, Mr. Crowe commented on the timeframe for municipalities to respond to RGS amendments of this kind, noting that 30 days is insufficient.

Discussion ensued and Committee expressed concern regarding the proposed RGS amendment.

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

It was moved and seconded

That staff prepare a resolution to be submitted to Metro Vancouver expressing Richmond's opposition to the conversion of industrial lands to other uses.

CARRIED

(ii) Planning & Development Department Updates

Mr. Craig provided an update on the Ling Yen Mountain Temple, noting that a second open house is anticipated to take place mid-June 2013.

Mr. Craig commented on a liquor store relocation application, noting that as part of the application process, a telephone survey with area residents would be conducted in order to determine if the neighbourhood supports such an application.

Mr. Craig provided an update on the referral related to the rezoning application at 4991 No. 5 Road, highlighting that staff have negotiated an increase in cash contributions for additional density.

In reply to a query from Committee, Mr. Craig advised that due to the subject site's proximity to Highway 99, the Ministry of Transportation and Infrastructure has requested that a noise attenuation wall be constructed.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:36 p.m.).

CARRIED

Planning Committee
Wednesday, May 22, 2013

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Wednesday, May 22, 2013.

Councillor Bill McNulty
Chair

Hanieh Berg
Committee Clerk

May 22 , 2013 ,

**Schedule 1 to the Minutes of the
Planning Committee meeting held
on Wednesday, May 22, 2013.**

To Richmond City Council ,

This rezoning application (RZ 11-577561) at 9080 # 3RD. and the details surrounding it have left the adjacent neighbours in the Rideau subdivision somewhat perplexed. What was to become a Jewish synagogue will now become 12 town homes sold at market value. What was Assembly land will be rezoned to a multiple family designation. We have been led to believe that the new OCP which has been in place since November of 2012 nullifies many of the pre-existing concerns regarding the disposition of Assembly zoned land and allows for any kind of development including multi-family housing based on market value without significant compensation to the community. The following are other concerns that we as adjacent neighbours have with respect to this particular application..

A) As neighbours to the ongoing development at 9100 # 3 Rd., we were not made aware that any development on the adjacent property at 9080 #3Rd would be accessed through the ongoing development at 9100 #3Rd (entrance and exit). Although this allowance will not significantly impact the neighbours on Rideau Dr. ,we should have at least been informed. This agreement also raises questions as to when and why did the City of Richmond sacrifice Assembly zoned property in order to accept proposals which would complement the development next door ? At the present time, a retaining wall and fence is securely in place separating both properties.

B) We are discouraged that the City has abandoned its policy of exacting a" significant" Community Benefit for those Assembly lands that have been allowed to rezone to multi-family, based on market valued housing - a policy that appears to have been in place up until 2009.

C) We are also discouraged that the City has abandoned its policy of preserving Assembly zoned lands, given the fact that up to 2009 city staff were concerned that such lands were being lost to market driven forces.

D) We were also discouraged that the developer at 9080 # 3Road [Sandhill Construction] hasn't taken the time to meet with the homeowner at 9311 Rideau Drive (the only adjacent single family residence to directly feel the full impact of this project) in order to explore ways of lessening the impact of said development. eg. providing the amenity space adjacent to the single family home. We understand that this is not a requirement in the City of Richmond but it would have been a polite gesture.

It appears that this application for rezoning is " fait accompli "; however , we hope Council reconsiders its policy regarding the rezoning of Assembly lands given the fact these lands have some distinct amenities attached to them.

Respectively submitted by.

Gerald Tangi (9311 Rideau Drive)

and Jon Henderson (8271 Rideau Drive)

On behalf of other Rideau residents affected by this development.



Public Works & Transportation Committee

Date: Thursday, May 23, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda Barnes, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Linda McPhail
Councillor Harold Steves

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, April 17, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, June 19, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

ENGINEERING AND PUBLIC WORKS DEPARTMENT

1. LICENSE AGREEMENTS FOR CITY PUMP STATIONS (File Ref. No. 10-6340-20-P.11314) (REDMS No. 3840128 v.2)

Milton Chan, Manager, Engineering Design and Construction, advised that approximately 50% of the 31 perimeter pumping stations have been upgraded and that the City is undertaking to upgrade one major pumping station per year.

1.

Public Works & Transportation Committee
Thursday, May 23, 2013

It was moved and seconded

That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to negotiate and execute license agreements with Vancouver Fraser Port Authority (Port Metro Vancouver), or other applicable agencies having jurisdiction over Crown land beyond City dikes, for the construction and operation of No.1 Road North Drainage Pump Station and future City pump stations.

CARRIED

2. SERVICING AGREEMENT WITH ECOWASTE INDUSTRIES LTD.

(File Ref. No. 10-6060-01/2013) (REDMS No. 3844421 v.8)

John Irving, Director, Engineering, advised that this is a standalone Servicing Agreement for the preload along the Blundell corridor and does not involve any other infrastructure (i.e. roads, services). It is an opportunity to take advantage of receiving clean fill in this roadway with no cost to the City and will assist with the future development of the Ecowaste site conditional upon Council and provincial approvals.

Discussion ensued regarding concerns that Blundell Road not be opened between Savage Road and No. 6 Road and that an overpass through the Port Metro Vancouver lands adjacent to the Ecowaste lands not be supported.

It was moved and seconded

That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to negotiate and execute license agreements with Vancouver Fraser Port Authority (Port Metro Vancouver), or other applicable agencies having jurisdiction over Crown land beyond City dikes, for the construction and operation of No.1 Road North Drainage Pump Station and future City pump stations.

CARRIED

3. MANAGER'S REPORT

Robert Gonzalez, General Manager, Engineering and Public Works, introduced Peter Russell, Senior Manager, Sustainability and District Energy to the Committee and expressed that Mr. Russell brings a wealth of experience and will continue to build a Sustainability and District Energy work plan for the City. The Committee welcomed Mr. Russell to the City.

Public Works & Transportation Committee

Thursday, May 23, 2013

Tom Stewart, Director, Public Works, advised that the Public Works Open House is scheduled for Saturday, May 25, 2013 and extended an invitation for Council to attend. Mr. Stewart informed the Committee that 5 staff members have been recognized as Certified Utility Workers by the Industrial Trading Authority. Congratulations were extended to the employees and staff was directed to bring the matter to the next meeting of Council.

(a) ONNI – Dyke and Boardwalk

Mr. Irving noted that the dyke and boardwalk at the ONNI site have been opened. The City has completed the final inspections, received the final geotechnical report and staff is satisfied that the work has been completed accordingly. The security bond will be released shortly. There have been a few minor complaints or comments received with regard to minor cracking due to expected shrinkage. Staff was directed to place appropriate signage at the site expressing the satisfactory work completed.

(b) Nelson Road/Westminster Highway

Mr. Chan stated that preload work is currently taking place and that the main contracts for the road and drainage works have been awarded. Staff has applied to Transport Canada for an extension for the preload work to facilitate completing the work without loss of federal funding. Regular updates on the status of the project are provided on the City website and to Port Metro Vancouver.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:15 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Thursday, May 23, 2013.

Councillor Linda Barnes
Chair

Heather Howey
Committee Clerk



City of Richmond

Report to Committee

To CS - May 14 2013

To: Community Safety Committee

Date: May 1, 2013

From: John McGowan
Fire Chief, Richmond Fire-Rescue

File: 09-5140-01/2013-Vol
01

Re: Tender Award T.4747 – Fire Pump Apparatus and 105' Ladder Apparatus

Staff Recommendation

1. That tender T.4747, for a Fire Pump Apparatus and a 105' Ladder Apparatus, be awarded to Wholesale Fire & Rescue Ltd., at a total cost of \$1,874,451, plus applicable taxes;
2. That the Chief Administrative Officer and General Manager of Law and Community Safety be authorized to execute the contract with Wholesale Fire & Rescue Ltd. (WFR) for the purchase of two (2) fire apparatus.

John McGowan
Fire Chief
(604-303-2734)

Att. 1

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

Staff Report

Origin

During the 2011 and 2012 Capital Budget process, Council approved the expenditure of \$2,018,000, which was included in the respective 5 year financial plans, for two new fire apparatus. The tendering process has been completed and Council's approval to award the contract is sought to permit the apparatus to be delivered in 2014.

This report supports Council's Term Goal: *To ensure Richmond remains a safe and desirable community to live, work and play in, through the delivery of effective public safety services that are targeted to the City's specific needs and priorities.*

Background

Operating a fire service that supports Council's mandated services to respond to routine, specialized, minor and major incidents while meeting industry standards requires an inventory of equipment and apparatus. Richmond Fire-Rescue's (RFR) apparatus inventory is assigned to primary or reserve status. Primary status apparatus are those vehicles that are specifically assigned to a fire hall and have been in service less than 15 years. The reserve status vehicles are not assigned to a Firehall, have been in service greater than fifteen years and are used when primary apparatus is under repair or the magnitude of an event requires additional staff and apparatus.

The vehicle inventory is well maintained mechanically and inspected to ensure that the vehicles are capable to deliver fire-rescue services. The inspection system includes the following considerations:

- Vehicle conditions, including mileage, and maintenance costs.
- Equipment efficiencies and sustainability.
- Industry standards from the National Fire Protection Association (NFPA).
- New technology and innovations.

Industry standards in North America for fire and public safety are provided by the NFPA. The NFPA has identified a 15 year life cycle for primary emergency response vehicles with an additional five years of service in a reserve role, for a total of 20 years. The vehicles that will be decommissioned have greater than 22 years of service.

Public Tendering

To facilitate the replacement of aging apparatus, Tender T.4747 was issued to the marketplace on January 21, 2013. A single tender for a fire pump and a 105' ladder apparatus was issued to allow for consistency in the style and type of units which facilitates ease of operation, maintenance and potential economies of scale.

Tender T.4747 closed on March 6, 2013 and resulted in submissions from Smeal Fire Apparatus Co. and Wholesale Fire & Rescue Ltd.

Tender Evaluation

An interdepartmental review of the technical specifications and the requirements that the apparatus be designed to address:

- operations in a dense urban environment;
- the safety of personnel;
- optimal work flow for fire crews and Emergency Vehicle Technicians (EVT's); and
- ergonomics with the intent to improve functionality while mitigating injury.

After a thorough evaluation of the submissions it was determined that Wholesale Fire & Rescue (WFR) provided the best value response in terms of specification, a shorter delivery time of nine month for both units and value for the money.

The WFR fire pump and 105' ladder provide for enhanced movement and operations in an urban setting such as; lower overall height and tighter turning radius for the ladder. This will benefit truck movement in densely developed areas of Richmond. Further, additional safety features are included such as controls and switches on the steering wheel that allow the driver to keep focused on the road and hands remain on the steering wheel.

WFR's design of the pumper and the ladder is oriented closer to the ground which improves safe access and egress and will potentially reduce injury of the fire personnel. Sample pictures and a list of enhancements and improvements can be seen at (Attachment 1).

Financial Analysis

The recommendation is to award to the lowest compliant bidder WFR, providing best value for the dollar for the fire pump apparatus and 105' ladder apparatus. The total capital budgets approved for both apparatus are \$2,018,000. The tender award of \$1,874,451 and PST results in a total cost of \$2,005,663. These costs are guaranteed by WFR for 90 days from May 1, 2013.

Financial Impact

Purchasing these vehicles is within the existing approved capital budgets.

Conclusion

The process followed to procure the apparatus is in compliance with the City of Richmond's procurement policy.

Awarding the tender to Wholesale Fire & Rescue represents best value to the City, and is therefore recommended.



Tim Wilkinson
Deputy Fire Chief
(604-303-2701)

a. Pump Truck



b. Ladder Truck



Enhancements/Improvement of the new units:

- Increased operational capacity with larger ladder
- Safety enhancements on both units
- Consistency for ease of operations and maintenance
- Ease of access and egress for fire personnel and EVT.
- Lower maintenance costs and warranty coverage
- Decreased emissions.



City of Richmond

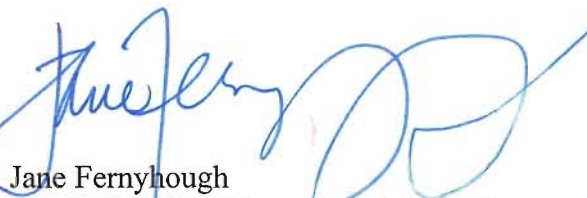
Report to Committee

TO GP-May 21 2013

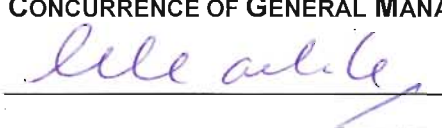


To: General Purposes Committee
From: Jane Fernyhough
Director, Arts, Culture and Heritage Services
Date: May 1, 2013
File: 01-0100-20-RPAR1-
01/2013-Vol 01
Re: **Richmond Public Art Program 2012 Annual Report and Public Art Advisory
Committee 2013 Work Plan**

Staff Recommendation

That the Richmond Public Art Advisory Committee 2013 Work Plan as presented in the report from the Director, Arts, Culture and Heritage Services, dated May 1, 2013, be approved.


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

Att. 2

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

Staff Report

Origin

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

This report presents the Richmond Public Art Program 2012 Annual Report to Council, and the proposed RPAAC 2013 Work Plan, for approval.

This initiative is in line with Council Term Goal 9.1:

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

Analysis

The Richmond Public Art Program 2012 Annual Report (**Attachment 1**) highlights the key activities and achievements of the City's public art program through the civic, community and private development programs in 2012.

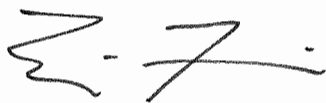
The Public Art Advisory Committee 2013 Work Plan (**Attachment 2**) outlines the proposed work tasks for the volunteer committee for 2013. The Richmond Public Art Advisory Committee, as a Council appointed Advisory Committee, advises on all aspects of public art policy, planning, education and promotion, including the allocation of funds from the City's designated Public Art Reserve.

Financial Impact

There is no financial impact to this report.

Conclusion

Public art animates the built and natural environment with meaning, contributing to a vibrant city in which to live and visit. The Richmond Public Art Program 2012 Annual Report and proposed Public Art Advisory Committee 2013 Work Plan demonstrate a high level of professionalism, volunteerism and commitment to quality public art in Richmond.



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

EF:ef

City of Richmond

Public Art Program 2012 Annual Report

Arts, Culture and Heritage Services

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Richmond Public Art Program

2012 Annual Report

Introduction

The Richmond Public Art Program 2012 Annual Report presents a broad range of accomplishments during the past year. There were twelve artworks completed at private developments and City facilities, both temporary and permanent. They ranged in size from human scale to several storeys in height. These artworks were composed of traditional public art materials, such as mosaic tile and steel, as well as new innovative materials, including sequins, live plants, and recycled farm equipment. Community public art included a new level of public participation in reaching out to new audiences through social service organizations. The City hosted its first PechaKucha event, an evening of short public presentations by eight artists. Topics ranged from the history of art to details of recent public art projects. The success of this well attended event has led to an agreement with the PechaKucha organization to designate Richmond as a host City. Four new events will be scheduled in 2013.

These projects were realized through the collaborative efforts of many parties, including the development community, community associations, schools, community volunteers, and the artists and their teams.

Public art contributes to creating a sense of place and in a highly competitive world helps a city distinguish itself above the rest. With over ninety permanent and temporary works in the City public art inventory, we are approaching our one-hundredth installation.

Cover: *Perpetual Sunset*, Instant Coffee, 2012. Photo by Instant Coffee

State of the Public Art Program

Conservation and Appraisal Reports

With a significant number of works reaching ten years in age, a certified appraisal and comprehensive conditions report has been commissioned for the entire collection, including a strategy for maintaining the current collection as well as all future works.

The services of Beth Nobel and Nadine Power were retained to prepare Appraisal and Conservator reports, respectively, for the Program's collection. The reports were completed late in 2012 and will serve as a basis for setting priorities for the conservation of works in need of repair, and in scheduling annual maintenance of all works.

While the Public Art Program will be responsible for maintenance of City-owned works, this information will be provided to property managers responsible for the care and maintenance of privately owned artworks so that all the artworks may be maintained in their best condition and preserve their value to the local residents and the public at large.

Richmond PechaKucha Night

The first Richmond PechaKucha Night was presented on Friday, September 28, 2012 during Culture Days 2012 in the Cultural Centre Performance Hall. PechaKucha Nights are informal and fun gatherings where creative people get together and share their ideas, works and thoughts in a simple presentation format where each presenter shows 20 images, each for 20 seconds and talks about their work.

The City of Richmond's Public Art Planner, Eric Fiss moderated a series of PechaKucha presentations by eight local and regional professional artists, who shared their experiences in creating public art and engaged in lively discussions with a 40 person audience.

The edited audio slide presentations have been produced by Julia Olsen under the supervision of Lauren Burrows-Backhouse, Media Lab Specialist and coordinator for the Richmond Youth Media Program. The PechaKucha presentations videos can be viewed online at:

www.youtube.com/cityofrichmondbc



Ten Conversations on Public Art, Powered by Pecha Kucha, 2012. Photo by Chris Charlebois.

2012 Public Art Projects

Civic Public Art Program

Richmond Community Safety Building

Child of the Fraser, by artist Glen Andersen, located at the new Richmond Community Safety Building, 11411 No. 5 Road, re-works the concept and formal elements of the Richmond Coat of Arms in ceramic mosaic tiles and waterjet-cut aluminum sculptures.

Child of the Fraser is essentially a fragmentation and subsequent reassembly of the components of the City of Richmond's unique Coat of Arms, whereby these elements are reconfigured on and around the building, such that the whole site is essentially wearing the elements of the crest: fish

sculptures leaping an embankment at the entrance; the line from a poem by original settler and city father Thomas Kidd, "Child of the Fraser", displayed in a set of identical bands on the corners of the building; and the entry plaza is a virtual map of the island city.



Child of the Fraser, Glen Andersen, 2012

Richmond Olympic Oval Public Art Program

Authentic Aboriginal, by artist Sonny Assu, created through the VANOC Aboriginal Art Program for the 2010 Winter Games, was installed in its permanent home in a community meeting room at the Richmond Olympic Oval, 6111 River Road. ***Authentic Aboriginal*** is conceptually and aesthetically designed to challenge the authenticity of Aboriginal art.



Authentic Aboriginal, Sonny Assu, 2010

Terra Nova Art Benches

The ***Terra Nova Art Benches*** at Terra Nova Rural Park, 2431 Westminster Highway, installed in 2011, were featured during Doors Open on May 5, 2012. The artists involved in the project are Norm Williams, Peter Pierobon, Thomas Cannell, Mark Ashby, and ideale concepts. This project represents a wonderful opportunity to investigate land-based design in a public environment. Themes for the benches include the Coast Salish relationship to the site, agricultural history, and the coastal ecology of the Fraser River delta. Artists were on hand to discuss their art benches, and a Trivia Hunt was distributed to children to increase their interest in the stories behind the benches.



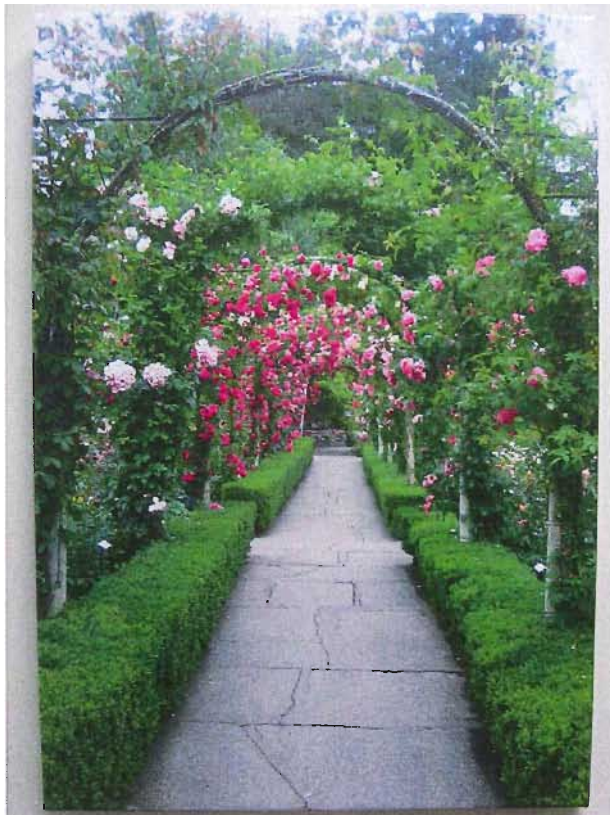
Farmer's Bench, Norm Williams, 2012

Community Public Art Program

Transitions Addiction and Mental Health Program

Council endorsed two innovative community public art projects in March 2012. Working in collaboration with the Transitions Vancouver Coastal Health program, artist Tiana Kaczor developed a concept proposal for a participatory public art project. Using photography, the project allowed clients of the Transitions Addiction and Mental Health Program to use creative art-making to help

in their recovery program, increase self-esteem and gain self-awareness. Photographs are on display at Transitions, 8100 Granville Avenue, and the Anne Vogel Clinic, 8160 Cook Road.



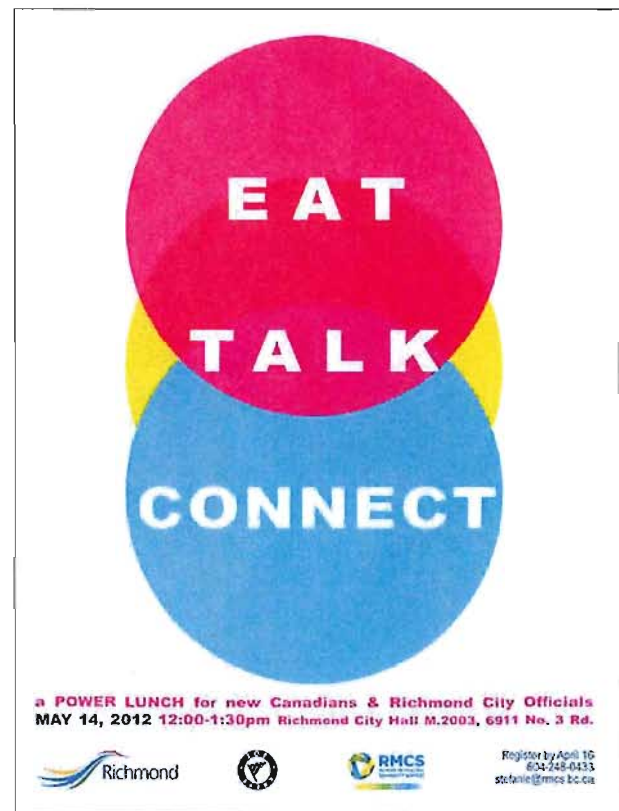
Transitions, Tiana Kaczor, 2012

Richmond Multicultural Community Services Society

Artist Zoe Kreye was selected to work with the Richmond Multicultural Community Services Society on a community outreach art project entitled **EAT.TALK.CONNECT**. For the Diversity Dialogue Conference in March 2012, Zoe and students from her ECUAD class on social practice art facilitated dialogue in a performance workshop. For the second event, a power lunch was held at City Hall on May 14, 2012. Twenty new Canadians prepared

homemade lunches for two City Councilors, senior officials and staff and then sat down for an intimate lunch and conversation about resettlement, local customs and experiences of building a more inclusive community. The enthusiasm and openness of the participants created a welcoming environment

The **EAT.TALK.CONNECT** presentation can be viewed online at: www.youtube.com/watch?v=86jylzeSzqM&feature=youtu.be



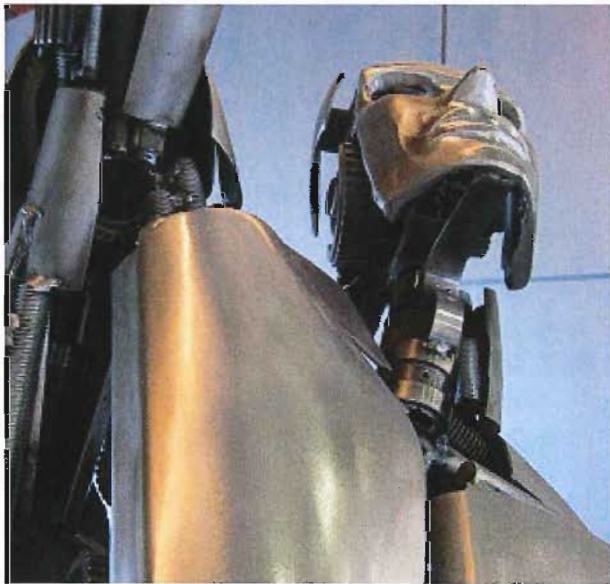
EAT.TALK.CONNECT Poster, Zoe Kreye, 2012

Public Art Program Donations

Richmond Olympic Oval

Sponsor: Family of Narinder Mander

Volleyball Player, by artist Cory Fuhr, was donated to the Public Art Program by the family of Narinder Mander. Located on the public mezzanine overlooking the field of play inside the Richmond Olympic Oval, the Volleyball Player challenges the athlete and spectator to "Rise Above".



Volleyball Player, Cory Fuhr, 2012

Private Development Public Art Program

Garden City Residences, 9188 Cook Road

Sponsor: Chandler Development Group

Human Nature II, by artist Paul Slipper, is a series of five large carved granite sculptures representing ferns and humans. It was installed in December 2011 at Garden City Community Park. The organic theme speaks to how as a community grows and rises, the people become more rooted. This installation extends into the park with the first series installed along the public walkways of the Garden City Residences on Cook Road.



Human Nature II, Paul Slipper, 2012

Parkside, 9651 Alberta Road

Sponsor: Centro Parkside Development Ltd

The bright red powder coated aluminum sculpture **Ribbon**, by artists Toby Colquhoun and Khalil Jamal, was installed at the public pedestrian entry for the Parkside townhome development. The stylized metal ribbons draw on the crisp, serpentine forms of Georgian architecture, expressed in a whimsical contemporary form.



Ribbon, Toby Colquhoun and Khalil Jamal, 2012

Mini Dealership, 10700 Cambie Road

Sponsor: Richmond Mini

The Bee, created by John Riley of Evergreen Living Green Walls, is an innovative use of an environmental green wall to incorporate a playful design. The work speaks about bringing nature back to business. The artwork is composed of living plants, and requires skillful nurturing by the employees at the dealership, known for their expert maintenance of high performance cars, to thrive.



The Bee, Evergreen Living Green Walls, 2012

Broadmoor Shopping Centre, 7820 Williams Road

Sponsor: First Capital Realty Inc.

All Things Separate Yet Intertwined, by artist Blake Williams, is a 14 ft. by 32 ft. mural composed of photographic imagery, painting, and text applied to porcelain tile, installed at the second story elevation of the building. The image of the blueberry bush was chosen as a reflection of the history of the Broadmoor area and as a symbol of sustainability in that it requires little or no irrigation. The lace-like skeletal images of decaying leaves are a metaphor of the process of transforming back to the earth to provide nutrients for the plant's re-growth in the spring and punctuate the idea of the interdependence of all things.



All Things Separate Yet Intertwined, Blake Williams, 2012

Saffron, 8600 Park Road

Sponsor: Ledingham McAllister

Saffron (S,M,L), by artists Jacqueline Metz and Nancy Chew of Muse Atelier, features eight super-scaled lotus flowers floating in a multi-tiered fountain along Park Road in front of the recently completed Saffron development. The blossoms are duplicates, as though mass produced. Each seemingly organic flower is identical in form and colour (cut from aluminum plate, rolled, welded, and coloured) and sits just above the surface of the water. They are placed so that each flower is at exactly the same angle. Together, the repetitive qualities form a tension with the seemingly organic, and with the viewer's memories of water gardens.



Saffron (S,M,L), Muse Atelier, 2012

Camino, 8060 Westminster Hwy

Perpetual Sunset, Instant Coffee's shimmering mural covers the west-facing wall of the Camino Development Project. Spanning over 80 ft. wide and 40 ft. high, the mural, made of nearly 40,000 individual reflective coloured sequins, is designed to catch the natural light, most directly echoing the setting sun. The immense scale of the artwork creates a mirroring effect that extends the sun's rays and sustains this daily occurrence in its refraction.



Perpetual Sunset, Instant Coffee, 2012

Public Art Plans

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

In 2012, nine (9) Public Art Plans contributing a value of \$1.89 million to public art projects were submitted and endorsed by the Public Art Advisory Committee (see chart below). Implementation of these projects, some of which are multi-phased, will commence in 2013.

In 2013, there will be continued growth in the private development program, with the presentation of Public Art Plans for new developments in the Oval, Capstan and Lansdowne Villages in the City Centre.

Private Development Public Art Plans, 2012

Project/Address	Developer	Planning Area	Budget ¹
Brighthouse Station, 6180 No. 3 Road	Fairborne Homes Limited	City Centre (Brighthouse Village)	\$160,000
River Green Village, Parcel 12 – 6500 River Road	ASPAC	City Centre (Oval Village)	\$182,000
Kiwanis Towers, 6251 Minoru Boulevard	Polygon Homes	City Centre (Brighthouse Village)	\$241,000
Riva, 7731 Alderbridge Way	Onni Group	City Centre (Oval Village)	\$382,000
Mueller Towers, 8331 Cambie Road	Polygon Homes	City Centre (Capstan Village)	\$310,000
River Park Place, 5440 Hollybridge Way	Intracorp	City Centre (Oval Village)	\$290,000
Riverport Flats, 14000 Riverport Way	Legacy Park Lands Ltd.	East Richmond (Fraser Lands)	\$35,000
The Gardens, Phase 1 & 2, 10820 No. 5 Rd	Townline	Shellmont	\$175,000
Concord Gardens, Phase 1, 3340 Sexsmith Road	Concord Pacific Developments Inc.	City Centre (Capstan Village)	\$117,000

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

Unique Projects

Discovering Art on No. 3 Road

The No. 3 Road Art Columns are a part of a unique collaboration of ten municipalities in Metro Vancouver called *The Necklace Project*. The works illuminate the unique culture and life of each host municipality. The fourth exhibit based on the theme of “Live/Work/Play in Richmond” was launched in late December 2011. These new visual artworks by local artists Terry Wong, *Gems of Night*, Michael Tickner, *A Growing Landscape*, Karen Kazmer and Todd Davis, *4Cs: Postcards from Richmond* were on display through August 2012.



Gems of Night, Terry Wong, 2012



Postcards from Richmond, Karen Kazmer and Todd Davis, 2012



A Growing Landscape, Michael Tickner, 2012



At What Cost, Christine Passey, 2012

Summary

For 2012 the Richmond Public Art Program received generous support from the development community, which translated into numerous installations throughout the city. As well, the private development contributions provided funding for community public art projects to engage the community through a variety of innovative projects.

Artworks placed in the public realm have the power to engage the public, serve as an educational resource, celebrate culture, stimulate conversations, and inspire creativity. The creation of public art continues to advance the City's destination status and ensure our continued development as a vibrant cultural city.

Richmond Public Art Advisory Committee 2012 Richmond Public Art Advisory Committee (RPAAC)

Diana (Willa) Walsh, *Chair*
Steve Jedreicich, *Vice Chair*
Lee Beaudry
Chris Charlebois
Sandra Cohen
Aderyn Davies
Simone Guo
Valerie Jones
Xuedong Zhao

Council Liaison: Councillor Evelina Halsey-Brandt

Public Art Program Staff

Jane Fernyhough, *Director, Arts, Culture and Heritage*
Kim Somerville, *Manager, Arts Services*
Eric Fiss, *Public Art Planner*
Andrew Long, *Public Art Assistant*
Elisa Yon, *Public Art Assistant*
Jodi Allesia, *Committee Clerk*

Appendix 1—Artworks Installed in 2012

Richmond Public Art Program Annual Report Artworks Installed in 2012

Total Number of Projects: 15
Report Total: \$555,127

Artwork/Project	Installed	Planning Area	Address	Artist(s)	Type	Funding Source	Cost	Status
Civic						Total Number of Projects: 3 Report Total: \$103,557		
<i>Child of the Fraser</i> - Richmond Community Safety Building	Sep/2012	Broadmoor	Community Safety Building, 11411 No. 5 Road	Glen Andersen, Richmond	Mosaic and Metal Sculpture	City of Richmond Public Art Program	\$91,575	20 - Artwork Complete
<i>Farmer's Bench</i> - Terra Nova Bench Project	Apr/2012	Thompson	Terra Nova Rural Park, 2431 Westminster Hwy.	Norm Williams, Abbotsford	Park Furnishing	City of Richmond Public Art Program	\$8,014	20 - Artwork Complete
<i>Human Nature II</i> - Garden City Community Park	Jan/2012	City Centre	Garden City Community Park, 9120 Alberta Road	Paul Slipper, Vancouver	Sculpture	City of Richmond Public Art Program	\$3,968	20 - Artwork Complete
Community						Total Number of Projects: 2 Report Total: \$26,600		
<i>Eat Talk Connect</i> - Richmond Multicultural Community Services Society	May/2012	City Centre	Richmond City Hall, 6911 No. 3 Road	Zoe Kreye, Vancouver	Social Practice	City of Richmond Public Art Program	\$14,000	20 - Artwork Complete
<i>Transitions</i> - Transitions Vancouver Coastal Health - 600 -8100 Granville Ave.	Dec/2012	City Centre	600-8100 Granville Ave.	Tiana Kaczor, Burnaby	Photography	City of Richmond Public Art Program	\$12,600	20 - Artwork Complete
Donation						Total Number of Projects: 1 Report Total: \$27,993		
<i>Volleyball Player</i> - Metal Volleyball Player Donation	Feb/2012	Olympic Oval Precinct	Richmond Olympic Oval, 6111 River Rd.	Cory Fuhr, Vernon	Sculpture	Family of Nairinder Mander	\$27,993	20 - Artwork Complete

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Richmond Public Art Program Annual Report

Artworks Installed in 2012

Total Number of Projects: 15
Report Total: \$555,127

Artwork/Project	Installed	Planning Area	Address	Artist(s)	Type	Funding Source	Cost	Status
Private						Total Number of Projects: 5 Report Total: \$382,849		
<i>All Things Separate Yet Intertwined</i> - Circa - Broadmoor Neighbourhood Centre	Aug/2012	Broadmoor	7820 Williams Rd and 10020/60 Dunoon Dr	Blake Williams, Vancouver	Mosaic	First Capital Realty Inc.	\$47,169	21 - Artwork Documentation
<i>Perpetual Sunset</i> - Camino	Sep/2012	City Centre	8068 Westminister Highway	Instant Coffee, Vancouver	Mural	Minglan Holdings Ltd.	\$154,773	20 - Artwork Complete
<i>Ribbon</i> - Centro Parkside Development Ltd.	Feb/2012	City Centre	9651 Alberta Road	Toby Colquhoun, Vancouver Khali Jamal, Richmond	Sculpture	Centro Development Ltd.	\$13,627	20 - Artwork Complete
<i>Saffron (S, M, L)</i> - Saffron - 8600 Park Road - Ledingham McAllister	Aug/2012	City Centre	8600 Park Road	Muse Atelier,	Landscape Feature	Ledingham McAllister Properties Ltd.	\$158,780	20 - Artwork Complete
<i>The Bee</i> - 10700 Cambie Road - Mint Dealership	Jul/2012	Bridgeport	10700 Cambie Road	John Riley,	Landscape Feature	Mini Richmond	\$8,500	28 - Maintenance
Unique Programs						Total Number of Projects: 4 Report Total: \$14,128		
<i>4Cs</i> - Art Columns - Exhibit 4 - Brighthouse	Jan/2012	City Centre	6280 No. 3 Road	Todd Davis, Vancouver Karen Kazner, Vancouver	Visual work	Appia Group of Companies	\$4,130	20 - Artwork Complete
<i>A Growing Landscape</i> - Art Columns - Exhibit 4 - Aberdeen	Jan/2012	City Centre	4000 No. 3 Road	Michael Tickner, Lions Bay	Visual work	Appia Group of Companies	\$4,131	20 - Artwork Complete
<i>Drawn Festival 2012</i> - Drawn Festival No 3 Rd Art Columns	Nov/2012	City Centre	Lansdowne Station, Canada Line	Maitas Armandanis, Vancouver Glenda Bartosh, Vancouver Lauren Ewings, Vancouver Stefanie Kuzmiski, Vancouver Megan Miller, Vancouver Christina Passey, Vancouver Marie Tak Sum Lee, Vancouver	Drawings	City of Richmond Public Art Program	\$1,736	20 - Artwork Complete
<i>Gems of Night</i> - Art Columns - Exhibit 4 - Lansdowne	Jan/2012	City Centre	5300 No. 3 Road	Terry Wong, Richmond		Appia Group of Companies	\$4,131	20 - Artwork Complete

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Appendix 2—Projects Underway in 2013

Richmond Public Art Program Annual Report Artworks Underway in 2013

Total Number of Projects: 34
Report Total: \$3,246,426

Artwork/Project	Installed	Planning Area	Address	Artist(s)	Type	Funding Source	Budget	Status
Civic						Total Number of Projects: Report Total:	\$875,000	
<i>Current - Alexandra District Energy Utility</i>		Bridgeport	6580 and 9600 Odlin Road	Andrea Sirois, Vancouver	Mural	City of Richmond Public Art Program	\$25,000	08 - Fabrication
<i>Lulu Suite: Telling the Stories of Richmond Phase 1 - Oval Front Lobby Art Project</i>		Olympic Oval Precinct	6111 River Road	Deanne Achong, Vancouver Faith Moosang, Vancouver	Mural-media	Oval Precinct Public Art Program	\$300,000	08 - Fabrication
<i>Lulu Suite: Telling the Stories of Richmond Phase 2 - Oval Light Sculpture</i>		Olympic Oval Precinct	6111 River Road	Deanne Achong, Vancouver Faith Moosang, Vancouver	Mural-media	Oval Precinct Public Art Program	\$350,000	08 - Fabrication
<i>Rainbow Caithong Niji - No. 3 Road Fence Project - Cambie Road</i>	Apr/2013	City Centre	4000 No. 3 Road	Ted Yadela, Richmond	Metalwork	City of Richmond Public Art Program	\$10,000	20 - Artwork Complete
<i>Richmond Affordable Housing - 8080 Anderson Road and 8111 Granville Avenue</i>		City Centre	8080 Anderson Road and 8111 Granville Avenue			City of Richmond Public Art Program	\$50,000	02 - Project Planning
<i>Steveston Interurban Tram Map - Steveston Interurban Tram Building</i>		Steveston	4005 Moncton St.	Mia Weinberg, Vancouver	Architectural Feature	City of Richmond Public Art Program	\$25,000	08 - Fabrication
<i>The Plinth - Canada Line Terminus Art Project</i>		City Centre	6340 No. 3 Road			City of Richmond Public Art Program	\$100,000	04 - Call
<i>Water Words - No. 1 Road North Drainage Pump Station</i>		Thompson	4151 River Road	Joanne Amott,		City of Richmond Public Art Program	\$15,000	08 - Fabrication

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Richmond Public Art Program Annual Report

Artworks Underway in 2013

Total Number of Projects: 34
Report Total: \$3,246,426

Artwork/Project Community	Planning Installed Area	Address	Artist(s)	Type	Funding Source Total Number of Projects: Report Total:	Budget Status
Art House - 2012: Art in Unexpected Places			Sylvia Grace Borda, Vancouver J. Keith Donnelly,	Temporary	City of Richmond Public Art Program	\$5,000 08 - Fabrication
Blossoming - 2012: Art in Unexpected Places			Bornie Leong, Richmond Kitty Leung, Richmond Nicanor Santillan,	Visual work	City of Richmond Public Art Program	\$10,900 08 - Fabrication
Cast Lockers - Hugh McRoberts Secondary School Community Public Art Project	Broadmoor	8980 Williams Road, Richmond, BC V7A 1G6	Jasmine Reimer, Vancouver	Landscape Fixture	City of Richmond Public Art Program	\$15,000 08 - Fabrication
Chan's Cabinet of Curiosities - 2012: Art in Unexpected Places			Vivian Chan, Vancouver	Temporary	City of Richmond Public Art Program	\$2,000 08 - Fabrication
Gateway Theatre podcast play - 2012: Art in Unexpected Places	City Centre		Jovanni Sy, Richmond	Multi-media	City of Richmond Public Art Program	\$10,800 08 - Fabrication
History PechaKucha Doors Open - PechaKucha Night Richmond		Richmond Cultural Centre		Social Event	City of Richmond Public Art Program	\$2,000 10 - Installation
Nature Art - Lansdowne Centre - Artist Residency 2013	City Centre	5300 No 3 Rd, Richmond, BC	Nicole Dextras, Vancouver	Residency	Lansdowne Centre and City of Richmond Public Art Program	\$6,000 08 - Fabrication
Recycled Glass Mosaic - 2012: Art in Unexpected Places			Elizabeth Wellburn, Victoria	Mosaic	City of Richmond Public Art Program	\$10,200 08 - Fabrication
WELCOME: A Mobile Sculptural Performance - 2012: Art in Unexpected Places			Leah Weinstein, Vancouver	Performance	City of Richmond Public Art Program	\$9,800 08 - Fabrication
West Richmond Community Centre	Blundell	9180 No. 1 Road	Jeanette G. Lee, Vancouver		West Richmond Community Association and City of Richmond Public Art Program	\$8,000 06 - Concept Report to Committee/Council

Report created on: 2013-05-15 - 11:50:38

2

Richmond Public Art Program Annual Report

Artworks Underway in 2013

Total Number of Projects: 34
Report Total: \$3,246,426

Artwork/Project	Installed	Planning Area	Address	Artist(s)	Type	Funding Source	Budget	Status
Private						Total Number of Projects: 15 Report Total: \$2,285,926		
ARTS Units - Concord Gardens, Phase One		City Centre	3240, 3260, 3280, 3320, 3340 Sexsmith Road and 8800, 8820, 8840, 8880, 8900, 8920, 8940, 8960 Patterson Road			Concord Pacific Developments Inc.	\$110,000	04 - Call
City Centre Community Centre Projects - Quintlet		City Centre	5931/5891 No. 3 Rd. and 5900 Minoru Blvd.			Canada Sunrise Development Corp.	\$396,756	02 - Project Planning
East-West Promenade - River Green Village (ASPAC)		City Centre	6031 River Road	Nancy Chew, Vancouver Jacqueline Metz, Vancouver	Multi-media	ASPAC	\$125,000	10 - Installation
Fish Trap Way - River Green Village (ASPAC)		City Centre	6031 River Road	Thomas Cannell, Vancouver Susan A. Point, Vancouver		ASPAC	\$157,000	10 - Installation
Float - TerraWest		Thompson	6011-6033 No 1 Road	Mark Ashby, Vancouver Kim Cooper, Vancouver	Sculpture	Centro Properties Group	\$22,670	08 - Fabrication
Glass Garden - The Gardens - Phase 1		Broadmoor	12011 Steveston Hwy and 10620/40 and 10800 No. 5 Rd	Joel Berman, Vancouver	Glass	Townline Homes	\$110,000	08 - Fabrication
Kawaki - Oris (Kawaki), 6160 London Road		Steveston	6160 London Rd & 13100, 13120, 13140, 13160 and 13200 No 2 Rd			Oris Development Corp.	\$44,000	04 - Call
Made in China - Prado Development Project		City Centre	8180 Lansdowne Road	Nancy Chew, Vancouver Jacqueline Metz, Vancouver	Sculpture	Appla Group of Companies	\$85,000	10 - Installation
Metal Screen - Harmony		City Centre	8280 Granville Avenue	Eliza Au, Richmond Nicanor Santillan,	Metalwork	Townline Ventures Granville Avenue Ltd.	\$60,000	07 - Contracting
Picnic - Omega		Bridgeport	9388 Odlin Rd	Ruth Beer, Vancouver Charlotte Wall, Vancouver	Sculpture	Concord Pacific Developments Inc.	\$100,000	08 - Fabrication

Report created on: 2013-05-15 - 11:50:38

3

Richmond Public Art Program Annual Report

Artworks Underway in 2013

Total Number of Projects: 34
Report Total: \$3,246,426

Artwork/Project	Installed	Planning Area	Address	Artist(s)	Type	Funding Source	Budget	Status
<i>Reflective Convex Disks</i> - Mandarin		City Centre	6180 and 6280 and 6300 No. 3 Road	Bill Pechet, Vancouver	Metalwork	Fairborne Homes	\$180,500	08 - Fabrication
<i>Rookery and Roost</i> - Remy and Alexandra		Bridgeport	9388 Cambie Rd	Erick James,	Metalwork	Oris Development Corp.	\$170,000	08 - Fabrication
<i>Three Towers</i> - Polygon Kiwanis Towers		City Centre	6251 Minoru Blvd	Javier Campos, Vancouver Elspeth Pratt, Vancouver	Sculpture	Polygon Development Ltd.	\$241,000	08 - Fabrication
<i>Tugboat</i> - Riverport Flats		Bridgeport	14000 Riverport Way	Sara Graham, Port Moody	Sculpture	Legacy Park Lands Ltd	\$36,000	08 - Fabrication
<i>Water #10 (Park Rivera)</i> - Parc Riviera		Bridgeport	1880 No. 4 Road and 10071/91/10111/31/51/10311 River Drive	Jun Ren, Xian	Sculpture	Dava Development Ltd	\$448,000	10 - Installation

Unique Programs					Total Number of Projects: Report Total:			
<i>Duomo and Simulator-Neurostar</i> - ECUAD Graduate School Project	Apr/2013	City Centre	Lansdowne Canada Line Station, north side	Galia Kwethy, Red Deer Landon Mackenzie, Vancouver	Temporary	City of Richmond Public Art Program	\$6,000	20 - Artwork Complete

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Appendix 3—Financial Summary

Public Arts Projects Completed in 2012

2012 Programs	No. of Projects	Costs	Funding Source
Civic	3	\$103,557	Public Art Program
Community	2	\$26,600	Public Art Program
Donation	1	\$27,993	Private
Private Development	5	\$382,849	Private
Unique Projects	4	\$14,128	Public Art Program
Totals	15	\$555,127	Public Art Program and Private

Public Art Projects Underway in 2013

2013 Programs	No. of Projects	Costs	Funding Source
Civic	8	\$875,000	Public Art Program
Community	10	\$79,500	Public Art Program
Private Development	15	\$2,285,926	Private
Unique Programs	1	\$6,000	Public Art Program
Totals	34	\$3,246,426	Public Art Program and Private

Public Art Reserve 2012 Summary

Public Art Reserve Funding	Amount	Balance
Uncommitted Public Art Reserve Balance December 31, 2011		\$873,742
• Private development contributions to reserve 2012	\$569,830	
• Interest 2012	\$17,966	
• Approved Capital Projects Budget 2012 for Community Programs	(\$100,000)	
• Approved Capital Projects Budget 2012 for Private Development Program	(\$403,398)	
• Return funds from inactive Capital Projects	\$10,000	
Uncommitted Public Art Reserve Balance December 31, 2012 (Unaudited)		\$968,148



City of Richmond

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RICHMOND PUBLIC ART ADVISORY COMMITTEE **DRAFT 2013 WORK PLAN**

Projects	2013 Calendar												Budget
	J	F	M	A	M	J	J	A	S	O	N	D	
Planning & Policy													
• Research Best Practices	Ongoing												
• Conservation & Maintenance Implementation		X	X	X	X	X	X						2013 Public Art Capital Budget
• West Richmond Dyke Public Art Plan				X	X	X	X						2013 Public Art Capital Budget
• Alexandra Neighbourhood Public Art Plan			X							X	X		2013 Public Art Capital Budget
• Community Program: Two dimensional artwork collection best practices			X	X	X	X			X	X			
Public Art Program													
• Advise on Public Art Plan Proposals	Comments & Review as Required												
• Advise on Terms of Reference for Artist Calls	Comments & Review as Required												
• Advise on Selection Panels	Propose panellists												
• Represent RPAAC on Advisory Design Panel	Report and advise on current planning proposals												
Advocacy & Promotion													
• Art Walks			X		X		X		X				
• Promotion Campaign (posters, postcards, ads)			X	X									\$500
• Outreach	Ongoing												
• Culture Days, Sept							X		X				
• Doors Open, May				X	X								\$500
Education & Training for RPAAC Members													
• Conferences (TBD)													\$300
• Annual Public Art Tour						X							\$200
• Lulu Series - Attend			X	X	X								
• RAG Openings		X		X		X			X		X		
• Public Art Walks	Self-guided												
Public Art Advisory Committee Meetings													
• Attend Meetings	X	X	X	X	X	X	X		X	X	X	X	\$500
• 2012 Annual Report		X											
• 2014 Annual Work Plan											X		
Totals													\$2,000
Prepared for the Richmond Public Art Advisory Committee Note: May change subject to Work Plan Priorities													



City of Richmond

Report to Committee Planning and Development Department

TO PLN - May 22, 2013

To: Planning Committee

Date: May 14, 2013

From: Joe Erceg
General Manager, Planning and Development

File: 08-4045-20-14/2013-Vol 01

Re: **Hamilton Area Plan Update: 2nd Public Survey Findings and Proposed Area Plan Concept**

Staff Recommendation

That the proposed Hamilton Area Plan Update Concept be presented for public comment as outlined in the Staff Report dated May 14, 2013, from the General Manager of Planning and Development.

Joe Erceg
Joe Erceg
General Manager, Planning and Development

JE:kt

Att. 8

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>	<i>Joe Erceg</i>	
Real Estate Services	<input checked="" type="checkbox"/>		
Community Social Development	<input checked="" type="checkbox"/>		
Parks Services	<input checked="" type="checkbox"/>		
Recreation Services	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Sustainability	<input checked="" type="checkbox"/>		
Law & Community Safety Administration	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: <i>DW</i>	REVIEWED BY CAO	INITIALS: <i>GD</i>

Staff Report

Origin

The purpose of this Report is to provide:

1. The findings of the second Public Survey and Open House for the Hamilton Area Plan Update held on June 26, 2012 for which Council approved three Area Plan Options for consideration,
2. An analysis of the Survey Findings,
3. A proposed Hamilton Area Plan Concept (Concept).

Findings of Fact

Council Approved Work Plan Summary

In January, 2012, Council endorsed the planning process to update the Hamilton Area Plan, mainly for Planning Areas 2 and 3 as shown on **Attachment 1**. The Hamilton Area Plan Update is proceeding as Council approved in January, 2012 with City staff leading Oris Consulting Ltd. who is undertaking the Council approved Work Plan. The highlights of this 5-phase Work Plan include:

Phase 1: Prepare Baseline Information and 1st March 13, 2012 Survey – Completed.

Phase 2: Analyse Phase 1 Survey Findings, Prepare Policy Options and 2nd Survey – Completed.

Phase 3: Analyse Phase 2 Survey Findings, evaluate the Proposed Options further, and if necessary, recommend a modified Option (i.e., the proposed Area Plan Option 4 Concept – [*Concept*] in this report).

Phase 4: Host another Open House in late June / early July 2013.

Phase 5: Analyse the Survey Findings, refine the Concept as necessary, draft the Area Plan and Financial Implementation Program, and present to Planning Committee for consideration in October 2013 with the Public Hearing to follow in November, 2013.

Second Open House - June 2012

The Phase 2 second Open House was held at Bethany Baptist Church on June 26, 2012. Invitations were sent via mass mailing to all household and business mailing addresses in Hamilton. At the second Open House, three Area Plan Options (**Attachment 2**) were presented for consideration, followed by a drop-in style question and answer session attended by approximately 225 residents. City staff from the Policy Planning, Development Applications, Environmental Sustainability and Parks Divisions were present, as well as Oris and their consultants.

To facilitate public input after the Open House, the Public Survey and Open House display boards were available on the City's website (www.richmond.ca) and the PlaceSpeak website (www.placespeak.com/hamiltonareaplan). Residents were asked to complete and return the Survey forms (one per household) by July 10, 2012 (**Attachment 3**). Paper and PDF versions of the second Survey could be filled in online and e-mailed or printed off and completed by hand for mailing, faxing or dropping off at the Hamilton Community Centre as well.

Summary of the Three Proposed Development Options

The three (3) Development Options which were presented for consideration at the second Open House are summarized below and included in **Attachment 2**:

Option 1: A High (131%) Population Increase 11,800 (estimated)

- Area 1: Status Quo: Continue mainly single family uses,
- Area 2: Stacked two to three-storey townhouses.
- Area 3:
 - On and north of the Bridgeview Shopping Centre, three to four-storey mixed commercial / residential development.
 - For The Remainder: Stacked townhouses (three stories) in the majority of the remainder this area and a smaller area of ground oriented townhouses.

Option 2: A Very High (131%) Population Increase - 13,400 (estimated)

- Area 2: A mix of three to four-storey apartment buildings, and stacked and ground oriented townhouses.
- Area 3:
 - On and north of the Bridgeview Shopping Centre, three to four-storey mixed commercial/residential development.
 - For The Remainder: Mainly a mix of three to four-storey apartment buildings, and stacked townhouses with a small area of ground oriented townhouses.

Option 3: An Extremely High (163%) Population - 17,100 (estimated)

- Area 1: Status Quo: Continue mainly single family uses,
- Area 2: A mix of three to four-storey apartment buildings and stacked townhouses.
- Area 3 :
 - On the Bridgeview Shopping Centre, four to six-storey mixed commercial / residential development, on the facing north side of Gilley Avenue and four to six storey apartment buildings and north of the Community Centre on Gilley Avenue, four to five storey apartments over retail.
 - For The Reminder: mostly a mix of three to four-storey apartment buildings.

Generally, the Survey proposed for Areas 2 and 3, that with more density, more community amenities and private retail services would be provided. This may have influenced the Survey results as more amenities were tied to the higher densities. Consideration of the proposed Options and Survey findings were always subject to more land use, park, transportation, infrastructure, community amenity, financial costing and analyses, community consultation and Council review.

ANALYSIS*Overview*

Overall, the public statistically preferred Option 3, as it suggested the highest level of community amenities with a potential build-out population of 17,100 people. At that time, staff had not undertaken a detailed costing of the community amenities or an analysis of the ability of the

proposed Options to pay for them. Since that time, staff have conducted a preliminary analysis of the type and cost of amenities, and the ability of the Options to provide them. With this preliminary analysis, an enhanced Option 1 (called Proposed Option 4 - Area Plan Concept) is proposed (see below and Attachment 6) that can provide the majority of the preferred community amenities suggested in Option 3, with a much lower estimated build-out population of 12,300 people and better balanced compatible communities.

Criteria to Evaluate Survey Findings

The Survey statistical findings and comments regarding a preferred Development Option were not to automatically be chosen, as they were always meant to be further assessed in light of the following criteria:

1. The degree of total Hamilton support.
2. The achievement of City 2041 OCP Goals,
3. The overall acceptability of the proposed building density and massing,
4. The financial viability of the Options to support developers and the City in providing the preferred community amenities (e.g., improved library service, policy service space, public recreation space needs), affordable housing contributions, parks and park improvements, roads, supporting infrastructure (e.g., water, sanitary, drainage), developer on and off site improvements, and more retail services,
5. The ability of the proposed Options to achieve the best overall balance of City sustainability, social, economic, environmental and interests and aspirations,
6. The achievement of the City's Inter-Municipal Goals, so future Hamilton growth and development would be compatible with the neighbouring Queensborough community to the east.

A discussion of these factors follows.

Overview of Survey Findings (Attachment 3)

1. General

There was the most statistical survey support for Option 3 and less for Options 1 and 2. Residents still want to grow and have improved community services and amenities, in a manner which achieves a balanced liveable community. Overall, the first choice was Option 3: 71%. In the larger Hamilton community context, this means that 4.8% of all households, or 1.5% of the total Hamilton population, statistically preferred Option 3.

2. What Residents Most Liked About Option 3:

Great river paths & green park space (12 mentions), the new Riverfront Park in Area 3 (5), more retail services (5), a good use of the high density pocket around the shopping centre (5), a pedestrian / bicycle bridge over the Hamilton / Queensborough canal (5), a reasonable increase in amenities and densities (4), improved roads - wider (4), more density (4), pedestrian friendly (4), multiple paths and routes (3) and enhanced walkways (3).

3. *What Residents Least Liked About Option 3:*

The high buildings (6 mentions), no new parks (5), an increase in traffic (5), traffic would increase significantly (4), no new recreation facilities (2), tall buildings limit the view of the river and mountains (2), want more green space (2), no community gardens (2), no plans to improve mass transit (2), the increased density (4), stop large trucks from using Westminster Highway (2).

4. *Other Commercial Services*

Residents were also asked which community amenities and retail services they most wanted not mentioned in Options 1, 2, or 3. They responded as follows:

- Community Amenities: a larger elementary school and a high school (6 mentions), a community pool (3) and improved police service space (3),
- Private Retail Services: a grocery store, doctor's office, a dental office, a pharmacy and other uses (e.g., coffee shops, restaurants, banks, a gas station).

These preliminary findings must be viewed in the context of the above criteria, overall residents' views, and further analysis as discussed below:

Population and Dwelling Unit (DU) Estimates

1. *With the Existing Hamilton Area Plan:* Hamilton currently has 5,100 people and 1,565 dwellings (2011 Census). With the build out of the existing Hamilton Area, the population could increase to 9,000 people and the number of dwelling units to 3,543 dwellings by 2034. The estimates are based mainly on Areas 2 and 3 being redeveloped into ground-oriented townhouses (e.g., 25 units /acre with 2.5 people per unit).

Potential Build-Out under Current Hamilton Area Plan			
Item	Current (2011)	Net New Population & Units (based on existing units removed)	Total Estimates
Total Population	5,100	4,764	9,000 (rounded)
Total Dwelling Units (DU)	1,565	1,978	3,543

2. *With Proposed Option 1:* - 11,800 people (approx.) - With the Proposed Option 1, Hamilton's build-out could rise respectively to an estimated 11,800 people and 4,272 dwellings by 2034. The estimates are based on mainly the densification of the shopping centre and in Areas 2 and 3, ground oriented townhouses being constructed on the current larger single family residential lots.

3.

Potential Build-Out under Proposed Option 1			
Item	Current (2011)	Net New Population & Units (based on existing units removed)	Total Estimates
Total Population	5,100	6,682	11,800
Total Dwelling Units (DU)	1,565	2,707	4,272

4. *With Proposed Option 2:* - 13,400 people (approx.) - With the Proposed Option 2, Hamilton's build-out could rise respectively to an estimated 13,400 people and 5,109 dwellings by 2034. The estimates are based on mainly the densification of the shopping centre and single family residential uses becoming more densified with ground oriented townhouses and apartment uses in Areas 2 and 3.

Potential Build-Out under Proposed Option 2			
Item	Current (2011)	Net New Population & Units (based on existing units removed)	Total Estimates
Total Population	5,100	8,277	13,400
Total Dwelling Units (DU)	1,565	3,544	5,109

5. *With the Proposed Option 3:* - 17,100 people approx. - With Option 3, Hamilton's build out could increase to an estimated population of 17,100 and 6,861 dwelling units, by 2034. The substantial increase in population and dwellings are the result of allowing on current single family residential parcels, stacked townhouses, four to six-storey apartment buildings, and three to five-storeys of residential above retail space, in addition to densifying the shopping mall site.

Potential Build-Out under Proposed Hamilton Area Plan Option 3			
Item	Current (2011)	Net New Population & Units (based on existing units removed)	Total Estimates
Total Population	5,100	12,003	17,100
Total Units	1,565	5,296	6,861

5. *The Achievement of The City's 2041 OCP Goals (Attachment 4)*

(1) *Hamilton's Historic Planning Context*

The previous 1986 Hamilton Area Plan Focus: The 1986 Hamilton Area Plan focussed on enabling population growth and managing development arising from normal regional growth, improved road accessibility and comparatively affordable land prices. This Area Plan focused on generating sufficient population to support certain land uses, community amenities (e.g., an elementary school), retail services (e.g., a viable neighbourhood shopping centre) and needed support infrastructure.

The current 1995 Hamilton Area Plan Focus: The current 1995 Hamilton Area Plan Goal is: "To enhance Hamilton's liveability by improving the relationship between residents and their community". The Objectives are to attain: A Distinct and Strong Physical Identity, Community Social Cohesion, Access to Community Facilities and Services, Safe and Secure Living Conditions and A Healthy Natural Environment. The Area Plan enables population growth and densification to continue while supporting preferred community improvements and indicates that more consultation and analysis (e.g.,

regarding infrastructure, schools, and community amenities) will be undertaken, prior to more densified development in Areas 2 and 3.

Summary: Since 1986, Hamilton residents have continued to welcome more population and development, and improved community amenities, retail services and supporting infrastructure. They want to become a more Complete Community and offer more “Live - Work - Play” opportunities and choices. It is noted that Council has already responded favourably to some of these requests, as in 2011, a new community centre space and fire hall were provided. Residents are appreciative and continue to seek improved library service, police service space and service, public and private indoor recreation space, more retail services, improved accessibility (e.g., roads, parks, trails) and infrastructure (water, sanitary, drainage).

It is noted that the existing Area Plan allows redevelopment at much lower densities than any of the three proposed Options, as reflected in recent Hamilton redevelopment.

(2) 2041 OCP Goals

The current 2041 OCP acknowledges that Hamilton will grow and that an Area Plan Update is underway. Staff used the following 2041 OCP Goals to see which Option may best meet community objectives: Hamilton as Richmond’s eastern gateway, promote a compact community, provide more connectedness, promote a sustainable economy, enhance agricultural viability, enhance the Ecological Network, provide sustainable infrastructure, promote improved transportation choices, accessibility and community safety.

In addition, the 2041 OCP policies recognize the following objectives for Hamilton: increase connectivity among neighbourhoods, along both arms of the Fraser River and to the rest of Richmond and Queensborough, continue to protect the farming (ALR) areas, ensure adequate buffers and sound proofing for residential uses along Highway 91, redevelop Hamilton Areas 2 and 3, and do not convert mixed employment and industrial lands not envisioned for commercial purposes to residential uses. **Attachment 4** outlines this analysis.

In assessing the three Options for compatibility with the 2041 OCP, it must be remembered that, while each Option offered certain community amenities, and park, transportation and infrastructure upgrades, they were always subject to more detailed analysis (e.g. sizing, costing, evaluation of the ability of new development to pay for the improvements). Based on the preliminary analysis to date, staff found that many preferred community improvements can be obtained, not by using Option 3, but with a much lower density option.

- Option 1 – 11,800 - A High Population (131%) Increase
Option 1 proposed a population at build out of 11,800 people (6,700 over the existing 5,100 population) and represents an increase of 131%. This Option proposed no library, no new Riverfront Park, a small community police space, additional public

indoor recreation space (size TBD), some private indoor recreation space, private retail services and infrastructure upgrades (e.g., a Gilley High Street, Queens Canal improvements [north between Gilley and the Fraser River], sidewalks, trails).

- Option 2 – 13,400 – A Very High Population (163%) Increase
Option 2 proposed a population build out of 13,600 (8,300 over the existing 5,100 population) which represents an increase of 163%. This Option proposed no library, no new Riverfront Park, a small community police space, additional public indoor recreation space (size TBD), some private indoor recreation space, more private retail services and infrastructure upgrades (e.g., a Gilley High Street, more Queens Canal improvements [from the Fraser River in the north, south to Highway 91], sidewalks, trails) and better landscaping.
- Option 3 – 17,100 - An Extremely High Population (235%) Increase
Option 3 proposed a population at build out of 17,100 (12,000 over the existing 5,100 population) which represents an increase of 235%. This Option proposed a new library (size TBD), a small new Riverfront Park, a small community police space, additional public indoor recreation space (size TBD), some private indoor recreation space, more accessibility, private retail services and infrastructure upgrades (e.g., a Gilley High Street, more Queens Canal improvements [from the Fraser River in the north, south to Highway 91], improvements to the existing Highway 91 overpass, improved accessibility and connections (a “Crossing Plaza” at Gilley and Westminster Highway, sidewalks, strollways, trails, a bike pedestrian canal crossing between Hamilton and Queensborough), and better lighting and landscaping. This Option may be regarded as involving excessive population growth and density which is not needed to achieve many of Option 3’s preferred community amenities, parks, connections, infrastructure, and private sector retail services. Note that it exceeds the City Centre’s proposed 2031 population increase of 200%, by a substantial 35%.

In summary, upon further review, proposed Option 1 is most consistent with the 2041 OCP, existing Area Plan and recent development. Staff suggest that a modified and enhanced Option 1 best supports in a balanced manner, the 2041 OCP goals, and residents’ preferences and aspirations for improved community amenities, retail service, parks and infrastructure upgrades (see proposed Concept below).

6. *The Viability Of Options To Support Preferred Community Amenities, Retail Services, Parks, and Infrastructure Upgrades*

As the viability of an Area Plan is important to its implementation, each Option was reviewed in light of the following considerations to determine their financial viability:

- The principle that “Developers Pay” to implement the majority of the Area Plan.
- Which community amenities, park, road, transportation, infrastructure and other improvements are to be included, and their size and costs.
- Who and how the above community amenities and improvements are to be paid for and the methods to be used (e.g., density bonusing, Development Cost Charges, on and offsite developer improvements).

As presented, the three Options suggested increased community amenities and services with increased density. However, when they were presented in June 2012: (1) neither the size or cost of the preferred community amenities and improvements and how they would be paid for, nor (2) the ability of the proposed Options to financially support developers and City in providing them were fully known. Such was to be fully done later when community and Council's views are better known, and before the Area Plan is finalized.

Staff, with assistance from an independent economic consultant, have completed a preliminary analysis of these factors which is summarized below. Based on residents' preferences, the following developer provided and funded community improvements were assessed:

- Community Amenities:
 - (1) A Small New Library: a library of 5,000 to 6,000 sq. ft. (by developer density bonusing),
 - (2) New City Owned Indoor Recreation Space: 4,000 sq. ft. of new City recreation space (by developer density bonusing). It is to be noted that private indoor recreation space is also supported and depends on the demand, private sector interest, the market and Council's approval. Any such private space cannot replace City owned indoor recreation n space.
 - (3) A New Small Community Police Space: 1,400 sq. ft. of space for possible improved police service space (by developer density bonusing). Council will determine the interim use of the space as it will take time for the City to assess overall City policing needs,
- Parks and Park Improvements:
 - A new 2.72 ha. (6.72 acre) Riverfront Park and
 - Improvements to a new and existing parks (landscaping, equipment: by developer Development Cost Charges [DCCs]),
- Transportation (e.g., roads) and infrastructure (water, sanitary and drainage) improvements,
- Existing and new improvements (by DCCs and developer on and offsite improvements),
- Standard developer Affordable Housing Strategy contributions,
- All other normal developer costs (e.g., fees),
- Other, as determined by Council.

The preliminary analysis, supported by independent economic consultant advice, indicates that to provide the above suite of community amenities and improvements (park, transportation infrastructure): (1) Options 2 and 3 are excessive and not needed; and (2) a modified and enhanced Option 1 which is based on the lift in raw land values provided by new rezoned development and includes a typical profit for developers, is feasible. This is subject to additional analysis after the next Open House and Survey, and before the Area Plan is finalized. The details regarding these features and how they are to be provided are discussed below.

7. The Acceptability of The Proposed Building Density And Massing

The following table provides a comparison of the building densities and land uses in the existing Area Plan and proposed Options 1, 2 and 3 (see map **Attachment 2**).

Land Use, Density and Massing Comparison Of Existing Area Plan and Proposed Options			
Existing 1995 Hamilton Planning Area	Option 1 Proposal	Option 2 Proposal	Option 3 Proposal
<ul style="list-style-type: none"> – Current Estimated Population - 5,100 – Anticipated Build Out Population - 9,000 	Estimated Population 11,800	Estimated Population 13,400	Estimated Population 17,100
Estimated Total DUs – 3,513	Estimated Total DUs - 4,272	Estimated Total DUs - 5,109	Estimated Total DUs - 6,861
Area 1: Predominately Recent Single-Family Area, West of Westminster Highway	The current Plan's mixed single family and townhouse densities are maintained.	The current Plan's mixed single family and townhouse densities are maintained.	The current Plan's mixed single family and townhouse densities are maintained and 0.75 FAR ground-oriented townhouse densities are applied to developable lots.
Area 2: East of Highway 91A	<p>The current Plan's mixed single family and townhouse density is refined to 0.75 FAR for ground-oriented townhouses for the entire area.</p> <p>The existing 2.9 ha. (7.2 acre) Hamilton Highway Park is maintained as-is.</p>	The current Plan's mixed single family and townhouse density is increased to 0.75 FAR for ground-oriented townhouses, 1.0 FAR for stacked townhouses, and up to 1.5 FAR for three to four-storey apartments adjacent to the 2.9 ha. (7.2 acre) Hamilton Highway Park.	The current Plan's mixed single family and townhouse density is increased to 1.0 FAR for stacked townhouses and up to 1.5 FAR for three to four-storey apartments on the 2.9 ha. (7.2 acre) Hamilton Highway Park which in this Option is proposed to be sold for development. A new smaller 0.71 ha. (1.75 acre) park is proposed to be purchased adjacent to Boundary Road.
Area 3: West of Highway 91A	<p>The current Plan's density is refined from mixed single family and townhouses, to mainly 0.75 FAR ground-oriented townhouses, and increased to 1.0 FAR for stacked townhouses.</p> <p>The current Plan's density and land-use is changed from commercial mal, to up to 1.5 FAR, three to four-storey apartments over ground floor retail on</p>	The current Plan's density is refined, from mixed single family and townhouses, to mainly 0.75 FAR for ground- oriented townhouses and increased to 1.0 FAR for stacked townhouses and increased to 1.5 FAR, three to four-storey apartments on the north side of Gilley Ave. and along Westminster Highway and Hwy. 91A.	<p>The current Plan's density is increased from mixed single family and townhouses to 1.5 FAR, three to four-storey apartments.</p> <p>The current Plan's density is increased from commercial use to up to 1.8 FAR, four to six- storey apartments over ground floor retail on the current Bridgeview Shopping Centre and all</p>

Land Use, Density and Massing Comparison Of Existing Area Plan and Proposed Options			
Existing 1995 Hamilton Planning Area	Option 1 Proposal	Option 2 Proposal	Option 3 Proposal
	the current Bridgeview Shopping Centre and immediately across Gilley Ave. Also, the density is increased to 1.0 FAR, three to four-storey apartments along either side of Westminster Highway just north of 1.5 FAR, a 3-4 storey Mixed Use area.	The current Plan's density is increased from commercial use to up to 1.5 FAR three to four-storey apartments over ground floor retail on the current Bridgeview Shopping Centre and immediately north across Gilley Ave.	along the north side of Gilley Ave. in areas currently designated for mixed single family and townhouses. A small new 0.33 ha. (0.83 acre) Riverfront Park is to be acquired and developed along River Road.

Staff conclude that Options 2 and 3 create unneeded density and massing, and will convert Areas 2 and 3 into heavily densified townhouses and apartment areas which will dominate the landscape and not be in keeping with good urban design. As well, Options 2 and 3 are poor matches to recent Hamilton developments and the nearby Queensborough neighbourhood to the east. Instead, staff propose a modified an enhanced Option 1 (see proposed Option 4 Concept below).

8. *Implications for Providing Improved Private Sector Retail Services in Hamilton*

(1) *General*

Hamilton residents want more private retail services. All proposed Options enabled this to occur to various degrees (e.g., on and north of the existing shopping centre site), as the community grows. The provision of private retail services will be affected by a range of factors including: Hamilton residents are shopping elsewhere right now and their shopping patterns will need to change to support new Hamilton retail services, a rejuvenated Bridgeview Shopping Centre will not see a lot of drive through traffic, there are no major traffic generators in the area, other than the Queensborough Starlight Casino and Queensborough Landing, competition from nearby WalMart which has a large grocery section, broader private sector interest and market forces. For these reasons, the exact private retail sector services will be determined by operators and Hamilton community shopping patterns.

(2) *A Hamilton Grocery Store*

The community would like a new grocery store. An independent economic consultant reviewed the population which would be needed to support a grocery store. The findings indicate that it may be difficult to establish a grocery store with less than 15,000 people, for the above reasons. However, with a Hamilton population of less than 15,000, a small grocery store (e.g., 6,000 - 10,000 sq. ft.) could be established by someone who specializes in such smaller commercial formats. Note that with the proposed Concept, Hamilton's future population is estimated to be 12,300 and when combined with Queensborough's estimated build out population of 14,000 there could be a combined population of 26,300 people in the area which is substantially more than the suggested 15,000 people needed to support a small

store in Hamilton. It is noted that small convenience stores in Queensborough on Ewen Avenue would not likely provide a barrier to a small grocery store in Hamilton.

Staff have reviewed the implications of the proposed Options and determined that Options 2 and 3 which involved the most changes, create an excessive increase in density and massing, and are not needed to support a reasonable range of improved retail uses. Instead, staff propose a modified and enhanced Option 1 (see proposed Concept below).

9. Proposed Changes To the Existing Area Plan Mixed Use Water Oriented Industrial / Residential Area along the South Arm of the Fraser River

Staff reviewed the existing Area Plan “Mixed Use Water Oriented Industrial / Residential Area” designation along the South Arm of the Fraser River for its effectiveness. Currently, in the area, there are marine industrial, boat launch, and a range of residential uses including new townhouses, older single family houses and boat houses, and some City owned open space close to the Richmond / New Westminster border.

Development there has struggled to attain land use compatibility, servicing efficiency and flood protection as different land uses have different implications. There is an opportunity to address some of these concerns where there are no existing residential uses and for the small City owned parcel. Staff have examined the best long term use of these areas to see how to improve land use compatibility, servicing efficiency and flood protection.

Staff propose the following minor changes to the existing Area Plan’s Mixed Use Water Oriented Industrial / Residential Area designation:

- Where there are only existing industrial uses, an “Industrial” designation is proposed to protect existing industrial uses and zoned properties.
- Where there are existing residential and industrial uses and zoning, a new “Mixed Use Marine Industry / Residential designation” (e.g., townhouse, single family, float homes) is proposed.
- For the small City owned open space area near the Richmond / New Westminster border, an Area Plan Park / School designation for City park use is proposed.

These proposed minor changes are shown in the proposed modified and enhanced Option 1 (see proposed Concept below).

10. The Achievement Of The City’s 2041 OCP Inter-Municipal Policies (Attachment 5)

Richmond’s Hamilton community abuts the New Westminster Queensborough community. In preparing the new Hamilton Area Plan, Richmond has a unique opportunity to consider improving Live-Work-Play opportunities for Hamilton residents. This opportunity involved looking at Hamilton and Queensborough for a moment, as integrated communities. To assess which Option best achieves this consideration, the following analysis was undertaken.

Staff considered the City's 2041 OCP goals including Metro Vancouver's 2041 Regional Growth Strategy policies to identify the following City Inter-municipal planning criteria:

- Promote Inter-municipal connections between adjacent communities.
- Enhance Sustainable Live-Work-Play choices.
- Enable Compact Communities, (e.g., densification in certain areas, around the shopping centre) in areas already designated for urban development).
- Promote more transit and accessibility to achieve more walkable, rolling (e.g. wheel chairs, scooters) and transit-oriented development which reduces automobile use.
- Maintain a resilient economy by protecting and supporting employment lands (e.g., retail, office, industrial uses).
- Promote agricultural viability by protecting agricultural lands and promoting agricultural viability.
- Enhance the Ecological Network, Environmentally Sensitive Areas (ESAs), Riparian Management Areas (RMAs) and the Fraser River shoreline.
- Ensure infrastructure compatibility by tailoring efficient infrastructure improvements (e.g., water, sanitary, drainage, roads) to development (see **Attachment 5** analysis).

The proposed Hamilton Concept and draft Queensborough OCP involve the following overall population densities:

- Hamilton - 12,300 - (565 acres/ 228 ha) - (22 people per acre)
- Queensborough - 14,000 - (882 acres / 333 ha) - (16 people per acre)
- Total - 26,300 people (1,450 acres / 561 ha)

The proposed Hamilton Concept involves a higher population density than what is proposed for Queensborough (22 people / acre vs 16 people / acre). With this perspective, a further reason to avoid the higher Hamilton Options is to avoid creating an overly densified Hamilton community right next the lower density Queensborough community.

In summary, each proposed Option aimed to achieve the City's Inter-municipal Goals, to various degrees (e.g., more population densification in Areas 2 and 3, an improved shopping mall, improved roads, trails, parks and community services) to enhance the quality of life. Staff propose that a modified and enhanced Option 1 best achieves these goals without creating an over built community (see proposed Option 4 Concept below).

11. Achieving an Overall Balance of Community, City and Developer Interests and Aspirations.

In summary, based on the above criteria, considerations and analysis, staff have determined that Options 2 and 3 do not best balance the community, City and developer interests, as they would result in unneeded and excessive growth (e.g., population increases of 163% and 235% respectively) and create a too heavily densified over-built community which would be at odds with existing Hamilton development, and Queensborough land uses and densities. Instead, staff propose that a modified and enhanced Option 1, called the proposed Area Plan Option 4 Concept (Concept) be considered (see Concept below).

12. Proposed Option 4 Concept for the Hamilton Area Plan Update (Attachment 6)

Based on the above criteria and review, staff recommend that Option 4 - Area Plan Concept to be presented to the Council and the Hamilton public for consideration. The Concept highlights are summarized below:

(1) Overall Description:

The proposed Concept *Land Use and Density Policies* involve using most of Option 1's proposed land-use and density, with the following refinements:

- In Area 1, retain the Status Quo which involves mostly single family uses.
- In Area 2, keeping the 2.9 ha. (7.2 acre) Hamilton Highway Park.
- In Area 3:
 - Adding a new 2.72 ha. (6.72 acre) Riverfront Park.
 - Maintaining the Mixed Use (Retail and/or Office with Apartments above) at 1.5 FAR, with three to four-storey building forms.
 - Maintaining the other proposed land uses and densities north of the shopping centre.
- Along the South Arm of the Fraser River, staff propose minor changes to the existing Area Plan Mixed Use Water Oriented Industrial / Residential Designation to better manage industrial uses.

Potential Build-Out under the Recommended Option 4 Concept			
Item	Current (2011)	Net New Population & Units (based on existing units removed)	Total Estimates
Total Population	5,100	7,209	12,300
Total Dwelling Units (DU)	1,565	2,551	4,116

(2) Proposed Hamilton Population Growth

- Existing population – 5,100
- Growth with Proposed Option 4 Concept – 12,300 – Reasonable, Balanced.

(3) Proposed Estimated 2034 Population: Hamilton Concept and Queensborough

- Hamilton - 12,300 - (565 acres/ 228 ha) - (22 people per acre)
- Queensborough - 14,000 - (882 acres / 333 ha) - (16 people per acre)
- Total - 26,300 people (1,450 acres / 561 ha)

(4) Vision

Hamilton is a connected community where residents, employees and visitors have access to local services and amenities at a neighbourhood service centre that has an aspirational contemporary feel. The community is interconnected with an open space program that respects the agricultural legacy, celebrates its location on the Fraser River and includes key activity nodes, gateways and paths.

(5) Guiding Planning Principles

The Concept includes the following Guiding Planning Principles:

- Enable existing land uses (e.g., single-family) to remain as long as the owners wish to maintain them.
- The proposed densities are maximums, unless otherwise stated.
- Encourage a mix of residential, commercial and community uses and services, and locate the higher density, key destination land uses on and near the shopping centre, and on the primary travel corridors in the community.
- Create an interconnected, open and accessible circulation network that is safe and prioritizes people over cars.
- Celebrate the environmental and cultural significance of the Fraser River and inland canals by creating a network of passageways that connect, new and improved parks, open spaces and the community core area which will add values to the community.
- Implement area travel demand management measures that encourage the use of sustainable, accessible and safe travel options including walking, cycling, rolling (wheelchairs, scooters) and public transit.
- Encourage a sustainable approach to infrastructure servicing that follows best practices and is cost effective.
- Implement the City's Ecological Network Concept, through the integration of ecosystem services, biodiversity, wildlife habitat, recreation and enjoyment of nature, into the Plan.
- Implementation is to be market driven and paid for by developers, as community grows.
- As the Concept proposes varying land uses and densities, the higher densities are to contribute and provide more cash or built spaces for community amenities (thorough density bonusing) and infrastructure improvements (e.g., Development Cost Charges), than the development with a lower density. This is a recognized approach which will benefit the whole community.
- Estimated Build Out Timeframe is 2034: this means that change will take time and be subject to market forces.

(6) Design Principles

The proposed Concept will include updated Area Plan Development Permit (DP) Guidelines for various land uses, to ensure attractive, functional, accessible and serviceable development and sites. The Guidelines will address:

- Limiting the size of development parcels to encourage a variety of building types and elements,
- Requiring on site public stroll ways and lanes to break up building mass and improve accessibility (sizes TBD in the Area Plan).
- Establishing minimum lot sizes for redevelopment, to ensure that sites can be efficiently redeveloped, accessed and serviced, and so as to not leave any “orphaned” lots which are difficult to redevelop (sizes TBD in the Area Plan).
- Encouraging buildings that animate the street and ensuring that adjoining public spaces become formal and informal gathering spaces.
- Using appropriate transitions between buildings of different densities by “stepping” down building heights smoothly.
- Articulating buildings to reflect pedestrian scale.
- Applying Crime Prevention Through Environmental Design Principles (CPTEP) to achieve public safety.
- Other, as necessary.

*(7) Land Use and Density Policies**a) Area 1 Highlights: - The Established Single-Family Area, West of Westminster Highway*

- The Option 1 densities are maintained with up to 0.75 FAR ground-oriented townhouse densities for developable lots.

b) Area 2 - East of Highway 91A Highlights

- The Option 1 density is refined to allow 0.75 FAR for ground-oriented townhouses.
- The existing 2.9 ha. (7.2 acre) Hamilton Highway Park is kept and improved.
- Improved access between Areas 2 and Area 3, and Queensborough.

c) Area 3 - West of Highway 91A Highlights

A feature of the Concept is to ensure an appropriate mix of uses in order to develop Gilley Avenue, east of Westminster Highway, as a “High Street” to be the vibrant and defined core of the community. This area is to include a mix of retail uses to provide more local shopping and service opportunities and involves:

- Using most of Option 1’s proposed land-use and density.
- Adding a new 2.72 ha. (6.72 acre) Riverfront Park between River Road and Westminster Highway.
- Maintaining Option 1’s the Mixed Use (Retail and/or Office with Apartments above) at 1.5 FAR, with three to four-storey building forms.
- Maintaining the proposed three to four-storey apartments at 1.5 FAR,
- Maintaining the proposed stacked townhouses at 1.0 FAR in the remainder of Area 3.

(8) Parks and Open Space

Parks staff advise that parks and open spaces are well distributed across Hamilton, meet the City's standards for neighbourhood and community park access and that there also is a sufficient quantity of parks and open spaces to accommodate the proposed future growth. However, with the proposed Option 4 Concept, as there is an opportunity to achieve more by: (1) providing more park land and (2) enhancing new and existing parks and trails, City staff propose the following park and open space initiatives:

- Retain existing parks (e.g., Hamilton Highway Park in Area 2 and in Area 3, the VLA Park, the Hamilton School and Community Centre Park and MacLean Park).
- Establish a new destination Riverfront Park at the north end of the Queen Canal in Area 3. This new Park is approximately 2.72 ha. (6.72 acre) and would serve as a large new green space, allowing residents to both reconnect with the water and create a significant community amenity. This new Park is made possible by a proposed new extension of Willet Ave. west of Westminster Highway to connect to River Rd., opening up approximately 400 metres (¼ mile) of direct Riverfront access along the park's north edge.
- Improve the new and existing parks and trails to enable a greater diversity of park activities (e.g. more activities for seniors and youth). This includes: improving accessibility along both arms of the Fraser River, and along the canals and the linkages between them, re-developing Gilley Avenue into a “High Street” that provides amenities and substantial pedestrian space, creating an enhanced pedestrian crossing (the “Crossing Plaza”) at the intersection of Gilley Avenue and Westminster Highway that will act as a unique focal point for the neighbourhood, creating a multi-use linear corridor along the Queen Canal to enable an attractive walking and cycling environment.

The proposed Concept would result in a total of approximately 20.0 ha. (49.36 acres) of City park and open space as follows:

- In Area 2: the Hamilton Highway Park (2.9 ha. [7.2 acres]).
- In Area 3: the new Riverfront Park (2.72 ha. [6.72 acre]), the VLA Park (0.60 ha. [1.50 acres]), the Hamilton School and Community Centre Park 5.1 ha. [12.5 acres], and MacLean Park 4.3 ha. [10.7 acres]).
- Other open space outside of Areas 1, 2 and 3 - 4.35 ha. (10.76 acres).

The total proposed Concept park and open space area 20.0 ha. (49.36 acres). These park initiatives are shown on the map in **Attachment 6**. It is proposed that these park initiatives would be mainly paid for from developer Development Cost Charges (DCCs) and developer on and offsite improvements. Parks staff will explore ways to acquire the new parks in a timely manner. In summary, the proposed Concept improves the quantity and quality of parks and open spaces for the community.

(9) Community Indoor Recreation Space Considerations

The Hamilton Community Centre was expanded in 2011 and now has 8600 ft² (800 m²) of dedicated indoor recreation space. It was designed for a population of approximately 9,000 people and can be expanded to the east, as necessary. It is noted that Hamilton Elementary School gymnasium and classrooms are also heavily used for community programs. Over time, there will be a need for increased City owned indoor community recreation space based on the proposed Concept, the timing of which will be dependent upon the rate at which development occurs and Council's decisions regarding its actual provision. As the proposed Concept involves an estimated total of 12,300 people at build out, additional City indoor recreation space will be needed.

Increased indoor recreation space is to be provided in two (2) ways, as indicated below:

a) *Increased City-Owned Community Centre Funded by Development:*

Additional City-owned community centre space of 4,000 (372 m²) is to be provided as cash by developers via density bonusing, and constructed by the City. Developer contributions would be made to the City's *Leisure Facilities Reserve Fund* within a separate Hamilton sub-fund. This approach has been taken with the CCAP where developer amenity contributions are required under the CCAP's density bonus provisions for rezoning applications.

b) *Private Commercial Indoor Recreation Space:*

Note: Private indoor recreation space cannot be substituted for the City owned indoor recreation space. The proposed Concept enables developers to provide private indoor commercial recreation space (e.g., in or near the shopping centre) (e.g. yoga or pilates studio). Such developments would occur only if they are to the City's satisfaction to ensure quality spaces. These developments would be market driven and may be provided by developers without a density bonus.

(10) Public Library Service

The current Hamilton library service involves City library staff rolling out wooden cabinets containing library resources (e.g., approx. 1,000 items) in the Community Centre on Saturdays and having access to the library kiosk computer in the rotunda where the public can request materials which will be brought on Saturdays. Residents can also access Queensborough's recently expanded library (e.g., approx. 1,800 ft²) and all other Metro Vancouver libraries. It is to be noted that that currently the Richmond Library Board is undertaking a strategic plan to assess the long term library needs for the City as a whole, including Hamilton.

The Survey findings indicate that Hamilton residents would like a new library in with similar services as provided in branches (e.g., East Cambie). To address this preference, the Concept enables developers to provide a City owned library of up to 5,000 ft² to

6,000 ft² (464 m² to 557 m²), through density bonusing. Staff propose that the new library be located either:

- 1st Choice Location: In or near the shopping center, in either City owned or space leased from a developer (e.g., similar to Ironwood and East Cambie), or
- 2nd Choice Location: added by the City, onto the existing Community Centre.

Council will determine the location when the Area Plan is finalized. The actual new service will be determined by Council afterwards when the above Library Strategic Plan is completed and approved by Council.

(11) Community Policing Services Considerations

The Concept proposes space for a Community Policing Office (CPO), to promote improved community safety. It is proposed that a developer would provide approximately 1,400 sq. ft. (130 m²) by density bonusing. The Concept proposes that the space be in the shopping centre. As currently there is no money available for any increase in police service, until this matter is addressed, the space can be used for City purposes, as Council determines.

(12) Proposed Changes To the Existing Area Plan Mixed Use Water Oriented Industrial / Residential Area along the South Arm of the Fraser River (Attachment 7)

This area lies between Dyke Road and the South Arm of the Fraser River which lies outside of the City's dike). The current Area Plan designation allows all mixed-use water-oriented industrial and all residential uses or a combination thereof. The properties are currently zoned:

- Marine (MA2) and Light Industrial (IL).
- A small strip of land is zoned School and Institutional (SI) for a small Riverfront park.
- Water-Oriented Use (ZR7) which covers 2.0 ha (2.47 acres) of land centered on the Highway 91A bridge crossing of the area which allows for townhouses and marina uses to be constructed as a new development proceeds.

Currently in the area there are marine industrial, marine boat launch uses, a range of residential uses including new townhouses, older single family houses and boat houses, and some City owned open space which is closest to the Richmond / New Westminster border.

Development there has had to struggle to attain land use compatibility, servicing efficiency and flood protection as different land uses have different implications. There is an opportunity to address some of these concerns where there are no existing residential uses and for the small City owned parcel.

Staff have examined the best long term use of these areas to see how to improve land use compatibility, servicing efficiency and flood protection, and propose the following minor changes to the existing Area Plan's Mixed Use Water Oriented Industrial / Residential Area designation:

- where there are only existing industrial uses, an Industrial Designation to protect existing industrial uses and zoned properties.
- where there are both existing residential and industrial uses and zoning, a new Mixed Use Marine Industrial / Residential designation (e.g., townhouse, single family, float homes) to protect properties with both existing residential and industrial uses and zoning.
- for the small City owned open space area nearest the Richmond / New Westminster border, and Park / School designation for City waterfront park use.

The above proposed Concept designations would be consistent with the current IL and MA2 zoning and allow for a range of light industrial and commercial uses (e.g. boat building, marina, industrial marine and associated uses) that benefit from River access and can be readily constructed in a manner consistent with Richmond and Provincial flood regulations. The Concept principles and more details are further clarified in **Attachment 6**.

(13) Transportation Improvements

The Concept proposes a range in transportation improvements. Currently, staff are working with consultants to prepare detailed road network and cross-sections for Westminster Boulevard, the proposed Gilley Avenue “High Street” and other collector and local roads in the Concept. Consistent with the 2041 OCP, the Concept’s major transportation policies include:

- Provide for a finer grain of streets and lanes that encourage convenient and safe access for walking, cycling and rolling trips throughout the community,
- Establish a cycling network with a variety of design treatments, which includes off-street paths, marked on-street lanes, and possible shared use routes where cyclists, rollers and vehicles share the same road space,
- Promote improved walking and rolling network (including scooters, skates, and personal low-powered travel modes),
- Enhance the existing pedestrian and bike bridge over Highway 91A,
- Enhance Westminster Highway as “Westminster Boulevard” which will include a landscaped median, on-street cycling lanes and a separate bi-directional cycling path, boulevards and sidewalks and with rolling (wheelchair, scooter) access,
- Create new and retrofitted existing streets with features to mitigate speeding and cut-through traffic to enhance neighbourhood liveability,
- Provide transit infrastructure (e.g., bus shelters, benches) and continue to work with TransLink to support transit as a viable mode.

More study will be undertaken before the Area Plan is proposed and detailed transportation engineering design will be undertaken at the development application stage. New and upgrades to transportation services are to be paid for by developers (e.g., either through the DCC Program, or as developer offsite improvements).

(14) Ecological Network and Environment Policies

The Concept proposes to implement the 2041 OCP Ecological Network Concept by better connecting ecological hubs, sites and the foreshore through a series of ecological corridors as follows:

- Under the Concept's Ecological Network policies, protect and enhance a variety of inter-connected natural and semi-natural areas.
- Protect and enhance the Fraser River foreshore, ESAs and RMAs.
- Strategically connect and restore the ecological value of key components of public lands (e.g., the two arms of the Fraser and the agricultural canals/RMAs, ESAs, City Parks) with naturalized corridors and restored ecosystems.
- Establish a habitat compensation plan that addresses the City's Eco-Plus policy through minimizing the need for ecological impacts and compensation.

It should be noted that the City's existing Riparian Management Area (RMA) Policy and 2041 OCP Environmentally Sensitive Areas (ESA) Development Permit policies and guidelines will apply to development in the same manner as they apply throughout the City, and as augmented by policies in the updated Hamilton Area Plan.

(15) Single Family Uses

This section addresses the question: "Does the proposed Concept retain enough single family areas?"

In Area 1, the existing Area Plan allows mostly single family and some multifamily dwellings to occur. Currently, the Area is built out with mostly newer single family and some newer multifamily dwellings (e.g., townhouses). The Concept proposed little change here, as it is assumed that the newer single family dwellings will continued over the long term and enables both the existing designated single family areas and joint single family and multi residential designated areas to continue.

In Areas 2 and 3, the existing Area Plan allows both single family and multifamily dwellings to occur. It enables existing single family dwellings to continue as long as their owners wish, and for them to be rezoned to multifamily dwellings (e.g., townhouse, apartments).

The Concept proposes the following:

- For Area 2, single family dwellings may continue and may be rezoned to multifamily dwellings (e.g., townhouse, apartments).
- In Area 3, single family dwellings may continue and may be rezoned to multifamily dwellings (e.g., townhouse, apartments), Mixed Use (residential uses above retail or offices) and for the proposed Riverfront Park.

As the Concept proposes that, in Areas 2 and 3, many existing single family dwellings can be rezoned to multifamily uses (e.g., townhouse, apartment, Mixed Use), if this fully occurs, over time there will not be any single family dwellings left in Areas 2 and 3.

To be sure that this is what the community wishes, staff propose in the next Open House Survey to ask the public, if they want any portions of Areas 2 and 3 to be kept exclusively for single family purposes. Staff will ask property owners and residents to identify, on a property map which areas, if any, they want retained exclusively for single family dwellings - and why. Staff would analyze the feedback and, if necessary propose, any such single family dwelling areas for Council's consideration when the Area Plan is presented to Council in the Fall 2013.

If Council considers this matter to be unnecessary, staff request that Council indicate this now, before the next Open House Survey is held.

(16) Proposed Concept - Hamilton - Queensborough Planning Context Considerations (Attachments 8 & 9)

In preparing the Concept, staff considered the neighbouring community of Queensborough in New Westminster. Similar to Richmond, New Westminster is currently completing the Queensborough Community Plan (QCP) which is to be completed in 2013 or early 2014. Their draft Queensborough OCP has the following six (6) themes: A Complete Community, Culturally diverse and socially cohesive, Respectful and supportive of the environment, Community of transition, Connected by seamless linkages, and Proud of its history and heritage resources. The draft Queensborough Land Use Plan map includes a wide range of low-density single family residential uses, high-density residential and mixed-use development areas, as well as major large scale commercial and entertainment areas.

The draft Queensborough Plan may enable a build out population of 14,000 people. When considered with the proposed Hamilton Concept build out population, there may be a total combined population of 26,300 people. The implication is that the proposed Hamilton Concept will better enable Hamilton residents, if they chose, to access Queensborough's community amenities, parks, trails and commercial services (and possibly vice versa). In summary, Richmond staff consider that the proposed Hamilton Area Plan Concept complements Richmond's 2041 OCP inter-municipal policies and Westminster's Queensborough Community Plan.

(17) Appropriateness Of Developers Paying For Community Amenities by Density Bonusing

Whenever the City undertakes a new Area Plan, it usually proposes new community amenities and new ways for developers to provide them. To help put the proposed Hamilton Concept community amenities (e.g., library, public indoor recreational space, police office space), in perspective, the following comments are offered:

- for the 2006 West Cambie Area Plan, density bonusing was used to fund, for the first time, affordable housing, child care and more recently, to enable developers to connect to the City's district energy (geo-thermal) system,
- in the 2009 City Centre Area Plan (CCAP), density bonusing was used to create high density urban villages around each Canada Line station, to fund a Canada Line transit station, provide a new City community centre, space for a new university campus, and promote and retain office, institutional and assembly uses,
- other community amenities which have been funded by developer density bonusing include additional space for an existing school, parkland acquisition and enhancements, and contributions to special public art projects.

With the above innovative approach in mind, staff suggest that the proposed Hamilton Option 4 Concept is an appropriate way to have developers, through rezoning provide community amenities. The set of proposed community amenities in the Concept are deemed reasonable as the community wants them and the City is not also asking developers to also provide, for example a museum, an art gallery, a fire hall, an ambulance station, a swimming pool, a new City community centre, institutions, dedicated community group space, district energy improvements, and many of the above possible community improvements.

As well, based on independent land economic advice, while the City could take up to 70-80% of the lift value of new development, or like Vancouver in some instances up to 100%, to pay for community amenities, the Concept proposes that the City take a more moderate amount (e.g., 65%). The Concept also recognizes that developers are to pay for DCCs, off site and on site costs, as well as contribute to the City's Affordable Housing Strategy. The above financial approach has been reviewed and endorsed by the City's independent economic consultant who indicates that it is financially feasible for developers to implement the proposed Concept.

(18) Proposed Financial Implementation Program

The Concept emphasizes the theme "Developer pays" and staff will prepare a Financial Implementation Program before finalizing the Area Plan to indicate in more detail who and how the community amenities, infrastructure and other improvements will be funded. Their provision will rely on redevelopment density bonuses, offsite improvements and other developer contributions.

It is to be noted that, while Hamilton developers will contribute to City wide DCCs, all City developers who contribute to DCCs will fund DCC works in Hamilton. As with any DCC item constructed, the City would not necessarily fund works in the area equal to the amounts collected in the area. All DCC roads are to be constructed and funded by developers. To accommodate the new Hamilton Area Plan, at some point the current DCC Program needs to be updated and staff will later advise when this may best occur. An overview of approaches is provided in **Attachment 6**.

(19) Caution To Property Owners and Developers:

Until the Area Plan is finalized, Hamilton property owners and developers are strongly advised not to speculate or make assumptions about the final allowed Area Plan land uses or densities, as they may change from the proposed Concept - this cannot be emphasized enough.

(20) Summary of Concept

Staff suggest that the proposed Concept goes a long way to address residents' preferences in a balanced, viable manner. It complements the 2041 OCP Goals and policies, as it promotes Compact Communities (Live - Work - Play), livability and Quality of Life by increasing housing, community amenity, shopping, parks and trails, as well as improving connectivity to and from the rest of Richmond and Queensborough. It is understood that the provision of the proposed Concept community amenities and improvements will take time (e.g., to 2034), as they are to be primarily provided and paid for as development occurs. For these reasons, City staff propose that Option 4 - The Concept, be presented at the next Open House.

Next Steps

If acceptable to Council, staff propose the following steps:

1. Late June 2013: City staff to lead the hosting of the third Open House and conduct the third Public Survey, in a similar manner to the previous Open Houses and the Richmond School Board will be consulted,
2. July - August 2013: Analyze the Survey findings, their community implications and how to pay for them (e.g., density bonusing, DCCs, on and off - site costs). The Area Plan and Financial Implementation Program will be prepared. (Note that if there are significant changes to the proposed Concept, staff will present these to Council for clarification before finalizing the proposed Area Plan Bylaw),
3. Fall (e.g., October) 2013: Present the proposed Area Plan and Financial Implementation Program to Planning Committee in October and then to Council followed by a Public Hearing (e.g., in November 2013).

Financial Impact

The proposed Concept is based on a "Developer Pay" approach to minimize City implementation costs. Staff conducted a preliminary financial analysis, with the assistance of an independent economic consultant, to assess the financial viability of the proposed Concept. The preliminary financial analysis considered the:

- Costs: the costs of the proposed Concept community amenities, parkland and development, transportation and infrastructure upgrades,
- How to Pay: The lift the City would take, for community amenities, and developer DCCs, and on and off site costs.

The preliminary findings indicate that the proposed Concept could be financially viable based on the assumption of developers contributing approximately 65% of the land lift from rezonings to proposed community amenities. As well, the Concept supports a new Riverfront Park thorough new DCCS. An independent economic consultant has verified the feasibility of this approach. After the next Open House and survey, and before the Area Plan is presented to Council, staff will undertake a more detailed financial analysis to ensure that the proposed Area Plan is financially viable by preparing a Financial Implementation Program.

Conclusion

This report presents the findings of the second Hamilton Area Plan Update Public Survey and Open House held on June 26, 2012, an analysis of the previously proposed Options 1, 2 and 3, and now proposes a Hamilton Area Plan Update Concept (Option 4) to be presented at the third public Open House to be held in late June 2013. A schedule of next steps is proposed and it is anticipated that the proposed updated Area Plan will be presented to Council the Fall (e.g., October 2013).



Mark McMullen, Senior Coordinator,
Major Projects (604-276-4173)

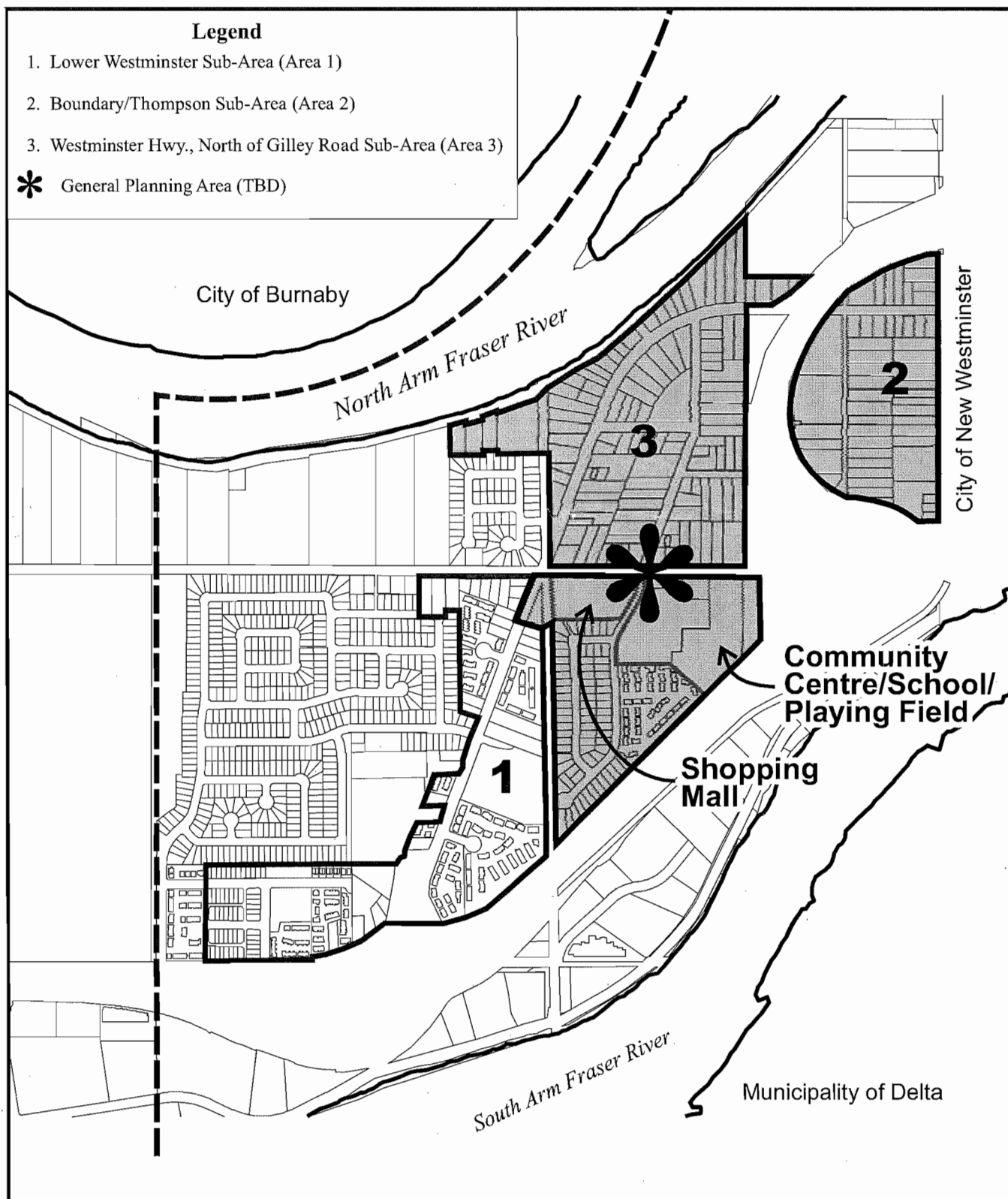
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Terry Crowe, Manager,
Policy Planning (604-276-4139)

Attachment 1	Existing Hamilton Area Plan Map
Attachment 2	Three Proposed June 2012 Development Options
Attachment 3	2 nd Public Survey and Summary of Findings For The Proposed Three (3) Development Options
Attachment 4	Compatibility of Proposed Options 1, 2, 3 and Concept with City's 2041 OCP Goals
Attachment 5	Compatibility of Proposed Area Plan Options 1, 2, 3 and Concept with Richmond's 2041 OCP Inter-Municipal Policies
Attachment 6	Proposed Hamilton Area Plan Update Concept (Concept)
Attachment 7	Draft Queensborough Community Plan Key Themes and Map
Attachment 8	Comparisons of Hamilton – Queensborough Community Amenities and Private Retail Services

Existing Hamilton Planning Areas Map



Hamilton Planning Areas (Shaded Areas)

Original Date: 04/19/10

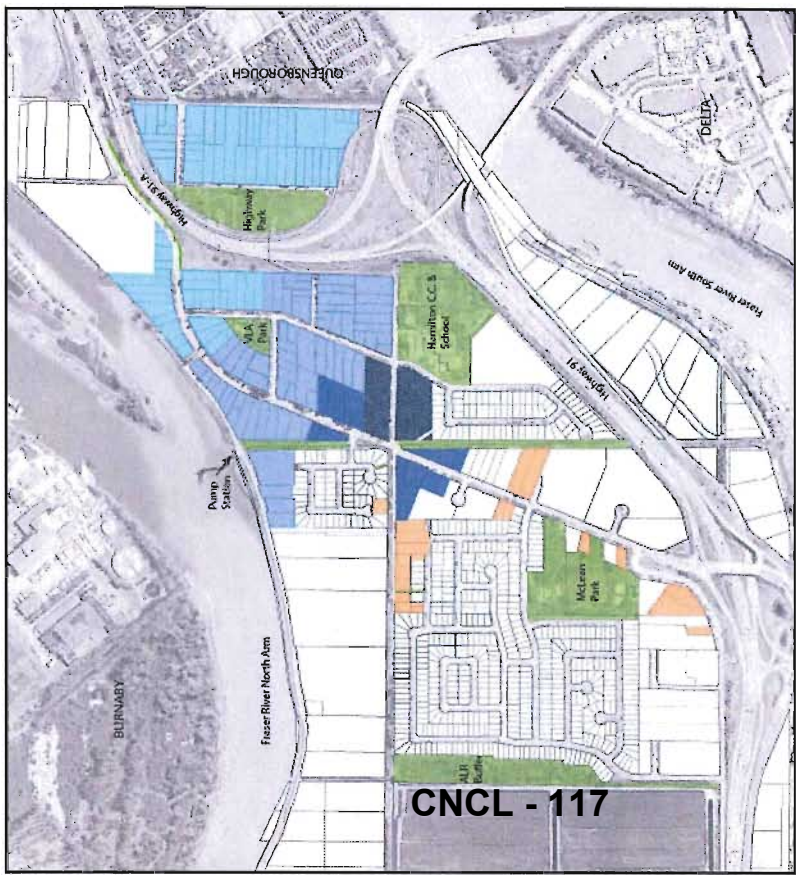
Amended Date: 03/07/12

Note: Dimensions are in METRES

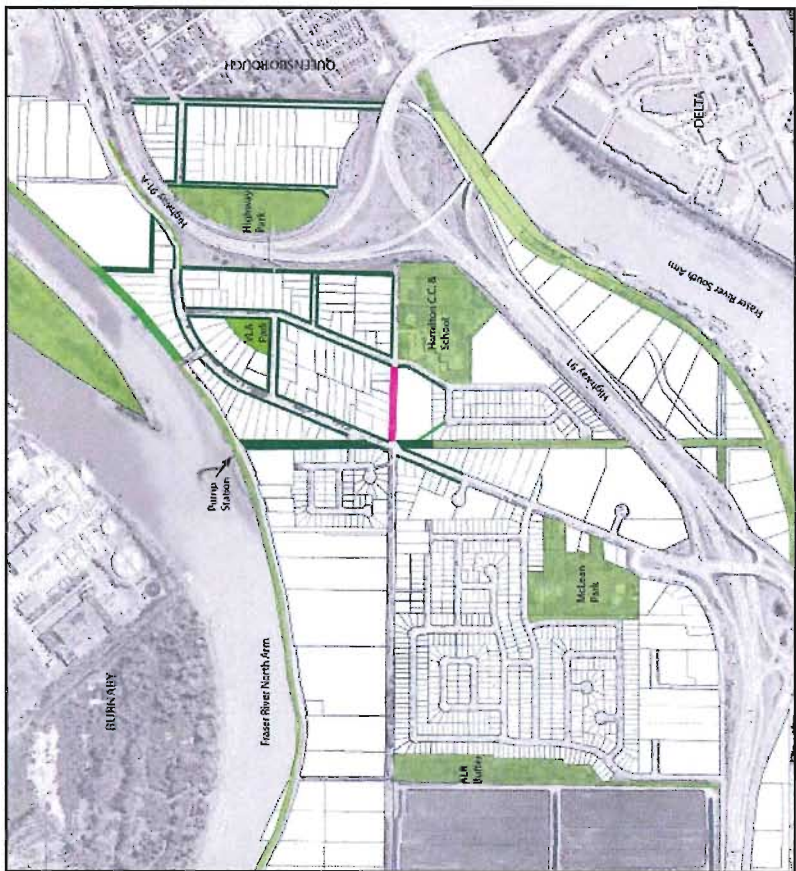
ATTACHMENT 2

Three (3) Development Option Maps from June 26, 2012 Open House

Option 1
Land Use, Density and Open Space Amenities
LAND USE AND DENSITY



PROPOSED OPEN SPACE AMENITIES

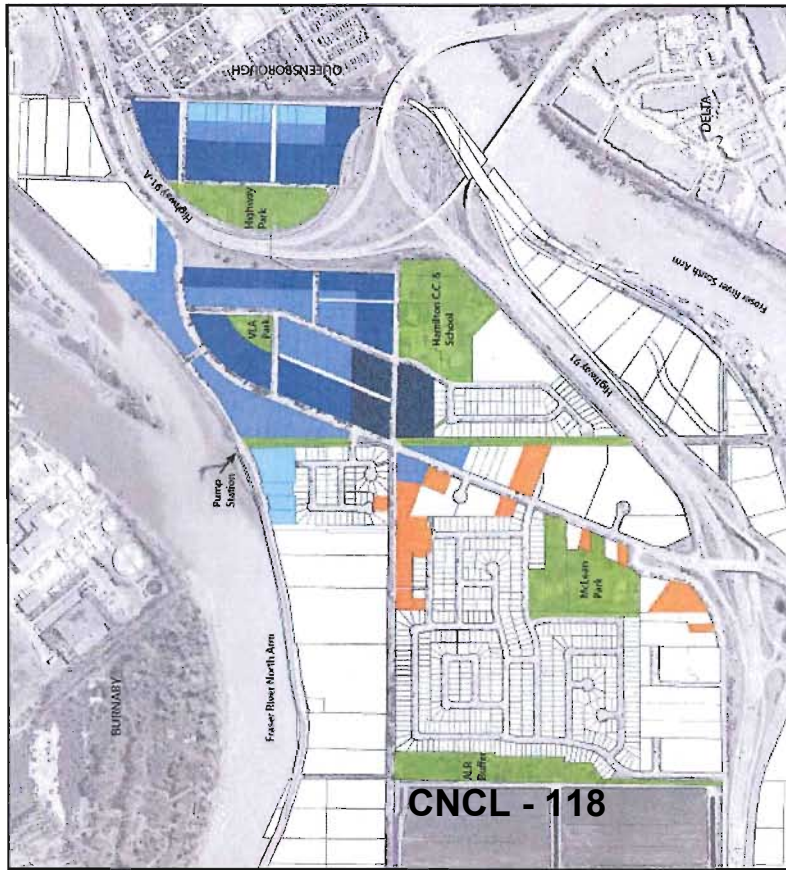


Traffic Analysis will be undertaken in consultation with Translink and Ministry of Transportation & Infrastructure before transportation network is finalized

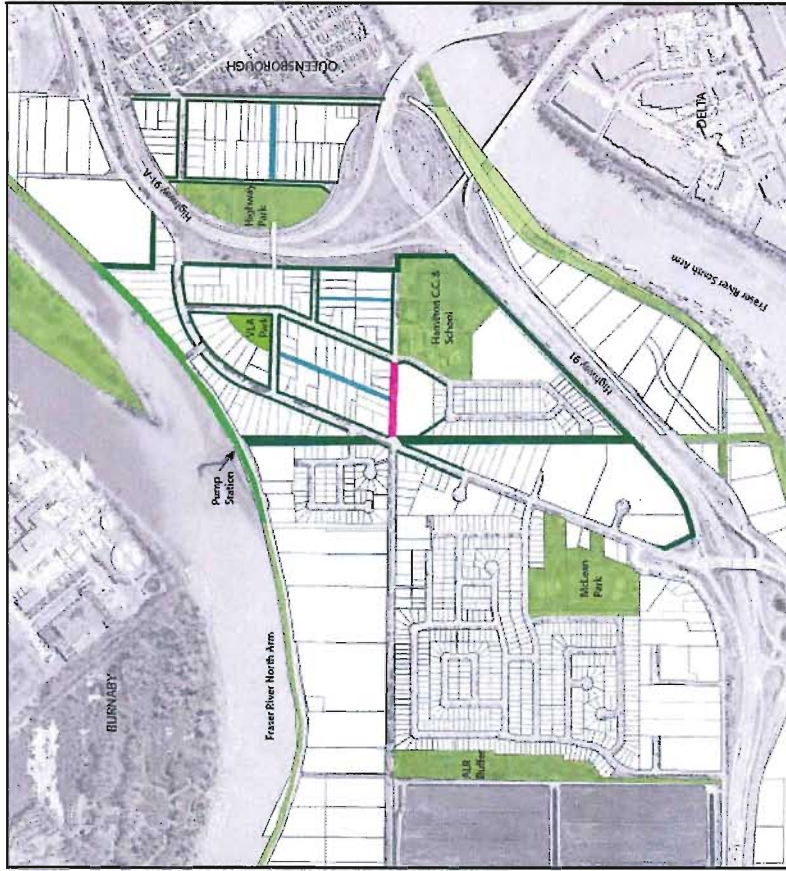
Option 2

Land Use, Density and Open Space Amenities

LAND USE AND DENSITY



PROPOSED OPEN SPACE AMENITIES



LEGEND:

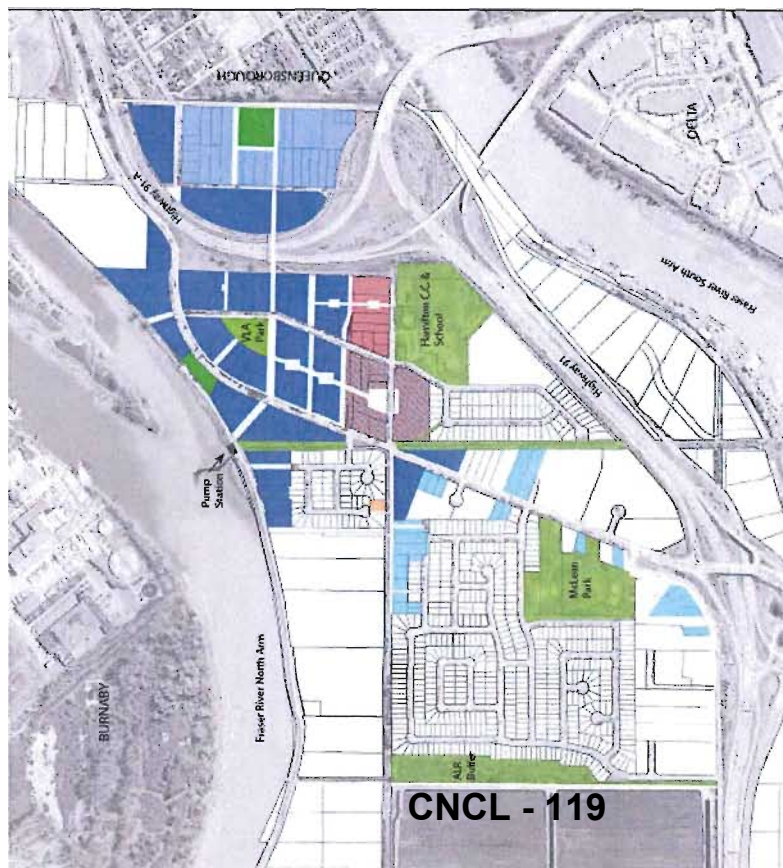
- Existing Open Space
- IMPROVED OPEN SPACE:
 - Neighbourhood Park
 - Waterfront Park / Trail Network
 - Improved Trails & Paths
 - Improved Streets
 - High Street
 - Strollway

Traffic Analysis will be undertaken in consultation with Translink and Ministry of Transportation & Infrastructure before transportation network is finalized.

Option 3

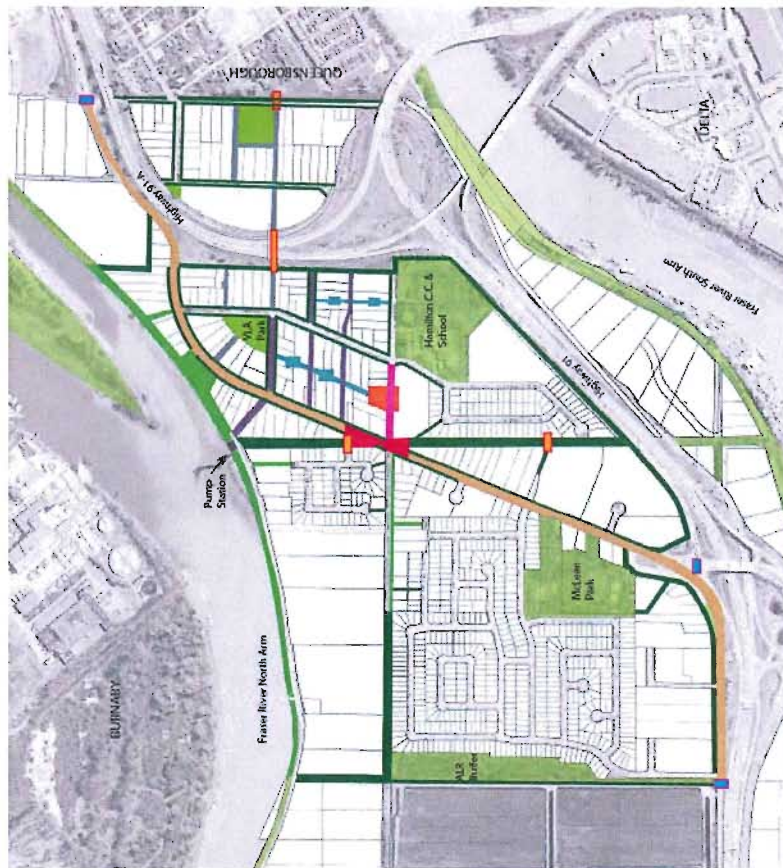
Land Use, Density and Open Space Amenities

LAND USE AND DENSITY



CNCL - 119

PROPOSED OPEN SPACE AMENITIES



Traffic Analysis: Will be undertaken in consultation with Translink and Ministry of Transportation & Infrastructure before transportation network is finalized.

Park Land: If development occurs on park land, provision of parkspace elsewhere in the Hamilton area would be considered, so that there would be no net loss of park lands.

2nd Public Survey and Summary of Findings For The Proposed Three (3) Development Options

Introduction

Hamilton has an estimated 1,565 households and population of 5,100 people as of 2013. A total of 76 completed surveys (one (1) per household or per person) were submitted to the City. This means that 4.8% of all households, or 1.5% of the total Hamilton population responded to the survey. The survey contained seven (7) questions. Question No. 1 asked respondents to rank Options 1, 2, and 3. The remaining questions asked respondents about their “likes” and “dislikes” regarding the Option that they chose, and their preferences for further amenities. A summary of the responses from the 76 respondents are included below.

Question No. 1: Preferred Option

The central question in the survey was “Which Land Use Option most appeals to you in order of preference?” With “1” being the most preferred and “3” being the least preferred, the respondents provided first choice rankings to the proposed Options, as follows:

<i>In Area 2: First Choice</i>		
Option 1: 9% (of those responding)	Option 2: 23%	Option 3: 68%
<i>In Area 3: First Choice</i>		
Option 1: 13%	Option 2: 13%	Option 3: 75%
<i>For Total Area (Areas 2 and 3 combined): First Choice</i>		
Option 1: 11%	Option 2: 18%	Option 3: 71%

For Area 2

Question No. 2a: Most Likeable Elements in Chosen Option for Area 2

The survey included the following open-ended question: “In the Option you have chosen for Area 2, please share what you most like about the following?” The top three (3) answers are included with the number of responses greater than one included in brackets, as follows:

Density and Land Use	Paths and Greenways	Transportation Improvements
Like it overall (7 mentions)	New Park Idea (5)	Like it overall (5)
Good use of high density pocket (5)	Like it overall (4)	Bridge over Queensborough Canal (5)
Reasonable increase in amenities and densities (4)	Walkable (4)	Enhanced walkways (3)

Question No. 2b: Least Likeable Elements Chosen Option for Area 2

The survey included the following open-ended question: “In the Option you have chosen for Area 2, please share what you least like about the following?” The top three (3) answers are included with the number of responses that greater than one included in brackets, as follows:

Density and Land Use	Paths and Greenways	Transportation Improvements
-----------------------------	----------------------------	------------------------------------

Dislike it overall (4 mentions)	No new parks (5)	Traffic would increase significantly (4)
No new recreation facilities (2)		Dislike it overall (2)
Tall buildings limit the view of the river and mountains (2)		

For Area 3

Question No. 3a: Most Likeable Elements in Chosen Option for Area 3

The survey included the following open-ended question: “*In the Option you have chosen for Area 3, please share what you most like about the following?*” The top three (3) answers are included with the number of responses greater than one included in brackets, as follows:

Density and Land Use	Paths and Greenways	Transportation Improvements
Like it overall (7 mentions)	Great river paths & green park space (12)	Like it overall (6)
More retail (5)	Like it overall (5)	Improved roads - wider (4)
More density (4)	Multiple paths and routes (3)	Pedestrian friendly (4)

Question No. 3b: Least Likeable Elements Chosen Option for Area 3

The survey included the following open-ended question: “*In the Option you have chosen for Area 3, please share what you least like about the following?*” The top three (3) answers are included where the number of responses that are greater than one included in brackets, as follows:

Density and Land Use	Paths and Greenways	Transportation Improvements
High buildings (6)	More green space (2)	Increase in traffic (5)
Dislike it overall (4)	Community garden (2)	No plans to improve mass transit (2)
Density (4)		Stop large trucks from using Westminster Highway (2)

Question No. 4: Valued Services Not Already Included in Option 3

The second question in the survey included the open-ended question “*Option 3 provides the greatest range of services and amenities: are there other highly valued services or amenities that have not been identified in this option?*” The top three (3) answers are included with the number of responses in brackets, as follows:

Other Comments

Top Valued Services Not Already in Option 3
Larger elementary school and a high school (6 mentions)
Community pool (3)
Police (3)



**Public Survey #1 – Community Baseline Information
For the Hamilton Area Plan Update**

Purpose:

The purpose of this survey, is to invite you to comment on how the 1995 Hamilton Area Plan is updated, particularly regarding Areas 2 and 3 (see Map #1 attached).

- This survey is the first of several surveys that will be undertaken as the Hamilton Area Plan is updated.
- The City of Richmond is leading the Hamilton Area Plan Update and has engaged Oris Consulting Ltd. to undertake work on the Plan Update.
- This Survey #1 focuses on your opinions about the current state of the community.
- Please complete and return the survey by **April 1, 2012**.
- Please only complete one survey per household.

Thank you

Please Tell Us About Yourself: *(Individual survey responses are confidential).*

- I live in (refer to Hamilton Area Plan Map #1 attached):**
 - ☐ Hamilton Area 2
 - ☐ Hamilton Area 3
 - ☐ Hamilton elsewhere
 - ☐ Richmond elsewhere
 - ☐ New Westminster – Queensborough
 - ☐ Other / Elsewhere
- My postal code is:** _____
- I or my family own or rent the place where I live**
Please choose **only one** of the following:
 - ☐ Own
 - ☐ Rent
- I or my family:**
 - ☐ Own a residential property in Hamilton other than where I live
 - ☐ Own a commercial property business in Hamilton
- I live in the following type of housing:**

<input type="radio"/> Single family house	<input type="radio"/> Townhouse	<input type="radio"/> Apartment
<input type="radio"/> Suite in a house	<input type="radio"/> Duplex	<input type="radio"/> Other
- The following number of family members live in my household in each of the age brackets listed below (please write answers(s) as numbers):**

<input type="radio"/> ____ 0-5	<input type="radio"/> ____ 6-12	<input type="radio"/> ____ 13-18
<input type="radio"/> ____ 19-24	<input type="radio"/> ____ 25-44	<input type="radio"/> ____ 45-64
<input type="radio"/> ____ 65-74	<input type="radio"/> ____ 75+	

7. The following number of adult family members of my household work in the locations listed below (please write answer(s) as numbers):
- # _____ Hamilton
- # _____ Richmond elsewhere (please indicate general area) _____
- # _____ Queensborough _____
- # _____ New West elsewhere (please indicate general area) _____
- # _____ Annacis Island
- # _____ Delta elsewhere (please indicate general area) _____
- # _____ Surrey (please indicate general area) _____
- # _____ Burnaby (please indicate general area) _____
- # _____ Vancouver (please indicate general area) _____
- # _____ GVRD / Other (please indicate general area) _____
8. I own a business in Hamilton
- Please choose **only one** of the following:
- ☐ Yes
- ☐ No
9. The number of adult members of my household commute to work in the following manner (please write answer(s) as numbers):
- # _____ Bus
- # _____ Bike
- # _____ Wheelchair
- # _____ Walk
- # _____ Car
- # _____ Carpool
10. Tell us about your patterns of shopping and service needs
- I shop in the following regional shopping centers / stores
- (Check as many as you like - Refer to attached Commercial Centres - Map #2):
- ☐ Bridgeport Home Depot ☐ Bridgeport Costco ☐ Lansdowne Centre ☐ Richmond Centre
- ☐ Queensborough Landing ☐ Marine Way Market ☐ Big Bend Crossing ☐ Royal City Centre
- ☐ Plaza 88 (New West) ☐ Westminster Market ☐ Nordel Crossing
- ☐ Other _____
11. a) My daily shopping needs include
- (Check as many as you like – Refer to attached Grocery Stores Map #3):
- ☐ Produce store ☐ Bakery ☐ Butcher ☐ Convenience store ☐ Coffee shop
- ☐ Other (please indicate types) _____
- b) My weekly shopping needs include:
- ☐ Grocery store ☐ Pharmacy ☐ Restaurants ☐ Gas
- ☐ Other (please indicate types) _____
- c) My monthly shopping needs include:
- ☐ Clothing ☐ Household goods ☐ Bulk services ☐ Personal services ☐ Hair / nails
- ☐ Medical ☐ Dental ☐ Insurance ☐ Car services
- ☐ Other (please indicate types) _____
12. The services I most want in my community are (list in order of priority from 1 to 10, with 1 being the most wanted services):
- a) Community services:
- ☐ Policing office _____ ☐ Childcare (0 to 5) _____ ☐ After school care (K to Grade 7) _____
- ☐ Seniors care _____ ☐ Fitness center _____ ☐ Library services _____ ☐ Other _____
- b) Personal services:

o Medical _____ o Dental _____ o Food _____ o Pharmacy _____ o Other _____

Housing Choices:

13. In my neighbourhood, I feel there are enough housing choices suitable for: **(Please indicate Yes or No)**

- a) Single people: _____ Studio apartments _____ 1 bedroom apartments
 _____ 1 bedroom/den apartments _____ 2 bedroom apartments
- b) Couples: _____ Studio apartments _____ 1 bedroom apartments
 _____ 1 bedroom/den apartments _____ 2 bedroom apartments
 _____ 2 bedroom/den apartments _____ 3 bedroom apartments
- c) Families with children:
- Apartments: _____ 2 bedroom _____ 2 bedroom/den _____ 3 bedroom
 - Townhomes: _____ 2 bedroom/den _____ 3 bedroom _____ 3 bedroom/den
 - Single Family Homes: _____
- d) Seniors: _____ Studio apartments _____ 1 bedroom apartments _____ 1 bedroom/den apartments
 _____ 2 bedroom apartments
- e) People with disabilities or other special needs: _____ Studio apartments _____ 1 bedroom apartments _____ 1 bedroom/den apartments
 _____ 2 bedroom apartments _____ 2 bedroom/den apartments _____ 3 bedroom apartments
- f) People with low income: _____ Studio apartments _____ 1 bedroom apartments
 _____ 1 bedroom/den apartments _____ 2 bedroom apartments
 _____ 2 bedroom/den apartments _____ 3 bedroom apartments

14. I feel that there should be allowance for more medium density development (e.g., 3-storey townhouses and 4 to 6 storey apartments) in selected areas on arterial roads and along the main shopping street.

o Strongly Agree o Agree o Neutral o Disagree o Strongly Disagree o No Answer

Other Services:

15. In the Hamilton neighbourhood, I currently use (list in order of priority 1 to 10 with 1 being most wanted services):

- a) Parks & open spaces:
 _____ Nature parks _____ Active play parks _____ Sports parks _____ Bike trails _____ Dyke trails

16. In order of priority (between 1 to 10, with 1 being strongest), I would like to see:

- a) Sidewalks and traffic signals at:
- Westminster and Gilley _____
 - Westminster and River Road _____
 - Westminster and Hwy 91 _____
 - Sidewalks on Westminster Hwy _____
 - Other _____
- b) Bike lanes and wheel / walk paths:
- On Westminster Hwy _____
 - On Gilley _____
 - Other _____

17. In my neighbourhood, I am able to easily get to my daily destinations (e.g., school, work, play, library, stores) by:

Wheelchair	o Strongly Agree	o Agree	o Neutral	o Disagree	o Strongly Disagree	o No Answer
Cycling	o Strongly Agree	o Agree	o Neutral	o Disagree	o Strongly Disagree	o No Answer
Bus	o Strongly Agree	o Agree	o Neutral	o Disagree	o Strongly Disagree	o No Answer
Walking	o Strongly Agree	o Agree	o Neutral	o Disagree	o Strongly Disagree	o No Answer
Car	o Strongly Agree	o Agree	o Neutral	o Disagree	o Strongly Disagree	o No Answer

18. My top three *exciting changes* that I would like to see in Hamilton in the future are:

1. _____
2. _____
3. _____

19. My top three favourite things *that I would not want to see changed* in Hamilton are:

1. _____
2. _____
3. _____

20. My general comments: _____

Thank you for your time

Please complete and return the survey by **April 1, 2012**.

1. Fill out your survey **online** at www.placespeak.com/hamiltonareaplan or www.richmond.ca
OR
2. Fill out your survey and submit at the **Public Consultation Meeting**.
3. Pick-up /drop-off a paper copy of your survey off at the Hamilton Community Centre or City Hall.
OR
4. **Fax** it to (604) 276-4052.
OR
5. **Mail to:** Hamilton Public Survey
Richmond City Hall
6911 No. 3 Road, Richmond, BC V6Y 2C1

Hamilton Area Plan Update
Public Consultation #2 - June 26, 2012 on Three Proposed Development Options
Results from Survey #2 on Three Proposed Development Options Received from June 26 to July 10, 2012

Q1 Which Land Use Option most appeals to you in order of preference?

For Area 2 only:				For Area 3 only:			
Option 1	Option 2	Option 3		Option 1	Option 2	Option 3	
1	3	2	1	3	1	2	2
2							1
3	3	2	1	3	2	1	1
4							
5	3	2	1	3	2	1	1
6	2	3	1	2	3	1	1
7	3	1	2	2	1	3	3
8							1
9	3	2	1	3	2	1	1
10							
11					1		
12			1				1
13	3	2	1	3	2	1	1
14		1			1		
15			1				1
16	3			3			
17			1				1
18	1	2	3	1	2	3	
19	3	2	1	3	2	1	1
20	1			1			
21	3	1	2	3	1	2	
22			1				1
23							1
24		1					1
25	3	2	1	3	2	1	1
26	3	2		3	2		
27			1				1
28	3	2	1	3	2	1	
29	1	2	3	1	2	3	
30							1
31							1
32							1
33	3	2	1	3	2	1	1
34			1	3	2	1	1
35							1
36			1				1
37	3	2	1	3	2	1	1
38	3	2	1	3	2	1	1
39		1					1
40	3	2	1	3	2	1	1
41	3	2	1	1	2	3	
42		1					1
43							1
44			1				1
45			1				1
46	3	2	1	3	2	1	1
47							
48	3	2	1	3	2	1	1
49							
50	2	1	3	1	1	3	
51	2		2	2			
52	1	2	3				
53	2	1	3	1	2	3	
54	3	2	1	3	2	1	1
55	3	2	1	3	2	1	1
56		2		1			
57	3	2	1	3	2	1	1
58	3	2	1	3	2	1	1
59		1			1		

Hamilton Area Plan Update
Public Consultation #2 - June 26, 2012 on Three Proposed Development Options
Results from Survey #2 on Three Proposed Development Options Received from June 26 to July 10, 2012

60		2	1	1
66				
67		1	3	3
68		3		
69				1
70				
71		3	2	1
72		3	1	2
73		3	1	2
74				
75				1
76				

For Area 2 only: Rate from 1 to 3 your preference of each Option with 1 being the most appealing

	Option 1	Option 2	Option 3	Total
1	5	13	38	56
2	5	26	5	36
3	27	2	6	35

For Area 2 only, %:

Preference				
	Option 1	Option 2	Option 3	
1	9%	23%	58%	100%
2	14%	72%	14%	100%
3	77%	6%	17%	100%

For Area 3 only: Rate from 1 to 3 your preference of each Option with 1 being the most appealing

	Option 1	Option 2	Option 3
1	8	8	47
2	4	26	2
3	26	2	7
			35
			63

For Area 3 only, %:

Preference			
	Option 1	Option 2	Option 3
1	13%	13%	75%
2	13%	81%	6%
3	74%	6%	20%
			100%

This data has collectively combined Area's 2 & 3

	Option 1	Option 2	Option 3
Total of 1st Preference	13 11%	21 18%	85 71%
Total of 2nd Preference	9 13%	52 76%	7 10%
Total of 3rd Preference	53 78%	4 5%	13 19%

Hamilton Area Plan Update
Public Consultation #2 - June 26, 2012 on Three Proposed Development Options
Results from Survey #2 on Three Proposed Development Options Received from June 26 to July 10, 2012

Q2a

In the Option you have chosen for Area 2, please share what you most like about:			
Density and Land Use	Path and Greenways	Transportation Improvements	
Like	New park idea	Like	x5
Good use of high density pocket	Like	Bridge over QD Canal	x5
Seems reasonable, more density, more amenities	x4	Enhanced walkway	x5
Extra density w/o affecting the centre	Keep existing park/dog park	Westminster Blvd Concept	x3
Building scale & size, High SI Concept	Lots of green space	Pedestrian friendly	x2
Less density	Extra park	Increased pathways	
High density along Hwy 91	Availability of useable park space	Should improve with more people	
Good increase in people	Excellent paths & green park	More road improvement	
No more than 4 levels for condo's	Coffee Shop	Excellent	
Affordable	Connection from area 2 & 3	Needs more to McNair and MacNeill	
More attractive, better amenities	Relocating park land	bikes	
More connected to Area 3	Like average	Don't see	
Like least	Don't see	More public transportation	
Go to 1.8 FAR for the full area	River front promenade, park improvement	Leave single entrance/exit as is.	
Moderate density	Nice overpass	None proposed	
Nothing...too much density in all options presented	More		
High density next to the park	Intertwine with the park		
Could use mild upgrade	Fine the way they are		
Low density private homes	Abundance of greenway buffers highway		
Like "donut" building	Greenway is deceptive around freeways		
High density along Boundary, close to bus & Wal-Mart	Only one break in land block - Previous problems with crime		
The least amount of density			

Q2b

In the Option you have chosen for Area 2, please indicate what you least like about:			
Density and Land Use	Path and Greenways	Transportation Improvements	
Dislike	No new parks	Traffic would increase significantly	x4
No new rec facilities	Don't want to lose Highway park	Dislike	x2
Tall buildings limit the view of the River & Mountains	Too much pavement	Another new light on West Hwy will slow down busy traffic	
If it stays the same - no change	Not enough street parking	No proposed mass transit improvements	
Better traffic access	Noise	Could be a road access breakdown	
No land is left for single family homes	Average	Wider Westminster Hwy	
Over crowding	Move green space from Boundary Rd to Thompson Rd	Noise	
Closeness to the Hwy	No discussion about the canal (walk way?)	Too limited	
Too many houses	Don't see any improvements	Make Thompson Rd/Gale "One-way Street"	
No problems	No problems	Concrete Thompson to Boundary both ends	
Poor area for more housing due to freeway	More green space	Still only one way in and one way out	
Isolated run down homes	Private regulations	No problems	
Placing people so close to fumes of vehicles	Park area is smaller	Improved pedestrian over pass not a flow improvement	
Traffic for Thompson - Dead end street	No pedestrian/bicycle connect towards Wal-Mart		
	Keep green space between hwy & housing		

Hamilton Area Plan Update
Public Consultation #2 - June 26, 2012 on Three Proposed Development Options
Results from Survey #2 on Three Proposed Development Options Received from June 26 to July 10, 2012

Q3a

In the Option you have chosen for Area 3, please share what you most like about:		Paths and Greenways		Transportation Improvements	
Density and Land Use					
Like	x7	Great river paths & green park space	x12	Like	x6
More retail	x5	Like	x5	Improved roads - wider	x4
More density	x4	Bridge to QB	x3	Pedestrian friendly	x4
Additional amenities - grocery store	x4	Multiple paths and routes	x3	Westminster Blvd	x4
Moderate development	x3	Link of main street with path to River Road	x2	Traffic calming at Westminster & Gilley	x3
Best plan, most liveable and services	x2	Water front park	x2	More pedestrian friendly rd around Westminster/Gilley	x2
Inclusion of Library	x2	Bike, run, walk around Hamilton	x2	Street lights	x2
Mix of TH and low rise apartments	x2	Great for the neighbourhood		Better transit for working families	x2
Don't mind, Love the change		Abundance of them seems to meet what's needed		Current OCP and City of Richmond upgrades	
Good use of land as long as bldgs are not 4 story's high		Better connections		Better services	
Affordable		Improved amenities		More buses from West. Hwy to the outlet mall	
The lowest building levels		Very attractive, especially for higher density		Better pave street	
Water front park		Abile to use amenities		Worry about truck traffic on Westminster Hwy	
Good land use		River promenade		Should improve with more people	
Higher building and more use of land		Ability to circle the community		Intersection improvements	
Good community feel		Keep green space		Fine now	
Neighbourhood square		More		Like the bleeding of West Hwy into the high street w/design tools to indicate you are entering the village	
Keep green space		Seating areas around the Village		Proposed median & increase of greenery	
More appealing area		Leaving all green areas intact		Improved corner of Gilley & West Hwy help to slow down traffic	
More open space		Abundant parks & walkways, well groomed		Need pull-outs for buses	
High Street is better		Increased access to river paths		Direct connection to sky train	
Interesting change to the face of Hamilton				Fairly low traffic use, adequate bus	
Large lots could sustain enlargement				If it happens	
Proper sized lots, private due to spaced S.F.				Improve transportation	
Some development on busy street				Extra streets	
Increased property value					
Completes the area					

Q3b

In the Option you have chosen for Area 3, please indicate what you least like about:		Paths and Greenways		Transportation Improvements	
Density and Land Use					
High buildings	x6	More green space	x2	Increase in traffic	x4
Dislike	x4	Community garden	x2	No plans to improve mass transit	x2
Density	x4	More		Stop large trucks (over 5 tons) from using West. Hwy	x2
If nothing gets done, stays the same - sad	x2	Don't want trees in a line		Smaller streets will cause congestion	
Not enough green space	x2	Too many sitting areas that won't be used.		Extension of Willet Rd to connect with River Rd.	
Limit to 3 storeys on the south side of Gilley	x2	Further dev. Of river paths		Better transit	
Too many people		Dislike		Congestion of two roads	
Higher quality of buildings		No link to South Arm pathway		Need to be able to walk to shopping etc.	
Buildings are built too close together		Rec facility		"High St" intersection of West and Gilley will cause huge traffic problems	
No mention of additional Childcare		No problems		West Hwy will be too busy	
Minimal rental units		Inadequate for thousands more people		No problems	
Careful to not overcrowd		Just adequate for current population		Adequate as it is now	
Take away 'small town feeling'		Parks are decreased		Increasing vehicular traffic	
No mention of ball diamonds, pools, or ice rinks		Keep VLA park basic		No through paths	
Developing Gilley is a big mistake				Will slow traffic down	
"High Street" should be on West Hwy					
No problems					
Too dense, want to keep single family housing					
Too close to freeway					
Any attempt to change vintage nature of area					
Non-busy should remain non-busy					
More busy areas i.e. West Hwy could use revamping					
Too urban					
Density type is spread out/Centred near the mall					
To dense, nothing of value for the community					
Lack of parking & congestion					

Hamilton Area Plan Update
Public Consultation #2 - June 26, 2012 on Three Proposed Development Options
Results from Survey #2 on Three Proposed Development Options Received from June 26 to July 10, 2012

Q4

Option 3 provides the greatest range of services and amenities: are there other highly valued services or amenities that have not been identified in this option?

Larger elementary school and a high school x6
Community pools x3
Police x3
Sports courts x2
Movie theatre x2
Seniors & handicapped x2
Gas station x2
Bank/ATM's x2
Real food store x2
Recreation x2
Community garden x2
Why such high densification to get amenities?
Sport' fund, baseball etc.
Postal services
General store
Better river walks and bike trails
Parking is an issue
Senior Centre
Bakery
Butcher
Rooftop gardens
Restaurants
Crossing at Westminster Hwy
Wooded area

Q5

Please rank how important having pedestrian/bike connections are to you:

Through the neighborhoods	(1-2) High	(3) Med	(4-5) Low
Up to the Dyke (North Arm of the Fraser River)	48	6	9
Ring Path around East Richmond	36	13	14
Connections between Hamilton and New Westminster	48	9	7
Down to Dyke (South Arm of the Fraser River)	37	7	19
	32	10	21

(1-2) High	(3) Med	(4-5) Low
76%	10%	14%
57%	21%	22%
75%	14%	11%
59%	11%	30%
51%	16%	33%

**Compatibility of Proposed Area Plan Options 1, 2, 3 and Concept
With Richmond's 2041 OCP Goals**

1. Introduction

The proposed Area Plan Options 1, 2 and 3 and Concept were reviewed for compatibility with the 2041 OCP Goals, as follows:

- Promote A Compact Community:
 - Enhance Hamilton as an improved Compact Community by directing growth mainly to Hamilton Areas 2, 3, and densifying the shopping centre and residential Areas 2 and 3), to provide more Live, Work Play, Growth and Sustainability choices, and which compliments Queensborough to the east.
 - Enable Hamilton to grow and enable acceptable re-development.
- Provide More Connectedness:
 - Better connect Hamilton shopping, work, park, trails, shopping and work areas to one another, the Fraser River and Queensborough, to enable more Live-Work-Play connectedness.
- Promote A Sustainable Economy:
 - Support a sustainable economy by protecting and supporting employment lands (e.g., commercial, industrial).
- Enhance Hamilton As Richmond's Eastern Gateway
 - Enhance Hamilton as Richmond's Eastern Gateway by improving signage, traffic signs and public art of which everyone can be proud and to which people will be attracted to live, work, shop, recreate and play.
- Enhance Agricultural Viability:
 - Continue to protect agricultural lands and promote agricultural viability.
- Enhance The Ecological Network:
 - Continue to protect ecological, conservation and ESA lands which provide ecosystem services;
- Promote Improved Transportation Choices and Accessibility:
 - Better support sustainable transportation modes, choices and accessibility (e.g., sidewalks, bus stops) that reduce energy consumption and greenhouse gas emissions, to create more connected, transit, walkable, bikeable and rolling (wheelchairs, scooters) opportunities.
- Provide Sustainable Infrastructure:
 - Provide sustainable infrastructure improvements (e.g., water, sanitary, drainage) to better service development, enable densification and address Climate Change;
- Promote Community Safety.
 - Continue to advance community and life safety (e.g., with new developments, improve flood protection, safer buildings and improved seismic requirements).

2. Comparison Chart

Based on the above criteria, the following table summarizes how well the Plan Options and proposed Concept complement Richmond's 2041 OCP Goals.

Comparison of Hamilton Area Plan Options and Proposed Concept with OCP Goals				
Evaluation Criteria (See above for details)	Option 1 Improvements	Option 2 Improvements	Option 3 Proposed Concept Improvements	Proposed Concept
Enhance Hamilton As Richmond's Eastern Gateway (e.g., gateways, signage, trails; canal, pedestrian and bike bridges)	Improves	Improves	Most	Most
Promote A Compact Community	Achieves	More	Most	Most
Provide More Connectedness	Achieves	More	Most	Most
Promote A Sustainable Economy	Improves	Improves	Improves	Improves
Enhance Agricultural Viability	Enables	Enables	Enables	Enables
Enhance The Ecological Network	Promotes	Promotes	Promotes	Promotes
Provide Sustainable Infrastructure	Yes	Yes	Yes	Yes
Promote Improved Transportation Choices & Accessibility	Some	More	Most	Most
Promote Community Safety	Yes	Yes	Yes	Yes

3. Conclusion

Based on the above criteria, while all Option advance the City's OCP Goals, the proposed Concept is recommended as Options 2 and 3 are not needed to achieve desired community amenities and it best balances the 2041 OCP Goals with community aspirations and financial viability.

Compatibility of Proposed Area Plan Option 1, 2, 3 and Concept With Richmond's 2041 OCP Inter-Municipal Planning Policies

1. Introduction

Richmond's Hamilton community abuts the New Westminster Queensborough community. In preparing the Hamilton Area Plan Update, Richmond has a rare, unique and innovative opportunity to improve Live-Work-Play choices for existing and potential Hamilton residents, workers and visitors, as well as neighbouring Queensborough residents. This opportunity involves looking at Hamilton and Queensborough not, as done traditionally, as two separate communities, but rather as one co-ordinated community. To assess which Option best achieves better co-ordinated development of the Hamilton and Queensborough communities for existing and potential residents, workers and visitors, an analysis of the Options was undertaken, based on the following Richmond inter-municipal planning Goals.

2. Richmond's Inter-Municipal Goals For Hamilton

Staff utilized the inter-municipal goals of Metro Vancouver's *2041 Regional Growth Strategy* and Richmond's *2041 OCP*, to prepare the following inter-municipal community planning criteria:

- Promote inter-municipal connections between adjacent communities to promote more Live-Work- Play-Sustainability choices.
- Compact Communities: Create compact (e.g., densified) communities, and more densely develop areas already designated for urban development.
- Promote Transit and Accessibility: Creating more Complete Communities which are more walkable, mixed use, rolling and transit-oriented to reduce automobile use;
- Promote A Resilient Economy: Promote a sustainable economy by protecting and supporting employment lands (e.g., retail, industrial).
- Promote Agricultural Viability: Protect agricultural lands and promote agricultural viability.
- Promote Ecological Viability: Protect and enhance ecological, Environmentally Sensitive Areas (ESAs) and Riparian Management Areas (RMAs) and the Fraser River shoreline.
- Infrastructure Compatibility: Provide compatible infrastructure improvements (e.g., water, sanitary, drainage, roads, transit).

3. Comparison Chart

Based on the above criteria, the following table summarizes how well the Plan Options and proposed Concept complement Richmond's 2041 OCP s Inter-Municipal Planning Policies

Compatibility With Queensborough Context				
Evaluation Criteria (See above for details)	Option 1	Option 2	Option 3	Proposed Concept
1. Promote Inter-Municipal Connections	Some	More	Most	Most
2. Create Compact Inter-municipal Communities (e.g., densified)	Some	More	Most	More
3. Promote Transit and Accessibility	Some	More	More	More
4. Promote A Resilient Economy	More	More	More	More
5. Promote Agricultural Viability	Yes	Yes	Yes	Yes
6. Promote Ecological Viability	Achieves	More	Most	More
7. Infrastructure Compatibility	Yes	Yes	Yes	Yes
8. Promote Sustainable Transportation Modes	Some	More	Most	Most

4. Conclusion

Based on the above criteria, while all Option advance the City's 2041 OCP Inter-Municipal policies, the proposed Concept is recommended as Options 2 and 3 are not needed to achieve desired community amenities and it best balances the City's 2041 OCP Inter-Municipal policies with community aspirations and financial viability.

Proposed Option 4 Area Plan Concept (Concept)

(1) Overall Description:

The proposed Concept *Land Use and Density Policies* involve using most of Option 1's proposed land-use and density, with the following refinements:

- In Area 1, retain the Status Quo which involves mostly single family uses.
- In Area 2, keeping the 2.9 ha. (7.2 acre) Hamilton Highway Park.
- In Area 3:
 - Adding a new 2.72 ha. (6.72 acre) Riverfront Park.
 - Maintaining the Mixed Use (Retail and/or Office with Apartments above) at 1.5 FAR, with three to four-storey building forms.
 - Maintaining the other proposed land uses and densities north of the shopping centre.
- Along the South Arm of the Fraser River, staff propose minor changes to the existing Area Plan Mixed Use Water Oriented Industrial / Residential Designation to better manage industrial uses.

Potential Build-Out under the Recommended Option 4 Concept			
Item	Current (2011)	Net New Population & Units (based on existing units removed)	Total Estimates
Total Population	5,100	7,209	12,300
Total Dwelling Units (DU)	1,565	2,551	4,116

(2) Proposed Hamilton Population Growth

- Existing population – 5,100
- Growth with Proposed Option 4 Concept – 12,300 – Reasonable, Balanced.

(3) Proposed Estimated 2034 Population: Hamilton Concept and Queensborough

- Hamilton - 12,300 - (565 acres/ 228 ha) - (22 people per acre)
- Queensborough - 14,000 - (882 acres / 333 ha) - (16 people per acre)
- Total - 26,300 people (1,450 acres / 561 ha)

(4) Vision

Hamilton is a connected community where residents, employees and visitors have access to local services and amenities at a neighbourhood service centre that has an aspirational contemporary feel. The community is interconnected with an open space program that respects the agricultural legacy, celebrates its location on the Fraser River and includes key activity nodes, gateways and paths.

(5) Guiding Planning Principles

The Concept includes the following Guiding Planning Principles:

- Enable existing land uses (e.g., single-family) to remain as long as the owners wish to maintain them.
- The proposed densities are maximums, unless otherwise stated.
- Encourage a mix of residential, commercial and community uses and services, and locate the higher density, key destination land uses on and near the shopping centre, and on the primary travel corridors in the community.
- Create an interconnected, open and accessible circulation network that is safe and prioritizes people over cars.
- Celebrate the environmental and cultural significance of the Fraser River and inland canals by creating a network of passageways that connect, new and improved parks, open spaces and the community core area which will add values to the community.
- Implement area travel demand management measures that encourage the use of sustainable, accessible and safe travel options including walking, cycling, rolling (wheelchairs, scooters) and public transit.
- Encourage a sustainable approach to infrastructure servicing that follows best practices and is cost effective.
- Implement the City's Ecological Network Concept, through the integration of ecosystem services, biodiversity, wildlife habitat, recreation and enjoyment of nature, into the Plan.
- Implementation is to be market driven and paid for by developers, as community grows.
- As the Concept proposes varying land uses and densities, the higher densities are to contribute and provide more cash or built spaces for community amenities (thorough density bonusing) and infrastructure improvements (e.g., Development Cost Charges), than the development with a lower density. This is a recognized approach which will benefit the whole community.
- Estimated Build Out Timeframe is 2034: this means that change will take time and be subject to market forces.

(6) Design Principles

The proposed Concept will include updated Area Plan Development Permit (DP) Guidelines for various land uses, to ensure attractive, functional, accessible and serviceable development and sites. The Guidelines will address:

- Limiting the size of development parcels to encourage a variety of building types and elements,
- Requiring on site public stroll ways and lanes to break up building mass and improve accessibility (sizes TBD in the Area Plan).
- Establishing minimum lot sizes for redevelopment, to ensure that sites can be efficiently redeveloped, accessed and serviced, and so as to not leave any "orphaned" lots which are difficult to redevelop (sizes TBD in the Area Plan).
- Encouraging buildings that animate the street and ensuring that adjoining public spaces become formal and informal gathering spaces.

- Using appropriate transitions between buildings of different densities by “stepping” down building heights smoothly.
- Articulating buildings to reflect pedestrian scale.
- Applying Crime Prevention Through Environmental Design Principles (CPTEP) to achieve public safety.
- Other, as necessary.

(7) Land Use and Density Policies

- a) *Area 1 Highlights: - The Established Single-Family Area, West of Westminster Highway*
- The Option 1 densities are maintained with up to 0.75 FAR ground-oriented townhouse densities for developable lots.

b) *Area 2 - East of Highway 91A Highlights*

- The Option 1 density is refined to allow 0.75 FAR for ground-oriented townhouses.
- The existing 2.9 ha. (7.2 acre) Hamilton Highway Park is kept and improved.
- Improved access between Areas 2 and Area 3, and Queensborough.

c) *Area 3 - West of Highway 91A Highlights*

A feature of the Concept is to ensure an appropriate mix of uses in order to develop Gilley Avenue, east of Westminster Highway, as a “High Street” to be the vibrant and defined core of the community. This area is to include a mix of retail uses to provide more local shopping and service opportunities and involves:

- Using most of Option 1’s proposed land-use and density.
- Adding a new 2.72 ha. (6.72 acre) Riverfront Park between River Road and Westminster Highway.
- Maintaining Option 1’s the Mixed Use (Retail and/or Office with Apartments above) at 1.5 FAR, with three to four-storey building forms.
- Maintaining the proposed three to four-storey apartments at 1.5 FAR,
- Maintaining the proposed stacked townhouses at 1.0 FAR in the remainder of Area 3.

(8) Parks and Open Space

Parks staff advise that parks and open spaces are well distributed across Hamilton, meet the City’s standards for neighbourhood and community park access and that there also is a sufficient quantity of parks and open spaces to accommodate the proposed future growth. However, with the proposed Option 4 Concept, as there is an opportunity to achieve more by: (1) providing more park land and (2) enhancing new and existing parks and trails, City staff propose the following park and open space initiatives:

- Retain existing parks (e.g., Hamilton Highway Park in Area 2 and in Area 3, the VLA Park, the Hamilton School and Community Centre Park and MacLean Park).
- Establish a new destination Riverfront Park at the north end of the Queen Canal in Area 3. This new Park is approximately 2.72 ha. (6.72 acre) and would serve as a large new green space, allowing residents to both reconnect with the water and create a significant community amenity. This new Park is made possible by a proposed new extension of Willet Ave. west of Westminster Highway to connect to River Rd., opening up

approximately 400 metres (¼ mile) of direct Riverfront access along the park's north edge.

- Improve the new and existing parks and trails to enable a greater diversity of park activities (e.g. more activities for seniors and youth). This includes: improving accessibility along both arms of the Fraser River, and along the canals and the linkages between them, re-developing Gilley Avenue into a “High Street” that provides amenities and substantial pedestrian space, creating an enhanced pedestrian crossing (the “Crossing Plaza”) at the intersection of Gilley Avenue and Westminster Highway that will act as a unique focal point for the neighbourhood, creating a multi-use linear corridor along the Queen Canal to enable an attractive walking and cycling environment.

The proposed Concept would result in a total of approximately 20.0 ha. (49.36 acres) of City park and open space as follows:

- In Area 2: the Hamilton Highway Park (2.9 ha. [7.2 acres]).
- In Area 3: the new Riverfront Park (2.72 ha. [6.72 acre]), the VLA Park (0.60 ha. [1.50 acres]), the Hamilton School and Community Centre Park 5.1 ha. [12.5 acres], and MacLean Park 4.3 ha. [10.7 acres]).
- Other open space outside of Areas 1, 2 and 3 - 4.35 ha. (10.76 acres).

The total proposed Concept park and open space area 20.0 ha. (49.36 acres). These park initiatives are shown on the map in **Attachment 6**. It is proposed that these park initiatives would be mainly paid for from developer Development Cost Charges (DCCs) and developer on and offsite improvements. Parks staff will explore ways to acquire the new parks in a timely manner. In summary, the proposed Concept improves the quantity and quality of parks and open spaces for the community.

(9) Community Indoor Recreation Space Considerations

The Hamilton Community Centre was expanded in 2011 and now has 8600 ft² (800 m²) of dedicated indoor recreation space. It was designed for a population of approximately 9,000 people and can be expanded to the east, as necessary. It is noted that Hamilton Elementary School gymnasium and classrooms are also heavily used for community programs. Over time, there will be a need for increased City owned indoor community recreation space based on the proposed Concept, the timing of which will be dependent upon the rate at which development occurs and Council's decisions regarding its actual provision. As the proposed Concept involves an estimated total of 12,300 people at build out, additional City indoor recreation space will be needed.

Increased indoor recreation space is to be provided in two (2) ways, as indicated below:

- a) *Increased City-Owned Community Centre Funded by Development:*
Additional City-owned community centre space of 4,000 (372 m²) is to be provided as cash by developers via density bonusing, and constructed by the City. Developer contributions would be made to the City's *Leisure Facilities Reserve Fund* within a separate Hamilton sub-fund. This approach has been taken with the CCAP where

developer amenity contributions are required under the CCAP's density bonus provisions for rezoning applications.

b) *Private Commercial Indoor Recreation Space:*

Note: Private indoor recreation space cannot be substituted for the City owned indoor recreation space. The proposed Concept enables developers to provide private indoor commercial recreation space (e.g., in or near the shopping centre) (e.g. yoga or pilates studio). Such developments would occur only if they are to the City's satisfaction to ensure quality spaces. These developments would be market driven and may be provided by developers without a density bonus.

(10) *Public Library Service*

The current Hamilton library service involves City library staff rolling out wooden cabinets containing library resources (e.g., approx. 1,000 items) in the Community Centre on Saturdays and having access to the library kiosk computer in the rotunda where the public can request materials which will be brought on Saturdays. Residents can also access Queensborough's recently expanded library (e.g., approx. 1,800 ft²) and all other Metro Vancouver libraries. It is to be noted that currently the Richmond Library Board is undertaking a strategic plan to assess the long term library needs for the City as a whole, including Hamilton.

The Survey findings indicate that Hamilton residents would like a new library in with similar services as provided in branches (e.g., East Cambie). To address this preference, the Concept enables developers to provide a City owned library of up to 5,000 ft² to 6,000 ft² (464 m² to 557 m²), through density bonusing. Staff propose that the new library be located either:

- 1st Choice Location: In or near the shopping center, in either City owned or space leased from a developer (e.g., similar to Ironwood and East Cambie), or
- 2nd Choice Location: added by the City, onto the existing Community Centre.

Council will determine the location when the Area Plan is finalized. The actual new service will be determined by Council afterwards when the above Library Strategic Plan is completed and approved by Council.

(11) *Community Policing Services Considerations*

The Concept proposes space for a Community Policing Office (CPO), to promote improved community safety. It is proposed that a developer would provide approximately 1,400 sq. ft. (130 m²) by density bonusing. The Concept proposes that the space be in the shopping centre. As currently there is no money available for any increase in police service, until this matter is addressed, the space can be used for City purposes, as Council determines.

(12) Proposed Changes To the Existing Area Plan Mixed Use Water Oriented Industrial / Residential Area along the South Arm of the Fraser River (Attachment 7)

This area lies between Dyke Road and the South Arm of the Fraser River which lies outside of the City's dike). The current Area Plan designation allows all mixed-use water-oriented industrial and all residential uses or a combination thereof. The properties are currently zoned:

- Marine (MA2) and Light Industrial (IL).
- A small strip of land is zoned School and Institutional (SI) for a small Riverfront park.
- Water-Oriented Use (ZR7) which covers 2.0 ha (2.47 acres) of land centered on the Highway 91A bridge crossing of the area which allows for townhouses and marina uses to be constructed as a new development proceeds.

Currently in the area there are marine industrial, marine boat launch uses, a range of residential uses including new townhouses, older single family houses and boat houses, and some City owned open space which is closest to the Richmond / New Westminster border.

Development there has had to struggle to attain land use compatibility, servicing efficiency and flood protection as different land uses have different implications. There is an opportunity to address some of these concerns where there are no existing residential uses and for the small City owned parcel.

Staff have examined the best long term use of these areas to see how to improve land use compatibility, servicing efficiency and flood protection, and propose the following minor changes to the existing Area Plan's Mixed Use Water Oriented Industrial / Residential Area designation:

- where there are only existing industrial uses, an Industrial Designation to protect existing industrial uses and zoned properties.
- where there are both existing residential and industrial uses and zoning, a new Mixed Use Marine Industrial / Residential designation (e.g., townhouse, single family, float homes) to protect properties with both existing residential and industrial uses and zoning.
- for the small City owned open space area nearest the Richmond / New Westminster border, and Park / School designation for City waterfront park use.

The above proposed Concept designations would be consistent with the current IL and MA2 zoning and allow for a range of light industrial and commercial uses (e.g. boat building, marina, industrial marine and associated uses) that benefit from River access and can be readily constructed in a manner consistent with Richmond and Provincial flood regulations.

(13) Transportation Improvements

The Concept proposes a range in transportation improvements. Currently, staff are working with consultants to prepare detailed road network and cross-sections for Westminster Boulevard, the proposed Gilley Avenue “High Street” and other collector and local roads in the Concept. Consistent with the 2041 OCP, the Concept’s major transportation policies include:

- Provide for a finer grain of streets and lanes that encourage convenient and safe access for walking, cycling and rolling trips throughout the community,
- Establish a cycling network with a variety of design treatments, which includes off-street paths, marked on-street lanes, and possible shared use routes where cyclists, rollers and vehicles share the same road space,
- Promote improved walking and rolling network (including scooters, skates, and personal low-powered travel modes),
- Enhance the existing pedestrian and bike bridge over Highway 91A,
- Enhance Westminster Highway as “Westminster Boulevard” which will include a landscaped median, on-street cycling lanes and a separate bi-directional cycling path, boulevards and sidewalks and with rolling (wheelchair, scooter) access,
- Create new and retrofitted existing streets with features to mitigate speeding and cut-through traffic to enhance neighbourhood liveability,
- Provide transit infrastructure (e.g., bus shelters, benches) and continue to work with TransLink to support transit as a viable mode.

More study will be undertaken before the Area Plan is proposed and detailed transportation engineering design will be undertaken at the development application stage. New and upgrades to transportation services are to be paid for by developers (e.g., either through the DCC Program, or as developer offsite improvements).

(14) Ecological Network and Environment Policies

The Concept proposes to implement the 2041 OCP Ecological Network Concept by better connecting ecological hubs, sites and the foreshore through a series of ecological corridors as follows:

- Under the Concept’s Ecological Network policies, protect and enhance a variety of inter-connected natural and semi-natural areas.
- Protect and enhance the Fraser River foreshore, ESAs and RMAs.
- Strategically connect and restore the ecological value of key components of public lands (e.g., the two arms of the Fraser and the agricultural canals/RMAs, ESAs, City Parks) with naturalized corridors and restored ecosystems.
- Establish a habitat compensation plan that addresses the City’s Eco-Plus policy through minimizing the need for ecological impacts and compensation.

It should be noted that the City's existing Riparian Management Area (RMA) Policy and 2041 OCP Environmentally Sensitive Areas (ESA) Development Permit policies and guidelines will apply to development in the same manner as they apply throughout the City, and as augmented by policies in the updated Hamilton Area Plan.

(15) Single Family Uses

This section addresses the question: "Does the proposed Concept retain enough single family areas?"

In Area 1, the existing Area Plan allows mostly single family and some multifamily dwellings to occur. Currently, the Area is built out with mostly newer single family and some newer multifamily dwellings (e.g., townhouses). The Concept proposed little change here, as it is assumed that the newer single family dwellings will continued over the long term and enables both the existing designated single family areas and joint single family and multi residential designated areas to continue.

In Areas 2 and 3, the existing Area Plan allows both single family and multifamily dwellings to occur. It enables existing single family dwellings to continue as long as their owners wish, and for them to be rezoned to multifamily dwellings (e.g., townhouse, apartments).

The Concept proposes the following:

- For Area 2, single family dwellings may continue and may be rezoned to multifamily dwellings (e.g., townhouse, apartments).
- In Area 3, single family dwellings may continue and may be rezoned to multifamily dwellings (e.g., townhouse, apartments), Mixed Use (residential uses above retail or offices) and for the proposed Riverfront Park.

As the Concept proposes that, in Areas 2 and 3, many existing single family dwellings can be rezoned to multifamily uses (e.g., townhouse, apartment, Mixed Use), if this fully occurs, over time there will not be any single family dwellings left in Areas 2 and 3.

To be sure that this is what the community wishes, staff propose in the next Open House Survey to ask the public, if they want any portions of Areas 2 and 3 to be kept exclusively for single family purposes. Staff will ask property owners and residents to identify, on a property map which areas, if any, they want retained exclusively for single family dwellings - and why. Staff would analyze the feedback and, if necessary propose, any such single family dwelling areas for Council's consideration when the Area Plan is presented to Council in the Fall 2013.

If Council considers this matter to be unnecessary, staff request that Council indicate this now, before the next Open House Survey is held.

*(16) Proposed Concept - Hamilton - Queensborough Planning Context Considerations
(Attachments 8 & 9)*

In preparing the Concept, staff considered the neighbouring community of Queensborough in New Westminster. Similar to Richmond, New Westminster is currently completing the Queensborough Community Plan (QCP) which is to be completed in 2013 or early 2014. Their draft Queensborough OCP has the following six (6) themes: A Complete Community, Culturally diverse and socially cohesive, Respectful and supportive of the environment, Community of transition, Connected by seamless linkages, and Proud of its history and heritage resources. The draft Queensborough Land Use Plan map includes a wide range of low-density single family residential uses, high-density residential and mixed-use development areas, as well as major large scale commercial and entertainment areas.

The draft Queensborough Plan may enable a build out population of 14,000 people. When considered with the proposed Hamilton Concept build out population, there may be a total combined population of 26,300 people. The implication is that the proposed Hamilton Concept will better enable Hamilton residents, if they chose, to access Queensborough's community amenities, parks, trails and commercial services (and possibly vice versa). In summary, Richmond staff consider that the proposed Hamilton Area Plan Concept complements Richmond's 2041 OCP inter-municipal policies and Westminster's Queensborough Community Plan.

(17) Appropriateness Of Developers Paying For Community Amenities by Density Bonusing

Whenever the City undertakes a new Area Plan, it usually proposes new community amenities and new ways for developers to provide them. To help put the proposed Hamilton Concept community amenities (e.g., library, public indoor recreational space, police office space), in perspective, the following comments are offered:

- for the 2006 West Cambie Area Plan, density bonusing was used to fund, for the first time, affordable housing, child care and more recently, to enable developers to connect to the City's district energy (geo-thermal) system,
- in the 2009 City Centre Area Plan (CCAP), density bonusing was used to create high density urban villages around each Canada Line station, to fund a Canada Line transit station, provide a new City community centre, space for a new university campus, and promote and retain office, institutional and assembly uses,
- other community amenities which have been funded by developer density bonusing include additional space for an existing school, parkland acquisition and enhancements, and contributions to special public art projects.

With the above innovative approach in mind, staff suggest that the proposed Hamilton Option 4 Concept is an appropriate way to have developers, through rezoning provide community amenities. The set of proposed community amenities in the Concept are deemed reasonable as the community wants them and the City is not also asking developers to also provide, for example a museum, an art gallery, a fire hall, an ambulance station, a swimming

pool, a new City community centre, institutions, dedicated community group space, district energy improvements, and many of the above possible community improvements.

As well, based on independent land economic advice, while the City could take up to 70-80% of the lift value of new development, or like Vancouver in some instances up to 100%, to pay for community amenities, the Concept proposes that the City take a more moderate amount (e.g., 65%). The Concept also recognizes that developers are to pay for DCCs, off site and on site costs, as well as contribute to the City's Affordable Housing Strategy. The above financial approach has been reviewed and endorsed by the City's independent economic consultant who indicates that it is financially feasible for developers to implement the proposed Concept.

(18) Proposed Financial Implementation Program

The Concept emphasizes the theme "Developer pays" and staff will prepare a Financial Implementation Program before finalizing the Area Plan to indicate in more detail who and how the community amenities, infrastructure and other improvements will be funded. Their provision will rely on redevelopment density bonuses, offsite improvements and other developer contributions.

It is to be noted that, while Hamilton developers will contribute to City wide DCCs, all City developers who contribute to DCCs will fund DCC works in Hamilton. As with any DCC item constructed, the City would not necessarily fund works in the area equal to the amounts collected in the area. All DCC roads are to be constructed and funded by developers. To accommodate the new Hamilton Area Plan, at some point the current DCC Program needs to be updated and staff will later advise when this may best occur.

The chart below outlines some of the funding methods which may be used to implement the Area Plan.

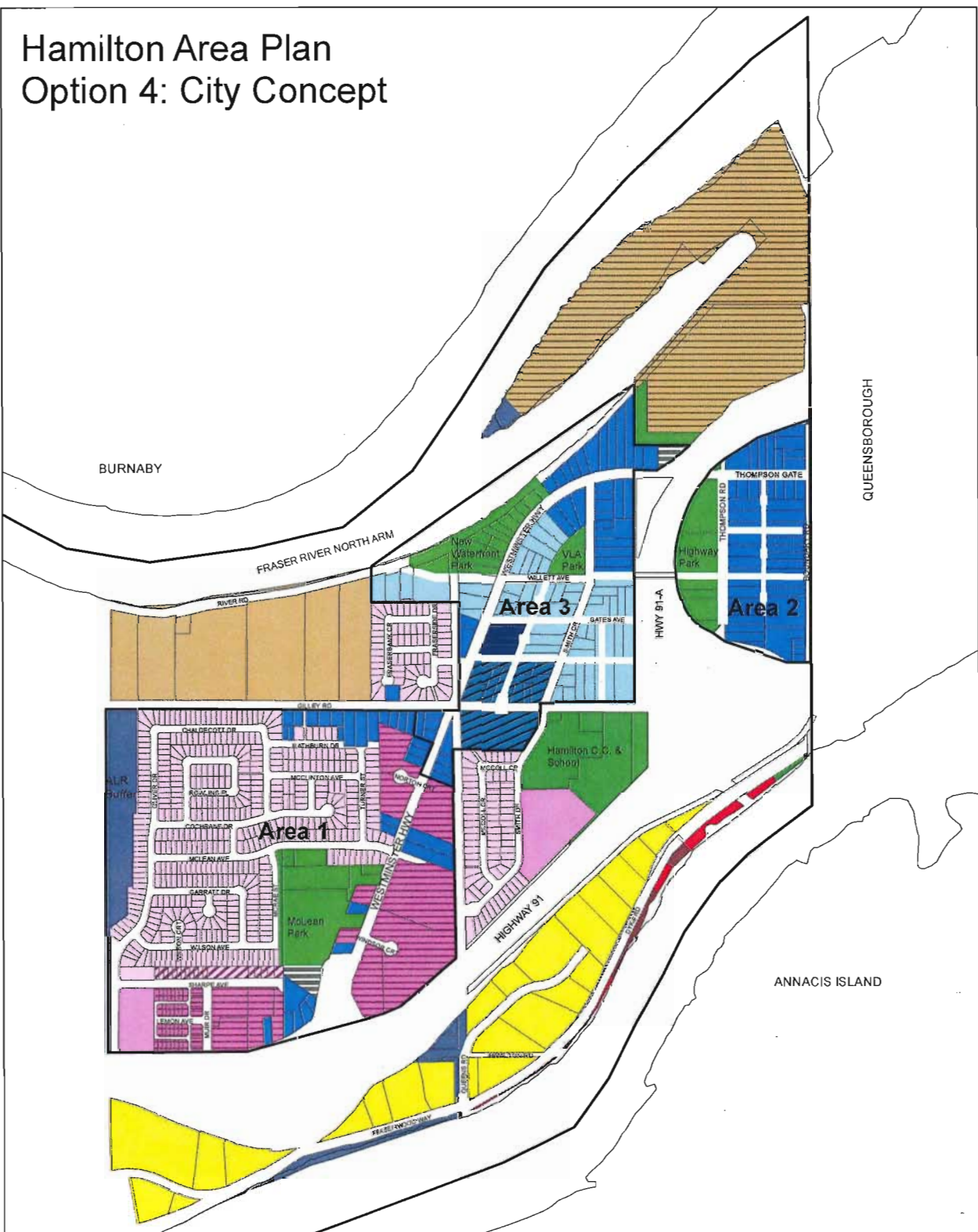
Possible Funding Methods To Implement the Proposed Hamilton Area Plan		
Funding Source	Area Plan Topic	Main Implementation Methods
DCC Payments by Developers or Credits for Developer Construction	Roads (Arterial) (Including Civic Beautification where applicable)	Developer DCC contributions and construction
	Roads (Major Road Network) (Including Civic Beautification where applicable)	Developer DCC contributions, and developer construction
	Parks Land Acquisition	Developer DCC contributions and provision
DCC Payments by Developers or Off-Site Works Construction	Parks Amenities	Developer DCC contributions and provision
	Sanitary Sewer	Developer DCC contributions and construction
	Drainage	Developer DCC contributions and construction
	Water Works	Developer DCC contributions and construction
Developer Off-Site Works Construction	Area Beautification	Developer construction
	Dike Improvements	Developer construction
	Roads (Local and Collector)	Developer construction
Developer	Community Indoor Recreation Space	Increased indoor recreation space is to be provided

Possible Funding Methods To Implement the Proposed Hamilton Area Plan		
Funding Source	Area Plan Topic	Main Implementation Methods
Construction or Contributions Via Density Bonusing		<p>in two ways, as follows:</p> <p>(1) <i>Increased City-Owned Community Centre Funded by Development:</i> Additional City-owned community centre space of 4,000 (372m²) is to be provided as cash by developers from developer density bonusing, and constructed by the City. Developer contributions would be made to the City's <i>Leisure Facilities Reserve Fund</i> within a separate Hamilton sub-fund. This approach has been taken with the CCAP where developer amenity contributions are required under the CCAP's density bonus provisions for rezoning applications.</p> <p>(2) <i>Private Commercial Indoor Recreation Space:</i> The proposed Concept enables developers to provide private indoor commercial recreation space (e.g., in or near the shopping centre) (e.g. yoga or pilates studio). This would be market driven and may be provided by developers without a density bonus, if a market for it is perceived.</p>
	Library Services	<p>A new library with similar services as provided in branches (e.g., East Cambie) with up to 5,000 ft² to 6,000 ft² (464 m² to 557 m²) provided by developers through density bonusing.</p> <ul style="list-style-type: none"> - 1st Choice Location: In or near the shopping center, in either City owned or space leased from a developer (e.g., similar to Ironwood and East Cambie), or - 2nd Choice Location: added by the City, onto the existing Community Centre. <p>Council will determine the location when the Area Plan is finalized. The actual new service will be determined by Council afterwards when the above library strategic plan is completed and approved by Council.</p>
	Community Policing Services	<p>It is proposed that a developer would provide approximately 1,400 sq. ft. (130 m²) by density bonusing.</p> <p>The space is proposed to be located in the redeveloped shopping centre and, until the Council determines the level of any improved police service, the space can be used by the City for City purposed, as Council determines.</p>
	Affordable Housing	Developer cash contributions and possible construction following the City-Wide Strategy
Developer Voluntary Contributions	Public Art	Developer contributions following City-wide policy
Developer Voluntary Contributions	Community Planning Contribution	Developer contributions following Area Plan policy

(19) Caution To Property Owners and Developers:

Until the Area Plan is finalized, Hamilton property owners and developers are strongly advised not to speculate or make assumptions about the final allowed Area Plan land uses or densities, as they may change from the proposed Concept - this cannot be emphasized enough.

Hamilton Area Plan Option 4: City Concept



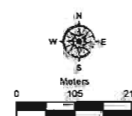
Existing Area Plan Land Use Types

- Community Facilities Use
- Residential (Mixed Multiple; eg. 0.75 FAR and Single Family; eg. 0.55 FAR)
- Residential (Single Family; eg. 0.55 FAR and or Duplex/Townhouse; eg. 0.75 FAR)
- Small and Large Lot Single Family Residential (eg. 0.55 FAR);
Two Family Residential (eg. 0.60 FAR);
Townhouse Residential (eg. 0.75 FAR) and Institutional
- Residential (Single Family Only; eg. 0.55 FAR)
- Agricultural (eg. 0.60 FAR)
- Business Park (eg. 1.0 FAR)
- Industrial (eg. 1.0 FAR)
- Mixed use water oriented Industry / Residential (eg. 0.55 FAR)
- Natural Areas / Open Space
- Park / School

Proposed Land Use Types

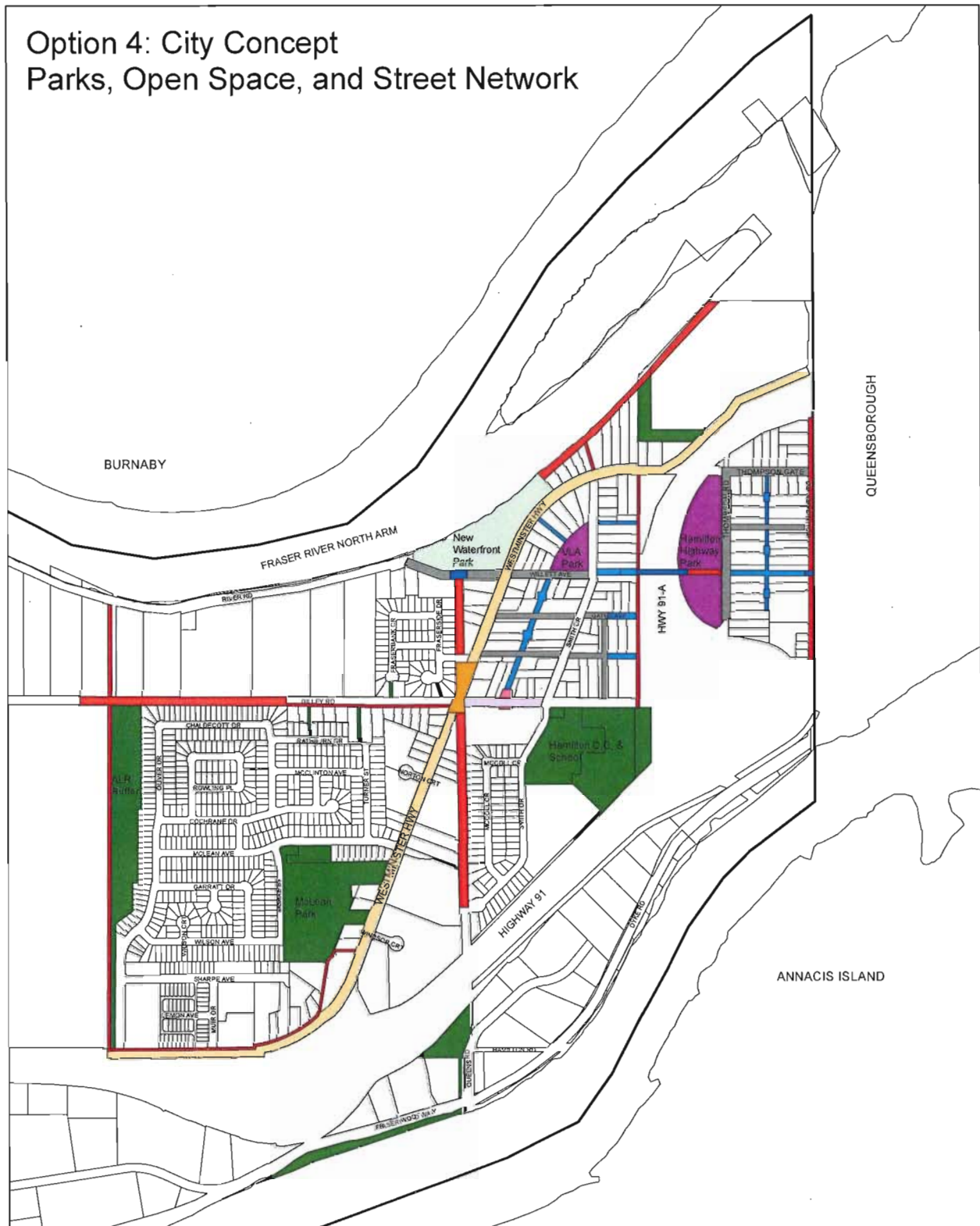
- 0.75 FAR Residential (Townhouses)
- 1.0 FAR Residential (Stacked Townhouses)
- 1.5 FAR Residential (3-4 Storey Apartments)
- 1.5 FAR Mixed Use (Retail and/or Office with Residential Above)
- NEW** Park / School
- Industrial
- Marine Residential / Industrial

CNCL - 148



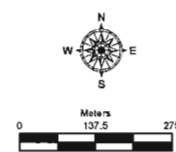
May 14, 2013

Option 4: City Concept Parks, Open Space, and Street Network



- Bridge
- Public Pedestrian Walkways on Private Property
- New Roads and Pedestrian Connections
- Boulevard (Including Enhanced Cycling and Pedestrian Amenities)
- Crossing Plaza
- High Street
- New or Enhanced Trails
- Pocket Plaza
- New Park
- Improved Existing Parks
- Existing Parks, Public Open Space, and Trails

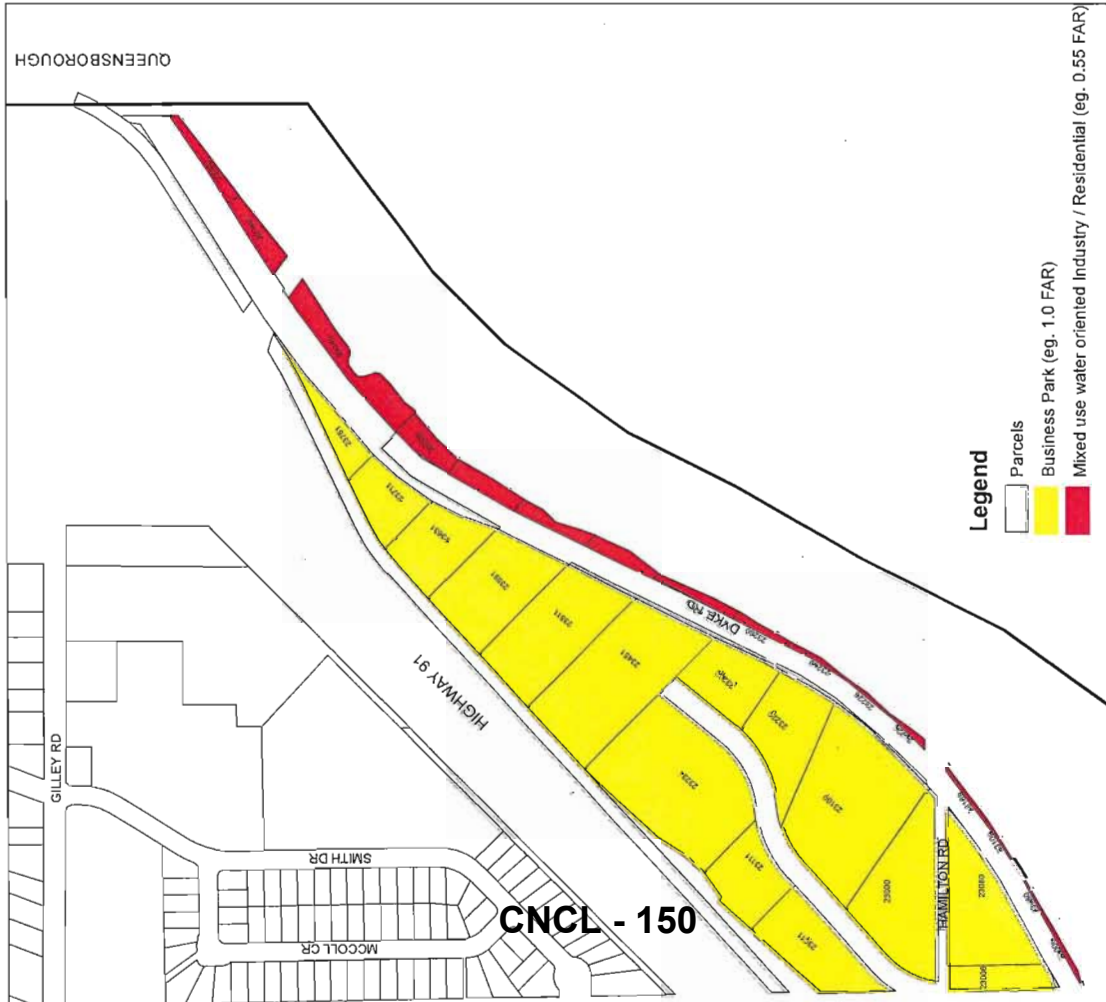
CNCL - 149



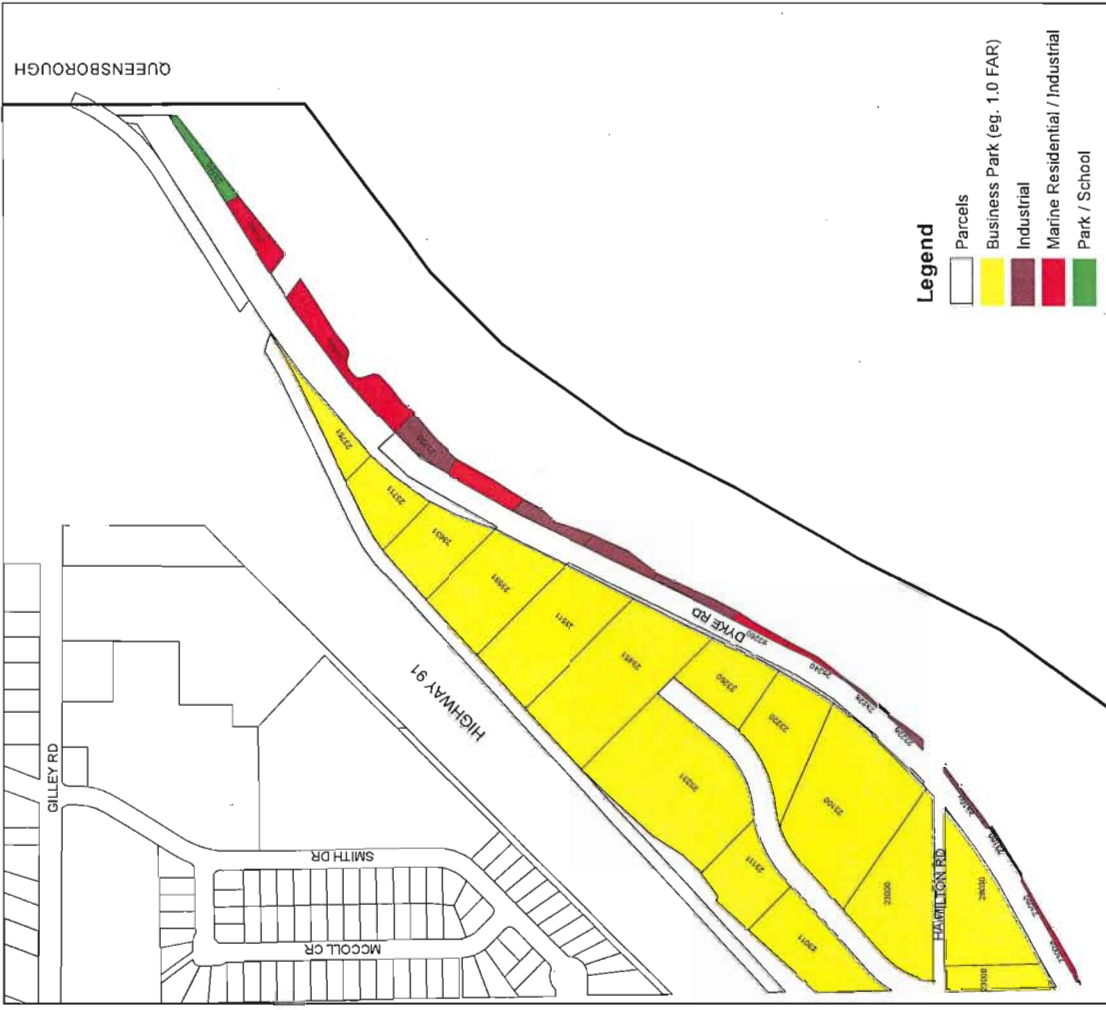
City of Richmond

April 30, 2013

Hamilton Area Plan Option 4: Existing Area Plan



Hamilton Area Plan Option 4: Proposed Land Use Types



May 14, 2013

Draft Queensborough Community Plan Map and Key Themes



www.newwestcity.ca/queensborough

QUEENSBOROUGH COMMUNITY PLAN WORKSHOP DRAFT LAND USE CONCEPT

Hamilton/Queensborough Map

Major Land Use Map

Richmond/Hamilton

Proposed Option 4 - Concept

Existing Area Plan Land Use Types

- Community Facilities Use
- Residential (Mixed Multiple: eg. 0.75 FAR and Single Family: eg. 0.55 FAR)
- Residential (Single Family: eg. 0.55 FAR and or Duplex/Townhouse: eg. 0.75 FAR)
- Small and Large Lot Single Family Residential (eg. 0.55 FAR)
- Two Family Residential (eg. 0.65 FAR)
- Residential (Single Family Only: eg. 0.55 FAR)
- Residential (Single Family Only: eg. 0.55 FAR)
- Agricultural (eg. 0.60 FAR)
- Business Park (eg. 1.0 FAR)
- Industrial (eg. 1.0 FAR)
- Mixed use water oriented Industry / Residential (eg. 0.55 FAR)
- Natural Areas / Open Space
- Park / School

Proposed Land Use Types

- 0.75 FAR Residential (Townhouses)
- 1.0 FAR Residential (Stacked Townhouse)
- 1.5 FAR Residential (3-4 Storey Apartment)
- 1.5 FAR Mixed Use (Retail and/or Office)
- NEW Park / School
- NEW Industrial
- NEW Marine Residential / Industrial

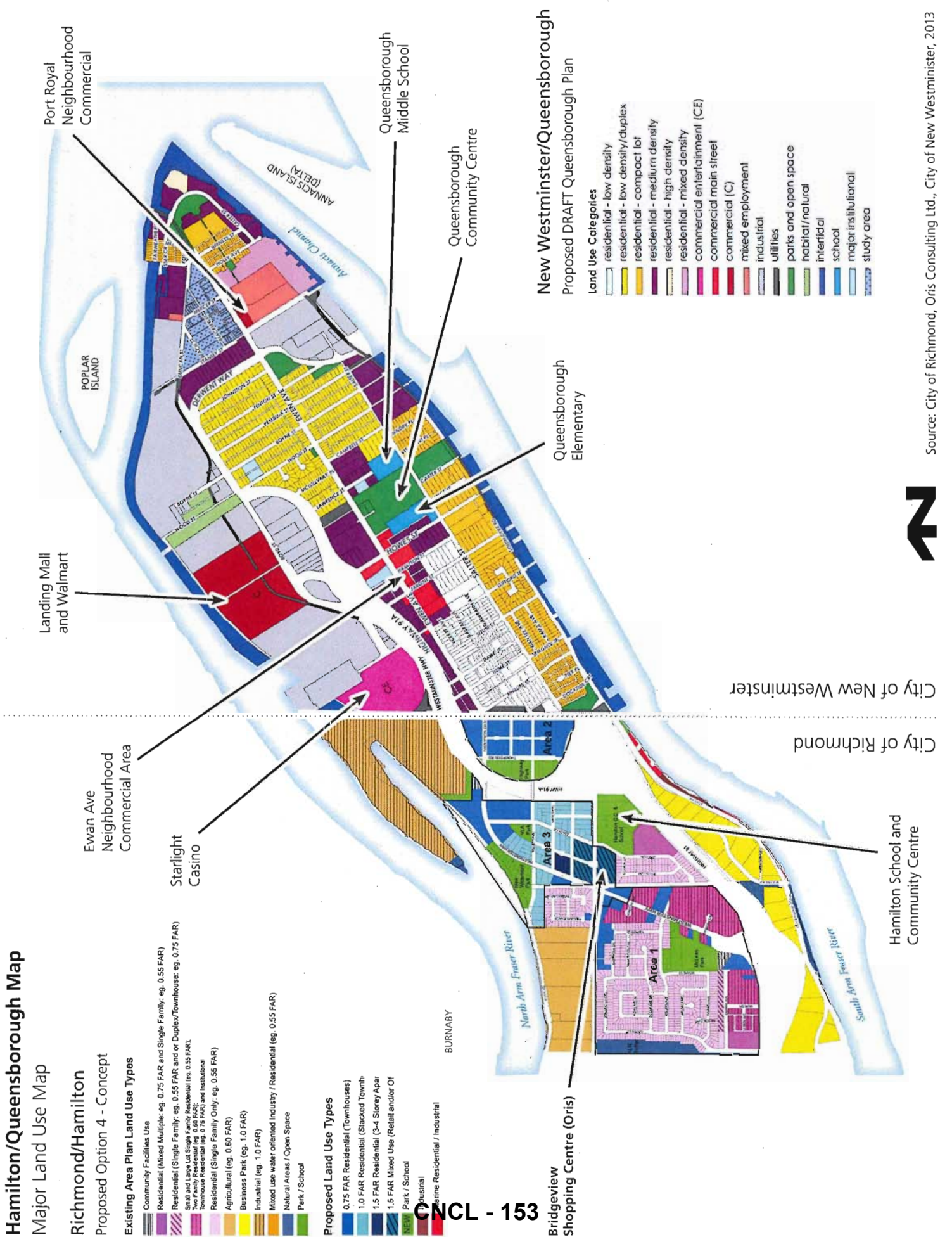
CNCL - 153

Bridgeview Shopping Centre (Oris)

Hamilton School and Community Centre

City of Richmond

City of New Westminster



New Westminster/Queensborough Plan

Proposed DRAFT Queensborough Plan

- Land Use Categories
- residential - low density
 - residential - low density/duplex
 - residential - compact lot
 - residential - medium density
 - residential - high density
 - residential - mixed density
 - commercial entertainment (CE)
 - commercial main street
 - commercial (C)
 - mixed employment
 - industrial
 - utilities
 - parks and open space
 - habitat/natural
 - intertidal
 - school
 - major institutional
 - study area



Comparison of Community Amenities and Private Retail Services Richmond – New Westminster

(1) Introduction

Richmond staff sought a range of contextual planning information from New Westminster planning staff (e.g., maps, Queensborough community amenity information) which New Westminster staff promptly provided.

(2) Richmond – Queensborough Community Amenities

Richmond staff, with assistance from New Westminster staff, have identified in a general way the following City community amenities in Richmond and Queensborough.

Status of Community Amenities In Hamilton and Queensborough		
Some City Owned Community Amenities Hamilton Residents Said That They Would like in Hamilton	Hamilton	Queensborough
Existing		
– Community Centre	Yes	Yes
– Fire Hall	Yes	Yes
– Elementary School	Yes	Yes
– Middle School	No	Yes
– High School	No	No
– Day care	Yes several	Yes several
Proposed		
– Improved Library Service	<ul style="list-style-type: none"> – No – Proposing a small City space and service - 4,000 sq ft (372 m²) 	Yes, a Branch Library - 2,384 sq ft (221 m ²)
– Additional City-owned community spaces in Community Centre	An additional 4,000 sq ft (372 m ²)	N/A
– Police Station	<ul style="list-style-type: none"> – No – Proposing 1440 sq ft (133 m²) of space. – City to determine use and if police service can and will be provided. 	<ul style="list-style-type: none"> – No – Proposing a sub-office in the Community Centre - 1,998 sq ft (185 m²)
– Additional privately owned community space in Hamilton (e.g., yoga)	To be determined by the probate sector and market.	N/A

It is to be understood that the provision of Hamilton community amenities is subject to the final approved Hamilton Area Plan land uses and densities, and a review of developers ability to pay for their contributions. As well the provision of community amenities is based on the build out of the Hamilton Area Plan (e.g., 2034), so time will be needed to provide them.

(3) Richmond – Queensborough Private Retail Services

The following chart outlines some of the private retail services provided in the two communities

Overview of Private Retail Services In Hamilton and Queensborough			
Private Retail Services	In Hamilton Now?	Queensborough	
		Queensborough Landing: – In WalMart - Super Centre – Around: Smart Centre	Along Ewan Street in Queensborough
Hamilton Residents Preferences			
1. Grocery store	No	Large Yes	– Chinese – Chinoy's – Yes – Goa Restaurant and Sweet Shop - Yes
2. Medical - Doctor office	No	No	No
3. Dental office	Bridgeview Dental Centre - Yes	Yes	– Yes – Via
4. General (see below)			
– Restaurant and Fast Food	– Yes – Sun Sun Garden Chinese Restaurant – Yes - Pizza	– Many: – Pizza, Tim Horton's, Quiznos, A & W, Starbucks, etc	– Goa Restaurant and Sweet Shop - Yes – Queensborough Pizza – Yes
– Bank and ATM	No	– Yes - Coast Capital – Yes - ATMs	– ATM in Fast Gas – ATM in Goa Restaurant and Sweet Shop - Grocery Store – Yes
– Gas station	No - Closed	No	Fast Gas Station - Yes
Other			
– Pharmacy	No	Yes	Via Building - Yes
– Glasses	No	Yes	
– Chiropractic	No	No	Via Building – Yes
– Bowling lanes	Closed	No	No
– General Office	– Yes – Political Office – Educational Training – Yes - Developer Office	Yes	Yes
– Insurance	Yes	Yes	
– Retail	Dollars Store - Closed	Many	No Seen
– Laundry Mat	Closed	No	Landro Mat – Coming
– Personal Service	Nails – Randy's Hair Design		Nails - Yes
– Post Office	No	Yes	No
– Liquour Store	No	Yes	No

It is to be understood that the provision private retail services in Hamilton is subject to the final approved Hamilton Area Plan land uses and densities, Hamilton and other residents' shopping patterns, market forces, and the interest and ability of the private sector to provide the retail services as the community grows.



City of Richmond

Report to Committee Planning and Development Department

TO PLN - MAY 22, 2013

To: Planning Committee
From: Wayne Craig
Director of Development

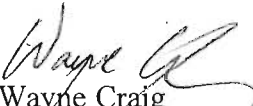
Date: May 1, 2013
File: 08-4057-07


Gavin Woo,
Senior Manager, Building Approvals

Re: Proposed Expansion of Convertible Townhouse Features Through Inclusion of
Selected SAFERhome Standards

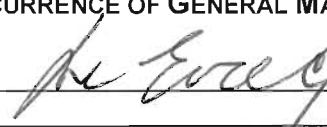
Staff Recommendation

That the Convertible Unit Guidelines, which apply to townhouse development, be expanded to include the specific SAFERhome features identified in this report.


Wayne Craig
Director of Development


Gavin Woo
Senior Manager, Building Approvals

DN:kt
Att:3

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

Staff Report

Origin

The purpose of this report is to respond to a referral from the May 17, 2011 Planning Committee:

“That, in relation to the SAFERhome Standards Society, staff: (i) look at issues the City can implement; and (ii) undertake discussions with (a) small builders, and (b) the Richmond Committee on Disability”.

Background

SAFERhome Standards Society

SAFERhome Standards Society is a non-profit organization that promotes the adoption and use of housing standards and practices that are safe, healthy and sustainable for everyone in the community. To achieve this objective, SAFERhome Standards Society offers a range of educational programs and advocates for changes within the construction industry. The organization’s Executive Director familiarized members of Council with the 19-Point SAFERhome Standards that consist of a set of criteria for safer and more accessible homes, which was compiled by the organization and are listed in **Attachment 1**. Staff have been directed to review whether the criteria can be implemented in new development and to consult with small builders within the development community and the Richmond Committee on Disability (RCD).

Current Accessible Housing Options

The City has always taken a proactive role in securing a range of accessibility provisions in new developments. The following provides a synopsis of the five (5) types of accessibility identified and supported by the 2041 Official Community Plan (OCP). **Attachment 2** provides a detailed list of the features associated with each of the following typologies.

Aging in Place

Aging in place features improve accessibility and use for those with minor mobility challenges and respond to the needs of an aging yet active population. Aging in place features are required in all new townhouse and apartment developments.

Barrier Free Housing

Barrier Free Housing is designed and built to facilitate a move-in ready condition for an occupant/owner with mobility challenges. It is voluntary and developer/owner initiated.

Basic Universal Housing or Adaptable

Basic Universal Housing units, which may also be referred to as Adaptable units, facilitate ready access, use and occupancy by a person with a disability. As an incentive to the development community to build Basic Universal Housing units, 1.86 m² (20 ft²) per dwelling unit is excluded from the floor area ratio calculations provided the unit includes all the features articulated in Section 4.16 of the Zoning Bylaw (**Attachment 3**). Construction of Basic Universal Housing units is voluntary; however, designated affordable housing units are regularly constructed as Basic Universal Housing units and include all the features listed in the bylaw.

Convertible Units

Convertible housing features are secured in townhouse projects. They are designed and built to look like standard units but include features that facilitate ready accessibility and easy installation or modifications to suit the needs of an occupant with mobility challenges.

Convertible Unit Guidelines were drafted by staff to ensure consistency in the delivery of these units. There is no bylaw requirement for the provision of Convertible units. However, since 2007, at least one (1) Convertible unit has been secured in new small townhouse developments, and half of all townhouse developments consisting of more than 20 townhouses have provided two (2) or more Convertible units.

Visitability

Visitable units are designed and built to enable a visitor with mobility challenges to enter the unit, visit with the occupant, and easily use one (1) bathroom. Adaptable, Barrier Free and Basic Universal units all facilitate visitability. Provision of the units is voluntary. Convertible units are visitable provided that the washroom is on the main floor or a lift mechanism has been installed.

Although all improvements to accessibility are supported and encouraged, aging in place features, Basic Universal Housing units, and Convertible units are actively negotiated during the development review process and built throughout the city. To ensure the delivery of accessible units and features, the location of Convertible and/or Basic Universal Housing units is noted on Development Permit and Building Permit plans, and specifications articulating the accessibility provisions within the building are drawn and/or noted on the plans. Through the building inspection process, building inspectors verify that the units have been built as noted on the Building Permit plans.

Once the Convertible and Basic Universal Housing units are constructed, they are sold or rented to the public by the developer; the City is not involved in the long term use or ownership of the units. However, there is interest in maintaining a consolidated information catalogue of the number and location of Convertible and Basic Universal Housing units being constructed in Richmond. Staff are actively working with the development community to investigate a means of establishing an information catalogue and its potential future application, as well as to develop and apply a suitable means to collect and manage this information. Staff anticipate bringing additional information forward to the Mayor and Councillors as part of a subsequent report.

AnalysisAnalysis Methodology

Convertible unit features are tailored for inclusion in townhouse units, compared to the City's Basic Universal Housing features, which are applicable to single storey apartment units. A comparison of Convertible, Basic Universal Housing and SAFERhome features confirmed similarities between Convertible unit and SAFERhome criteria, whereas Basic Universal Housing units provide a more comprehensive list of accessibility provisions. Therefore, the focus of the analysis is whether incorporating the SAFERhome Standards criteria into the Convertible Unit Guidelines, which apply to townhouse development, is practical and

implementable. In addition to staff analysis of the feasibility and impact of including the 19-Point SAFERhome Standards criteria in the repertoire of accessibility features being secured within townhouse developments, representatives from small home builders, Urban Development Institute (UDI), and the Richmond Committee on Disability (RCD) were consulted by staff.

Analysis and Consultation Outcome

Attachment 4 provides both a detailed comparison and synopsis of SAFERhome Standards criteria and Convertible Unit Guidelines, and implementation recommendations. Based on the comparative analysis and consultation with small home builders, UDI representatives, and RCD, staff recommend that the Convertible Unit Guidelines be updated to include the following SAFERhome Standards criteria and one (1) equivalency provision:

1. SAFERhome Criteria 2
Comply with code constraints for thresholds within the unit;
2. SAFERhome Criteria 3
Demonstrate bath and shower controls are accessible;
3. SAFERhome Criteria 4
Provide pressure and temperature control valves on all shower faucets;
4. SAFERhome Criteria 5
Include wall reinforcements at bathtub, shower and toilet locations;
5. SAFERhome Criteria 6
Specify maximum pipe height to facilitate future lowering of countertops;
6. SAFERhome Criteria 7
Ensure cabinets underneath sinks are easily removed;
7. SAFERhome Criteria 8 (equivalency)
Increase minimum entry door width;
Demonstrate wheelchair movement between the hallway and rooms. Widen hallway/doorway to SAFERhome specifications if the unit layout does not demonstrate that wheelchair access is facilitated;
8. SAFERhome Criteria 12
Provide electrical outlets in specified locations;
9. SAFERhome Criteria 14
Upgrade to 4-plex outlets in master bedroom, home office, garage, and recreation room; and
10. SAFERhome Criteria 18
Include wall reinforcements at the top of stairs.

The SAFERhome Standards criteria that are not recommended for inclusion are features that would secure a less meaningful accessibility standard than those currently achieved and/or the associated cost is greater than the expected benefit. **Attachment 5** proposes updated Convertible Unit Guidelines, which identify the proposed additions in bold italicized text.

The consultation process created an opportunity to discuss accessibility provisions that are not included in the 19-Point SAFERhome Standards. Specifically, RCD advocated for the provision

of a side opening wall oven and an induction cooktop in the kitchen. The appliances would improve the range of accessible features within the kitchen; however, the appliances are more costly, and there are no industry standards for the vertical height of side opening wall ovens making them potentially difficult and costly to replace in the future.

Although Convertible units provide an option for individuals who desire enhanced accessibility in their home, the units are not necessarily occupied by owners/residents who require the accessibility features. To maximize the benefits of requiring the installation of a side opening wall oven and an induction cooktop, it is suggested that, as part of the OCP's required review of requirements and incentives associated with accessible units, the inclusion of these appliances in units that are secured for use by seniors be considered.

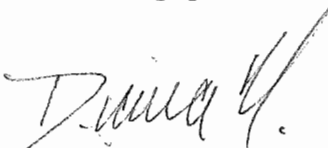
Financial Impact

The costs and associated benefits of SAFERhome features were considered in this analysis. The SAFERhome criteria proposed to be added to the Convertible Unit Guidelines have an associated nominal cost and are supported for inclusion by representatives of the development community and accessibility advocates. There is no financial impact to the City associated with the proposed amendments to the Convertible Unit Guidelines.

Conclusion

It is recommended that the Convertible Unit Guidelines be updated to include nine (9) SAFERhome Standards criteria and to introduce one (1) equivalency provision. Further, it is recommended that as part of the OCP required review of accessible unit requirements and incentives, the installation of a side opening wall oven and an induction cooktop be considered for housing secured for use by seniors.

By expanding the existing Convertible Unit Guidelines to include selected SAFERhome criteria, future townhouse developments will provide homes that include more accessibility provisions, which supports Council's term goal to reduce barriers to living a physically active life for vulnerable populations and people living with a disability.



Diana Nikolic
Planner 2-Urban Design

DN:kt

- Attachment 1: 19-Point SAFERhome Standards Criteria
- Attachment 2: Accessible Housing Features
- Attachment 3: Zoning Bylaw Section 4.16: Basic Universal Housing Specifications
- Attachment 4: SAFERhome and Convertible Unit Comparison & Synopsis of Recommendations
- Attachment 5: Proposed Updated Convertible Unit Guidelines for Townhouses

19-Point SAFERhome Standards Criteria

Criteria 1: Exterior Thresholds

All exterior thresholds are flush.

Criteria 2: Interior Thresholds

All interior thresholds are to meet minimal code constraints (e.g. shower entrance removed or lowered).

Criteria 3: Positioning of Bath and Shower Controls

Typically bath and shower controls are located directly under the shower head in the middle of the shower stall wall and the bath/shower is next to the toilet creating a “pinch point” between the bath/shower and toilet. The conflict may be resolved by:

- i Adjusting the bathroom floor plan to accommodate a greater separation between the bath/shower and the toilet;
- ii Offsetting controls to a location roughly half way between the center and outside edge of the bath/shower; and/or
- iii Flipping the bath/shower and associated controls 180 degrees.

Criteria 4: Pressure/Temperature Control Valves

Install control valves on all shower faucets.

Criteria 5: Washroom Wall Reinforcements

All washroom bathtub, shower and toilet locations are reinforced with 2” x 12” solid lumber to facilitate proper installation of grab/safety bars in the future.

Criteria 6: Waste Pipes

By installing waste pipes at 304 mm-355 mm (12” – 14”) to the centre of the pipe from floor level, instead of 457 mm (18”) above the floor, sinks may be lowered in the future without incurring significant renovation costs.

Criteria 7: Sink Cabinets

Design and install cabinets underneath each sink to easily facilitate future height modification.

Criteria 8: Doors (pinch points)

Doors and pinch points are a minimum 863 mm (34”) wide and ideally 914 mm (36”) wide. The cost of a larger door is about \$10 per door in new construction. The cost of installing a larger door post construction is about \$1,500.

Criteria 9: Hallways

Hallways and staircases are a minimum 1016 mm (40”) wide and ideally (1066 mm) 42” wide, and include 45 degree angles to open up hall corners.

Criteria 10: Positioning of Light Switches

Position light switches at 1066 mm (42”) to the centre of the electrical box from the finished floor instead of at 1219 mm (48”) from the finished floor height.

Criteria 11: Positioning of Electrical Outlets

Position outlets at 457 mm (18") to the centre of the electrical box from the finished floor instead of at 18" so that the user does not need to bend down as far, which has significant implications for people with reduced mobility.

Criteria 12: Placement Locations of Electrical Outlets

1. Beside windows, especially where draperies or blinds may be mounted to install automated curtain and window controls in the future. If the window is wider than 152 mm (6"), install an outlet on either side;
2. Bottom of stairways to plug in a stair glider and/or a vacuum cleaner;
3. Beside the toilet to plug in a lift mechanism;
4. Above external doors (outside and inside) for future door openers and outside control;
5. On the front face of the kitchen counter for those who cannot easily reach the back counter in the kitchen to plug in devices. The same outcome can be achieved by positioning an outlet on a side wall beside the counter; and
6. At Node Zero Location (the place where all important electrical, cables, telephone wires and low voltage networks come together).

Criteria 13: Electrical Boxes

All light switches and A/C outlets use Smart electrical boxes (larger grey electrical box).

Criteria 14: Four-Plex Outlet Locations

Four-plex outlets placed in master bedroom, home office, garage, and recreation room. Commonly there are only single outlets in these locations which results in too many electrical devices vying for too few outlets.

Criteria 15: Telephone Pre-Wiring (Level 5 – 4 pair)

Install CAT 5E (4 pair) wires and connect to one central area (Node Zero Location).

Criteria 16: RG-6 Coaxial Cables Runs

Install RG-6 Quad cables and connect to one central area (Node Zero Location).

Criteria 17: Low Voltage Runs

Wiring network (e.g., door bells, security systems, etc.) returns to one central area (Node Zero Location).

Criteria 18: Wall Reinforcements (Top of the Stairs)

Reinforce walls at the top of all stairways with 2" x 12" solid lumber at 36" to centre.

Criteria 19: Provision for Multi-Storey Connection

Include either an allowance for an elevator option in stacked closets, or build all staircase(s) with a minimum width of 1066 mm (42").

Accessible Housing Features

Aging in Place

Typical aging in place housing features include:

- Lever type handles for plumbing features and door handles;
- Solid blocking in washroom walls for future grab bar installation; and
- Stairwell handrails.

Barrier Free Housing

Barrier Free Housing is designed and built to facilitate a move-in ready condition for an occupant/owner with mobility challenges. Unit features include:

- One bathroom with a wheel-in shower stall;
- Grab bars in washroom(s);
- Lower countertops;
- Kitchen work surfaces with knee space below;
- Accessible appliances and cupboards;
- Wider corridors and circulation areas; and
- Incorporation of Basic Universal Housing, and/or Convertible unit features.

Basic Universal Housing (also referred to as Adaptable units)

Basic Universal Housing units facilitate ready access, use and occupancy of the dwelling unit by a person with a disability. The Basic Universal Housing features are articulated in Section 4.16 of the Zoning Bylaw (**Attachment 3**) and include the following:

- One accessible washroom (including accessible toilet, sink and tub area);
- One accessible bedroom (including doors and space, window hardware, height, closet);
- Accessible kitchen (including counters, cupboards, plumbing);
- One living area (including window hardware and sill height);
- Corridor widths and floor surfaces;
- Outlets and switches;
- Patio and/or balcony; and
- Task lighting, cupboard handle specifications, and slip resistant floor surfaces.

Convertible Units

Convertible Units include features that facilitate ready accessibility and easy installation or modifications to suit the needs of an occupant with mobility challenges. Typical Convertible unit features include:

- One accessible washroom (including accessible toilet, future grab bar installation);
- Accessible kitchen (including wheelchair turning diameter or turning path diagram, counter width, and plumbing and gas pipe location);
- Corridor and doorway widths;
- Vertical circulation (including provisions to accommodate a stair lift or a vertical lift);
- One accessible parking space;
- Lever-type handles (plumbing, doors, and windows); and
- Windows (bathroom, kitchen, and living room).

Visitability

A visitable unit is designed and built to enable a visitor with mobility challenges to enter the unit, visit with the occupant and easily use one bathroom. Typical features include:

- One entrance with no steps, a flush threshold and a wider door; and
- One accessible washroom on the visiting floor, with a wider door and manoeuvring space.

Zoning Bylaw Section 4.16: Basic Universal Housing Specifications

4.16 Basic Universal Housing Features

Purpose

4.16.1 The basic universal housing features described in Section 4.16 are intended to facilitate ready access, use and occupancy of a dwelling unit by a person with a disability.

Building Access

4.16.2 Each dwelling unit and each type of amenity space shall be accessible to a person with a disability from a road and from an on-site parking area.

4.16.3 Access to the elevator shall be provided from both the road and the entry to the on-site parking area.

4.16.4 An automatic door opener shall be provided for the main entry.

Doors and Doorways

4.16.5 The minimum clear openings for all entry doors to every dwelling unit and doors in common areas shall be no less than 850.0 mm (which will be provided by a swing door). *[Bylaw 8736, Sep 5/12]*

4.16.6 The minimum clear opening for the interior doors to at least one bedroom, one accessible bathroom and to common living areas in every dwelling unit shall be no less than 800.0 mm (which will be provided by a swing door). *[Bylaw 8736, Sep 5/12]*

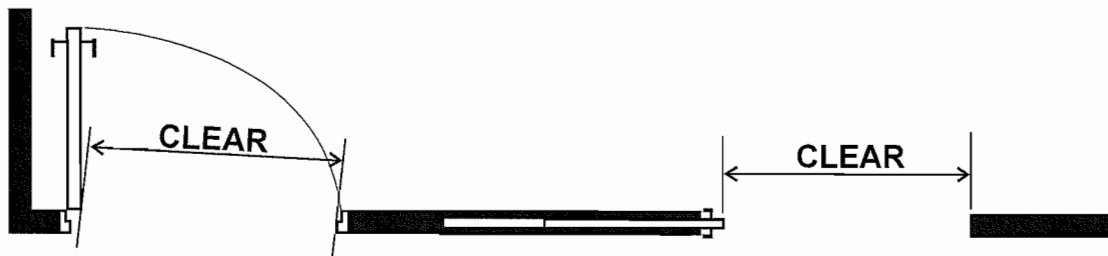
4.16.7 Doors in every dwelling unit and common areas shall be operable by devices that do not require tight grasping or twisting of wrist.

4.16.8 Flush thresholds throughout the building shall be a maximum of 13.0 mm in height.

4.16.9 The above-noted requirements for doors do not apply to mechanical rooms, service areas, closets, etc. where through access is not required and access to a person with a disability is not anticipated.

4.16.10 Clear openings shall be measured as illustrated in Figure 1 below.

Figure 1. Clear Opening Measurement For Doors

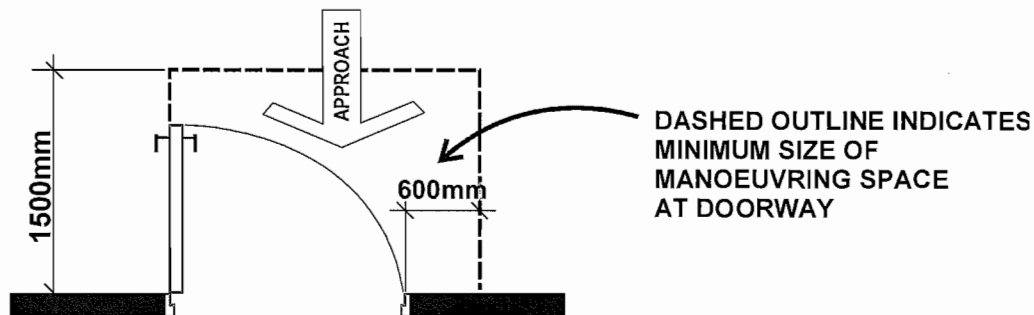


Manoeuvring Space at Doorways

4.16.11 Entry doors to every dwelling unit and door assemblies in common areas shall have a clear and level area which is not less than the following:

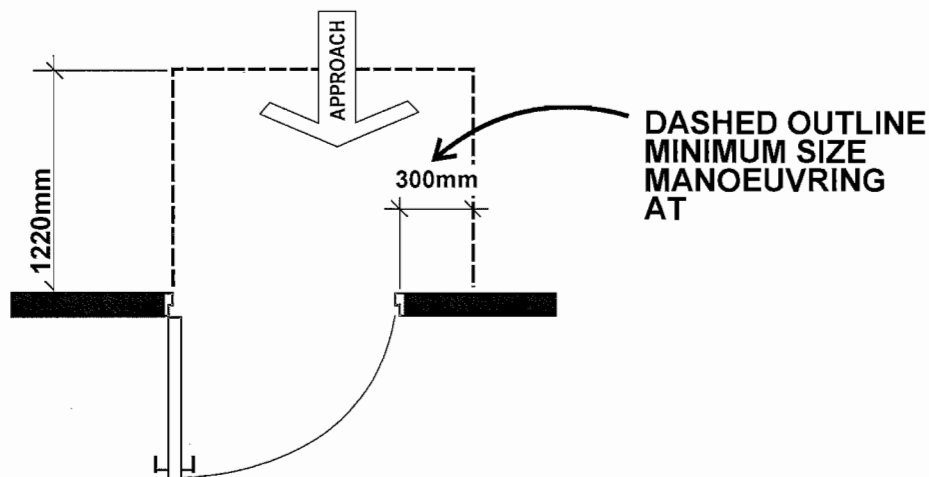
- a) Where the door swings toward the area (pull door), 1500.0 mm long by the width of the door plus at least 600.0 mm clear space on the latch side, as illustrated in Figure 2 below. This requirement to apply to door assemblies to one bathroom and one **bedroom** in 2 **bedroom** and larger **dwelling units**. [Bylaw 8736, Sep 5/12]

Figure 2. Front Approach, Pull Side [Bylaw 8736, Sep 5/12]



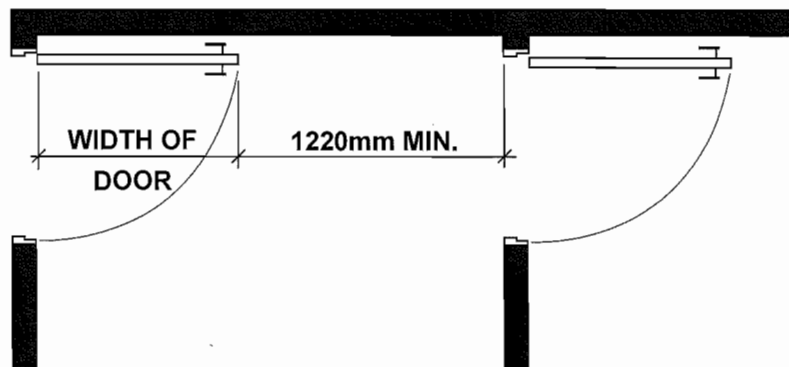
- b) Where the door swings away from the area (push door), 1220.0 mm long by the width of the door plus at least 300.0 mm clear space on the latch side, as illustrated in Figure 3 below. This requirement to apply to door assemblies to common living areas in every **dwelling unit**, and one bathroom and one **bedroom** in 2 **bedroom** and larger **dwelling units**. [Bylaw 8736, Sep 5/12]

Figure 3. Front Approach, Push Side [Bylaw 8736, Sep 5/12]



- c) Where there are doors in a series in common areas, there must be separation of at least 1220.0 mm plus the width of the door, as illustrated in Figure 4 below.

Figure 4. Separation of Doors in Series



- d) Entry doors to every **dwelling unit** are exempted from the requirement to provide the 1220.0 mm long clear area and 300.0 mm or 600.0 mm clear space if rough in wiring is provided for future conversion for an automatic door opener. ^[Bylaw 8736, Sep 5/12]

Corridor Widths

4.16.12 Common corridors shall be no less than 1220.0 mm wide and provide a clear area not less than 1500.0 mm by 1500.0 mm adjacent to the elevator entrance. ^[Bylaw 8736, Sep 5/12]

Floor Surfaces

4.16.13 Floor surfaces throughout the building shall have no abrupt changes in level, i.e., a maximum break of the flush threshold of 13.0 mm height. This requirement does not apply to exterior balcony, patio and deck door sills. ^[Bylaw 8736, Sep 5/12]

4.16.14 Floor surfaces shall be slip resistant.

4.16.15 Where carpets are used, they must be firmly fixed, have a firm underlay and pile under 13.0 mm height.

Windows

4.16.16 Windows which are accessible shall have a window sill height that does not exceed 750.0 mm above the floor to afford seated viewing. At least one window in the bedroom and one window in the living room shall afford such seated viewing.

4.16.17 Windows which are accessible shall have opening mechanisms operable with one hand and of a type that does not require tight grasping, pinching or twisting of the unit.

Outlets and Switches

4.16.18 Light switches and electrical panels shall be 900.0 to 1200.0 mm from the floor. Intercom buttons shall be a maximum 1375.0 mm from the floor. ^[Bylaw 8736, Sep 5/12]

4.16.19 Electrical outlets, cable outlets and telephone jacks shall be located 455.0 mm to 1200.0 mm from the floor. ^[Bylaw 8736, Sep 5/12]

4.16.20 Thermostats shall be located between 900.0 mm to 1200.0 mm from the floor. ^[Bylaw 8736, Sep 5/12]

4.16.21 The operable part of controls shall be located within reach of a clear floor area that has a width of not less than 750.0 mm.

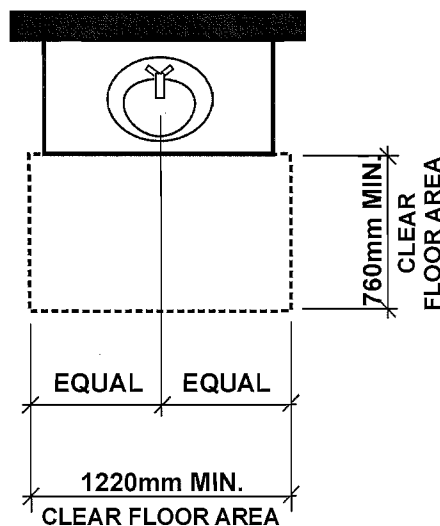
4.16.22 Light switches will be rocker or paddle-type switches.

Bathrooms

4.16.23 At least one bathroom shall:

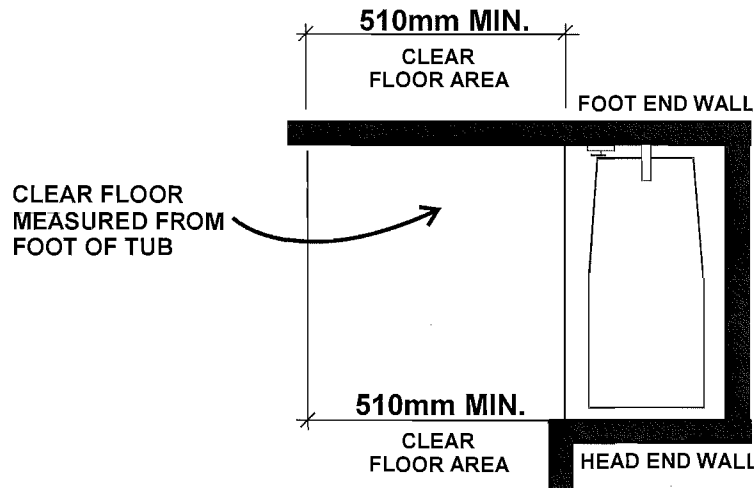
- have a toilet positioned with the centre line of the toilet 420.0 mm to 480.0 mm from a side wall on which a grab bar can be installed and at least 510.0 mm from any obstruction on the non-grab bar side and at least 800.0 mm from any obstruction in front of the toilet; and ^[Bylaw 8736, Sep 5/12]
- have a clear **floor area** at the sink of 760.0 mm by 1220.0 mm positioned for a parallel approach and centred on the sink, as illustrated in Figure 5 below.

Figure 5. Clear **Floor Area** at Sink



- have a minimum clear area of 510.0 mm in depth along the full length of the bathtub, as illustrated in Figure 6 below. ^[Bylaw 8736, Sep 5/12]

Figure 6. Clear Floor Area at Tub ^[Bylaw 8736, Sep 5/12]



- d) have structural reinforcement in walls behind and beside the toilet and the walls around the tub and/or shower to facilitate the installation of grab bars; and
- e) include easy to grasp handles on faucets, e.g., lever-type faucets.

4.16.24 Where bathrooms are provided to serve a common amenity space, at least one shall be wheelchair accessible as described in the Building Code and the top of the rim of the toilet in that one bathroom shall be 480.0 mm above the floor.

Kitchens

4.16.25 The kitchen must have:

- a) some usable counter space and cupboards that can be easily **accessed** by people with disabilities, including people with wheelchairs, e.g., continuous counter between the stove and sink; adjustable shelves in all cabinets; pull-out work boards at 810.0 mm **height**; and pull-out cabinet shelves;
- b) easy to grasp handles on faucets, e.g., lever-type faucets;
- c) easy to reach and grasp handles on cupboards, e.g., D or J type cabinet handles and grab edges under counters;
- d) task lighting at sink, stove and key work areas; and
- e) plumbing and utility pipes located to provide for a potential 810.0 mm wide under counter workspace so as not to prevent the easy future conversion of counter space and sinks to being universally accessible for knee space under the sink and where there is a counter top stove built in.

Bedroom & Closet

4.16.26 The space around a bed in a dwelling unit that consists of a bachelor suite and at least one bedroom in every other dwelling unit shall have sufficient space to provide a turning diameter of 1500.0 mm on one side of a double bed.

4.16.27 The clothes closet in a dwelling unit that consists of a bachelor suite and at least one bedroom in every other dwelling unit shall have a clear opening of at least 900.0 mm, clear floor space of at least 750.0 mm by 1200.0 mm and a clothes hanger rod than can be lowered to 1200.0 mm.

Patios and Balconies

4.16.28 Access doors shall have a minimum clear opening of 800.0 mm. *[Bylaw 8736, Sep 5/12]*

4.16.29 Minimum dimensions of any balcony or patio shall be 1500.0 mm by 1500.0 mm. This requirement does not apply to "Juliet" or "French" style of balcony or patio. *[Bylaw 8736, Sep 5/12]*

SAFERhome and Convertible Unit Comparison & Synopsis of Recommendations

Legend:

✓ SAFERhome criteria feature currently achieved

✗ SAFERhome criteria not recommended

Ⓢ SAFERhome criteria supported. Update to Convertible Unit Guidelines recommended

Ⓜ SAFERhome criteria not recommended but to achieve an equivalent outcome, an update to the Convertible Unit Guidelines is recommended

SAFERhome 19-Point Criteria	Convertible Unit Feature	Staff Recommendation
Criteria 1: Flush exterior thresholds		✗ SAFERhome criteria not recommended. Concern that lack of a threshold may result in water ingress.
Criteria 2: All interior thresholds within units meet minimal code constraints		✓ SAFERhome feature currently achieved through compliance with BC Building Code.
Criteria 3: Position of bath/shower controls		Ⓢ SAFERhome criteria supported. Applicant is to demonstrate that bath and shower controls are accessible either because of the bathroom layout or the placement of fixtures, which may require them to be offset, or flipping the bath/shower and associated controls.
Criteria 4: Installation of pressure and temperature control valves on all shower faucets.		✓ SAFERhome feature currently achieved through compliance with BC Building Code.
Criteria 5: All bathtub, shower and toilet locations reinforced with solid lumber (2" x 12")	Wall blocking for future grab bar installation at toilet, tub and shower	✓ SAFERhome feature currently achieved through compliance with existing Convertible Unit Guidelines.
Criteria 6: Waste pipes installed no higher than 304 mm to 355 mm (12"-14") from floor level		Ⓢ SAFERhome criteria recommended. Allows easier future modification of kitchen and bathroom areas. No additional cost expected.
Criteria 7: Cabinets underneath each sink are easily removed	Clear area needed under future work space. Plumbing and gas pipes in-wall and in-floor located clear of under counter area of future work space (min. 810 mm wide counter)	Ⓢ SAFERhome criteria recommended. No additional cost expected as most millwork is modular

SAFERhome 19-Point Criteria	Convertible Unit Feature	Staff Recommendation
Criteria 8: Doors (pinch points) Doors and pinch points are a minimum of 863 mm (34") but ideally 914 mm (36") wide	Entry door minimum 855 mm clear opening	(S) SAFERhome criteria recommended. Allows for easier access through entry doors. Estimated \$15 additional cost per door. Update Convertible Unit Guidelines to increase entry door width.
	Patio/balcony min. 860mm clear opening	X SAFERhome criteria not recommended. Maintain existing Convertible Unit Guideline.
	Interior doors to main living areas, 1 bathroom and 1 bedroom, min. 800 mm clear opening with thresholds max. 13 mm height	(=) SAFERhome criteria not recommended. Through the consultation process, staff were advised that it is the layout of the unit, rather than the width of the hallway and doorway(s), that determines whether a wheelchair can make a 90 degree turn. Update existing Convertible Unit Guidelines to require the applicant to demonstrate that the unit layout facilitates wheelchair access and to widen the hallway and/or doorway(s) if necessary to secure access.
Criteria 9: Hallways Hallways are a minimum of 1016 mm to 1066 mm (40"-42") wide	Min. 900 mm width	X SAFERhome criteria not recommended. See comments associated with Criteria 8.
Criteria 10: Position of light switches Positioned 1066 mm (42") from the finished floor		X SAFERhome criteria not recommended. The BC Building Code specifications (900-1200 mm) secure a compatible location range.
Criteria 11: Position of outlets Positioned 457 mm (18") from the finished floor		X SAFERhome criteria not recommended. The BC Building Code specifications (455-1200 mm) secure a compatible location range.
Criteria 12: Location of Electrical Outlets		(S) SAFERhome criteria recommended.
Criteria 13: Electrical boxes		X SAFERhome criteria not recommended. Potential installation/coordination difficulties.
Criteria 14: Four-plex outlet locations		(S) SAFERhome criteria recommended.
Criteria 15: Telephone pre-wiring Criteria 16: RG-6 Coaxial Cable (WiFi) Criteria 17: Wiring network		X SAFERhome criteria not recommended. Wireless technology is common and can perform the function.
Criteria 18: Wall reinforcements (top of stairs)		(S) SAFERhome criteria recommended. Allows for easier future modification and no/limited additional cost.
Criteria 19: Either an allowance for an elevator option in stacked closets, or build staircase(s) with a minimum width of	Stair lift, staircase width, framing support and landings noted on floor plans in compliance with manufacturer specifications OR vertical lift,	X SAFERhome criteria not recommended. Clearance requirements are currently based on design specifications for lifts that don't require the minimum suggested width. Estimated cost to install elevator shaft option:

SAFERhome 19-Point Criteria	Convertible Unit Feature	Staff Recommendation
1066 mm (42")	depressed slab area, and landings, as noted on floor plans in compliance with manufacturer specifications. Framing to accommodate shaft construction without impact to surrounding structure.	\$400 Estimated cost of building materials to construct wider stairway: \$40 Maintain existing Convertible Unit Guideline requirement.
	Entry door clear exterior floor space minimum 1220 mm depth by door width plus 600 mm on latch side	Maintain existing Convertible Unit Guideline requirement.
	Lever type handles for all doors and plumbing fixtures	Maintain existing Convertible Unit Guideline requirement.
	Minimum 1 accessible parking space with minimum 4 m garage width	Maintain existing Convertible Unit Guideline requirement.
	Access from garage to living area minimum 800 mm clear opening	Maintain existing Convertible Unit Guideline requirement.
	Toilet clear floor space minimum 1020 mm at side and in front	Maintain existing Convertible Unit Guideline requirement.
	Kitchen: 1500 mm turning diameter or turning path diagram	Maintain existing Convertible Unit Guideline requirement.
	Bathroom, kitchen and living room: Min. 1 window that can be opened with a single hand	Maintain existing Convertible Unit Guideline requirement.

Proposed Updated Convertible Unit Guidelines for Townhouses

Convertible Unit Guidelines (Note: SAFERhome criteria proposed for inclusion are shown in bold italics)	
Doors & Doorways	<i>Entry doors are a minimum 863 mm but ideally 914 mm and have clear access.</i>
	Entry door clear exterior floor space min. 1220 mm depth by door width plus 600 mm on latch side (not needed if rough in wiring provided for future automatic door opener).
	Interior doors to main living areas, 1 bathroom and 1 bedroom, min. 800 mm clear opening with flush thresholds max. 13 mm height. <i>Demonstrate wheelchair access between the hallway and rooms and widen hallway and/or doorway(s) if necessary to secure access.</i>
	Patio/balcony min. 860 mm clear opening. Note how accessed.
	<i>All interior thresholds within units comply with BC Building Code.</i>
	Lever-type handles for all doors
Vertical Circulation	Stair lift, staircase width, framing support, and landings, as noted on floor plans in compliance with manufacturer specs
	Vertical lift, depressed slab area, and landings, as noted on floor plans in compliance with manufacturer specs. Framing to accommodate shaft construction without impact to surrounding structure.
	<i>At the top of all stairways, walls are reinforced with 2" x 12" solid lumber at 914 mm to centre.</i>
Hallways	Min. 900 mm width.
Garage	Min. 1 accessible parking space with min. 4 m garage width.
	Access from garage to living area min. 800 mm clear opening.
Bathroom (Min. 1)	Toilet clear floor space min. 1020 mm at side and in front.
	Wall blocking for future grab bar installation at toilet, tub and shower. <i>Reinforced with 2" x 12" solid lumber in all bathtub, shower, and toilet locations.</i>
	Lever-type handles for plumbing fixtures.
	<i>Pressure and temperature control valves are installed on all shower faucets.</i>
	<i>Cabinets underneath sink(s) are easily removed.</i>
	<i>Demonstrate bath and shower controls are accessible (layout or fixture placement)</i>
Kitchen	Clear area needed under future work space. Plumbing and gas pipes (in-wall and in-floor) located clear of under counter area of future work space (stove, sink & min. 810 mm wide counter). <i>All pipes are brought in no higher than 304 mm to 355 mm to the centre of the pipe from floor level.</i>
	<i>Cabinets underneath sink are easily removed.</i>
	1500 mm turning diameter or turning path diagram.
	Lever-type handles for plumbing fixtures.
Windows	Min. 1 window that can be opened with a single hand (bathroom, kitchen, living room)
Outlets & Switches	<i>Placement locations of electrical outlets: beside window, bottom of stairways, beside toilet, above external doors (outside and inside), on front face of kitchen counter, within proximity of control centre for smart home options.</i>
	<i>Upgrade to four-plex outlets in master bedroom, home office, garage, and recreation room.</i>



City of Richmond

Report to Committee Planning and Development Department

TO PLN - MAY 22, 2013

To: Planning Committee

Date: May 2, 2013

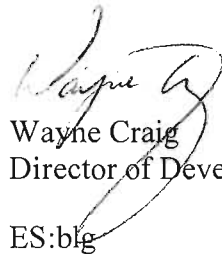
From: Wayne Craig
Director of Development

File: RZ 13-628035

Re: Application by Ajit Thaliwal for Rezoning at 8960 Heather Street from Single Detached (RS1/B) to Single Detached (RS2/A)

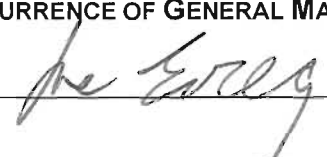
Staff Recommendation

That Bylaw 9011, for the rezoning of 8960 Heather Street from "Single Detached (RS1/B)" to "Single Detached (RS2/A)", be introduced and given first reading.



Wayne Craig
Director of Development

ES:blg
Att.

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

Staff Report

Origin

Ajit Thaliwal has applied to the City of Richmond for permission to rezone 8960 Heather Street from Single Detached (RS1/B) to Single Detached (RS2/A) in order to permit the property to be subdivided into two (2) single-family lots (**Attachment 1**).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

The subject property is located on the east side of Heather Street between Francis Road and Dolphin Avenue. This residential neighbourhood has seen a great deal of redevelopment in the last 10 years with older homes on large lots being replaced by newer character single-detached dwellings on small and medium-sized lots. Other land uses also exist nearby in the neighbourhood (i.e. public open space, assembly, multi-family). Existing development immediately surrounding the site is as follows:

- To the north, is an older single detached dwelling zoned “Single Detached (RS1/B)”;
- To the east, is a townhouse development zoned “Low Density Townhouses (RTL1)”;
- To the south, are two (2) lots zoned “Single Detached (RS1/C)”, one (1) of which has a new home currently being constructed on it; and
- To the west, across Heather Street, is an older single detached dwelling zoned “Single Detached (RS1/B)”.

Related Policies & Studies

2041 Official Community Plan (OCP) Designation

The subject property is located in the Broadmoor Planning Area. The 2041 Official Community Plan’s (OCP) Land Use Map designation for this property is “Neighbourhood Residential”. The Ash Street Sub-Area Plan Land Use Map designation for this property is “Low Density Residential”. This redevelopment proposal is consistent with these designations.

Lot Size Policy

The subject property does not fall within a Lot Size Policy area.

Staff Comments

Background

This neighbourhood has undergone a great deal of redevelopment through rezoning and subdivision to smaller lot sizes in recent years. This property is one of the last few remaining lots which have subdivision potential on their own.

Trees & Landscaping

A survey submitted by the applicant shows the location of bylaw-sized trees on-site and immediately adjacent to the subject site (**Attachment 3**).

A Certified Arborist's Report, submitted by the applicant, identifies tree species, assesses tree condition and health, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 16 bylaw-sized trees on the subject site and eight (8) trees on neighbouring properties.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a visual tree assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations to:

- Remove and replace nine (9) on-site trees (tag #'s 329, 331, 332, 333, 334, 341, 342, 343 & 344) due to their poor condition (from being previously topped or exhibit structural defects). Note: one (1) tree (tag #330) was removed under separate Tree Permit (T2 12-624495) during construction of the adjacent single-family house at 8988 Heather Street (formerly 9271 Francis Road).
- Retain and protect eight (8) neighbouring trees (F, G, H, J, K, L, M & N).
- Retain and protect six (6) on-site trees:
 - A 42 cm calliper Douglas Fir tree (tag# 335), which has a co-dominant relationship with tree "H" located on the neighbouring property at 9291 Francis Road; and
 - Five (5) 33-56cm calliper Douglas Fir and Cedar trees (tag #'s 336, 337, 338, 339 & 340) located along the rear property line.

Tree protection fencing must be installed to City standards as per City of Richmond Tree Protection Information Bulletin Tree-03 prior to demolition of the existing dwelling on the subject site, and must remain in place until construction and landscaping on the future lots is completed.

The Final Tree Retention Plan which reflects the final outcome of tree protection and removal is included as **Attachment 4**.

As a condition of rezoning adoption, the applicant must submit:

- A Contract with a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zone of on-site trees (tag #'s 335, 336, 337, 338, 339 & 340) and off-site trees (F, G, H, J, K, L, M & N) to be retained. The Contract must include the proposed number of site monitoring inspections (including stages of development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
- A Tree Survival Security to the City in the amount of \$8,000 to ensure that on-site trees (tag #'s 335, 336, 337, 338, 339 & 340) and off-site trees (F, G, H, J, K, L, M & N) will be protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection.

Based on the Official Community Plan's (OCP) tree replacement ratio goal of 2:1, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of 18 replacement trees are required to be planted. Considering the effort to be taken by the applicant to retain the on-site trees, and the limited space in the yards of the future lots, staff recommend only 10 replacement trees be required. Since not all 10 replacement trees can be accommodated on-site, staff recommend six (6) replacement trees be planted and maintained on-site (three (3) per future lot) and that the applicant make a voluntary contribution to the City's Tree Compensation Fund in the amount of \$2,000 (\$500/tree) prior to rezoning adoption in-lieu of planting the balance of replacement trees on-site. Replacement trees must meet the following minimum height/size requirements:

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

To ensure that the replacement trees are planted and maintained, the applicant is required to submit a Landscaping Security to the City in the amount of \$3,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

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

The applicant proposes to provide a legal secondary suite on one (1) of the two (2) future lots 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 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. This legal agreement is a condition of rezoning adoption. 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 rezoning adoption, and would be based on \$1.00/ft² of total building area of the single detached dwellings (i.e. \$4,902).

Flood Management

Registration of flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Existing Utility Right-of-Way

There is an existing 6 m wide (3 m of it on the subject property) utility right-of-way (ROW) that runs north-south along the rear lot line of the subject site. There is a 1.7 m encroachment permitted from the west side of the right-of-way.

Site Servicing

Prior to subdivision, the developer is required to design and pay to construct (via a work order) a 600 mm diameter permanent storm sewer along the entire frontage of the site to connect to the culvert infill at 8988 Heather Street. A manhole may be required at the connection point. Design to be supplied by the owner's civil engineering consultant.

Subdivision

Prior to approval of subdivision, the developer will be required to pay Development Cost Charges (City & GVS&DD), Engineering Improvement Charges for future road improvements (curb, gutter, treed/grass boulevard, sidewalk and street lighting), School Site Acquisition Charge, Address Assignment Fee, and servicing costs.

Analysis

The proposal to rezone and subdivide the subject property into two (2) single-family residential lots is consistent with all applicable land use designations guiding development in this block. It is similar to developments already undertaken in the immediate vicinity of the site.

The remaining few larger lots along this block of Heather Street have the potential to rezone and subdivide. Given that the majority of the lots in the immediate area are small already and/or have relatively new housing, this proposal is congruent with the character of the neighbourhood.

Financial Impact

Staff recommend a capital submission by the Engineering Department as part of next year's (2014) Capital Budget for the completion of frontage improvements for the east side of Heather Street between Francis Road and the north property line of 8880 Heather Street.

Conclusion

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

The list of rezoning conditions is included as **Attachment 5**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommend support for the application.



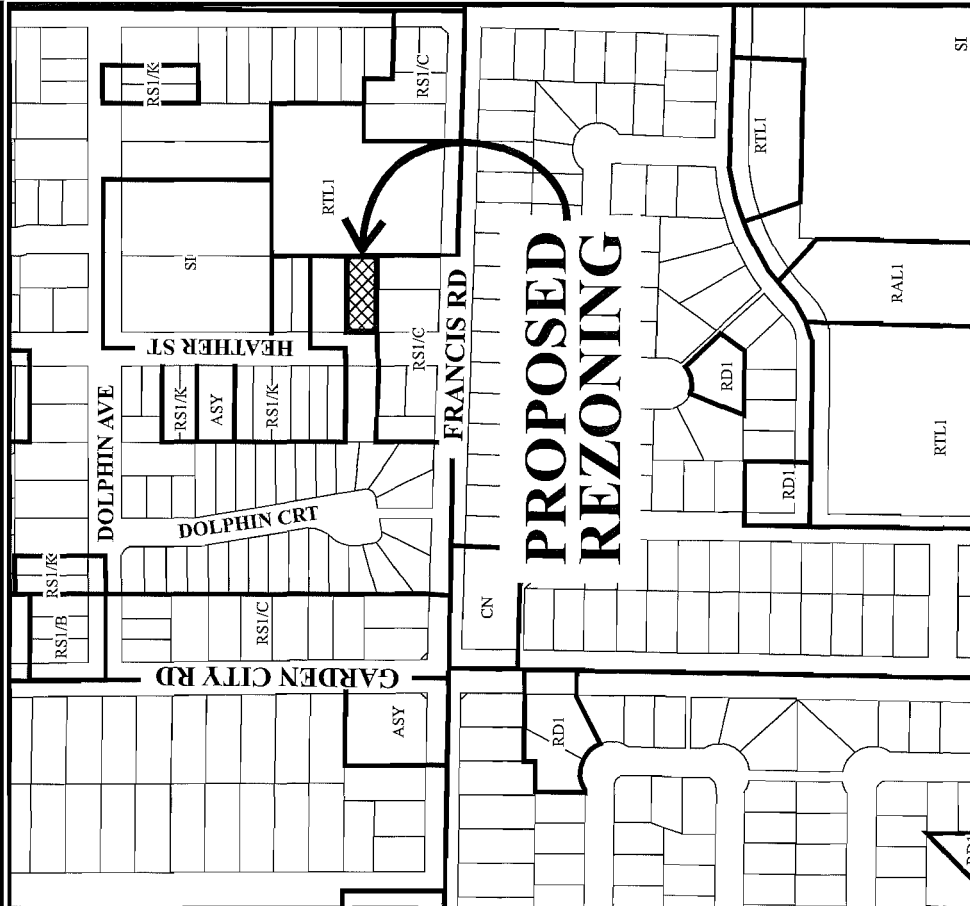
Erika Syvokas
Planning Technician
(604-276-4108)

ES:blg

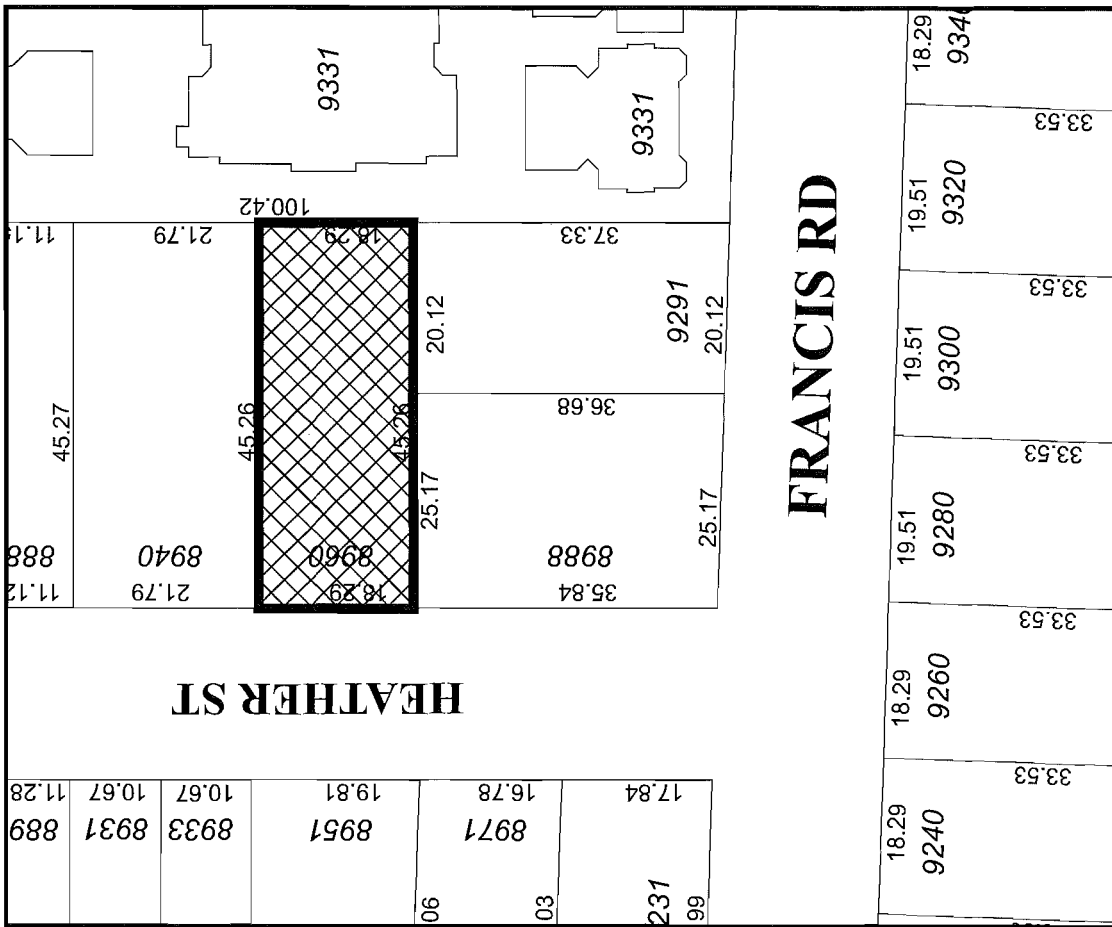
- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Tree Survey/Proposed Subdivision Plan
- Attachment 4: Tree Retention Plan
- Attachment 5: Rezoning Considerations Concurrence

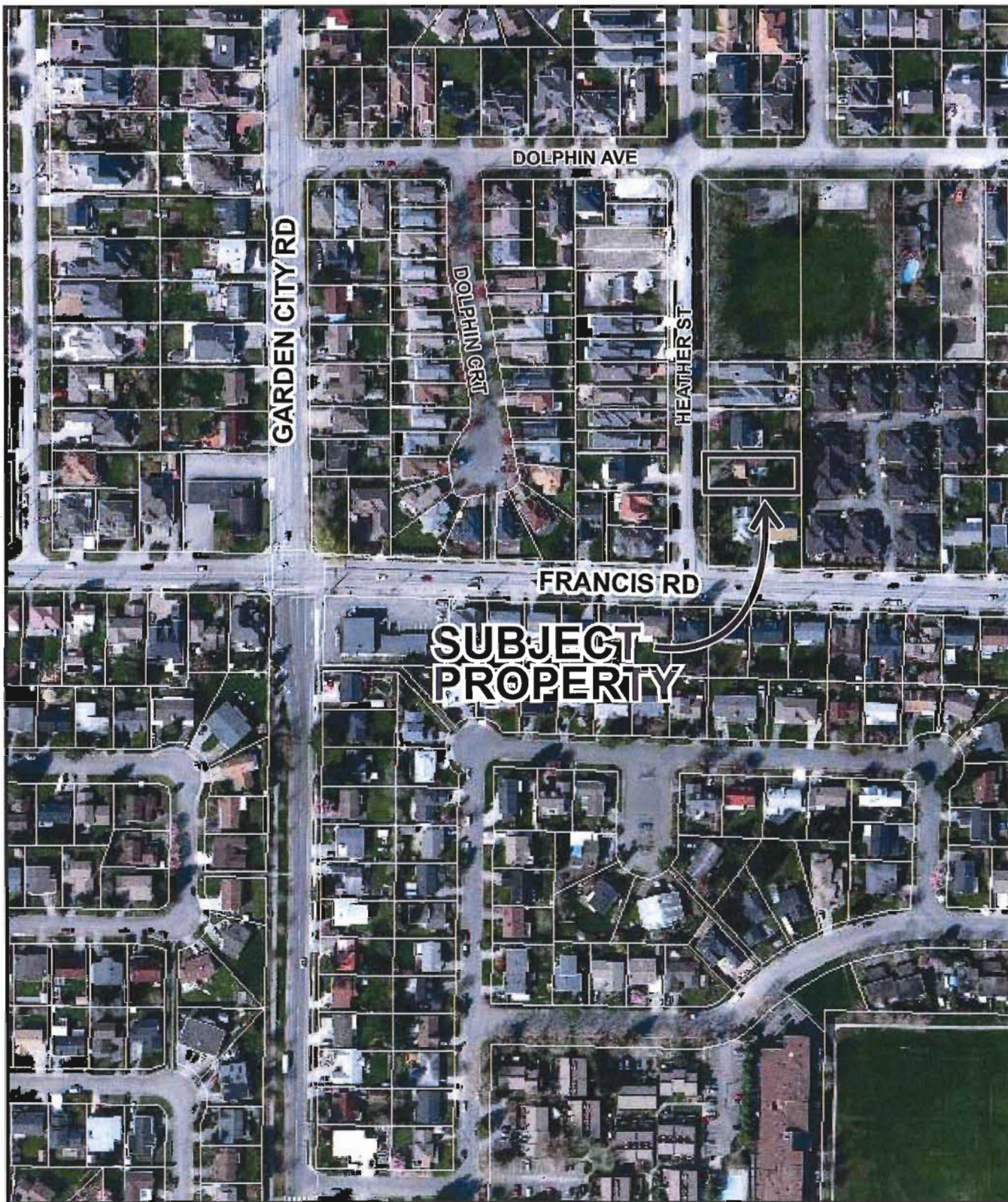


City of Richmond



CNCL - 182





RZ 13-628035

Original Date: 01/21/13

Amended Date:

Note: Dimensions are in METRES



RZ 13-628035

Attachment 2

Address: 8960 Heather Street

Applicant: Ajit Thaliwal

Planning Area(s): Broadmoor – Ash Street Sub Area

	Existing	Proposed
Owner:	Syed Hasan and Harsh Sharma	To be determined
Site Size (m²):	828 m ² (8,913 ft ²)	Lot 1 – 414 m ² (4,456 ft ²) Lot 2 – 414 m ² (4,456 ft ²)
Land Uses:	One (1) single-family dwelling	Two (2) single-family dwellings
OCP Designation:	“Neighbourhood Residential”	No change
Area Plan Designation:	Low Density Residential	No change
702 Policy Designation:	N/A	N/A
Zoning:	Single Detached (RS1/B)	Single Detached (RS2/A)
Number of Units:	1	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 Size (min. dimensions):	270 m ² (2,906 ft ²)	Lot 1 – 414 m ² (4,456 ft ²) Lot 2 – 414 m ² (4,456 ft ²)	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none
Width (m):	9 m	Lot 1 - 9.143 m Lot 2 - 9.143 m	none

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

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 138 SECTION 22 BLOCK 4 NORTH RANG 6 WEST NEW WESTMINSTER DISTRICT PLAN 37935

#8960 HEATHER STREET,
RICHMOND, B.C.
P.I.D 007-730-021

LEGEND:

- (d) denotes deciduous
- (c) denotes coniferous
- denotes power pole
- MHS denotes sanitary manhole
- HW denotes headwall

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



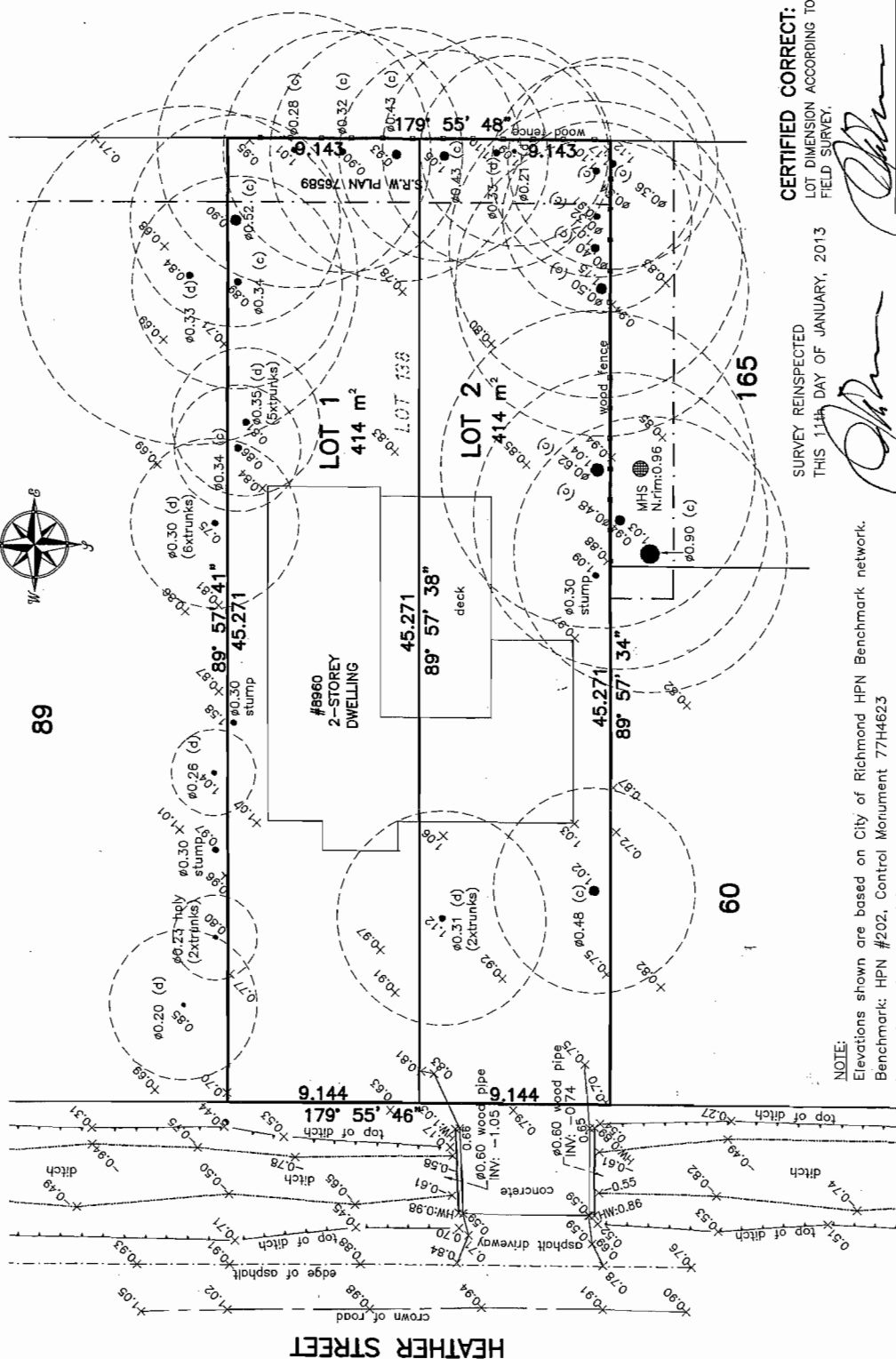
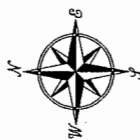
SCALE: 1:200

CNCL - 185

© copyright

J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4743
FB-200 P42-46
Drawn By: TH

DWG No. 4743-TOP0



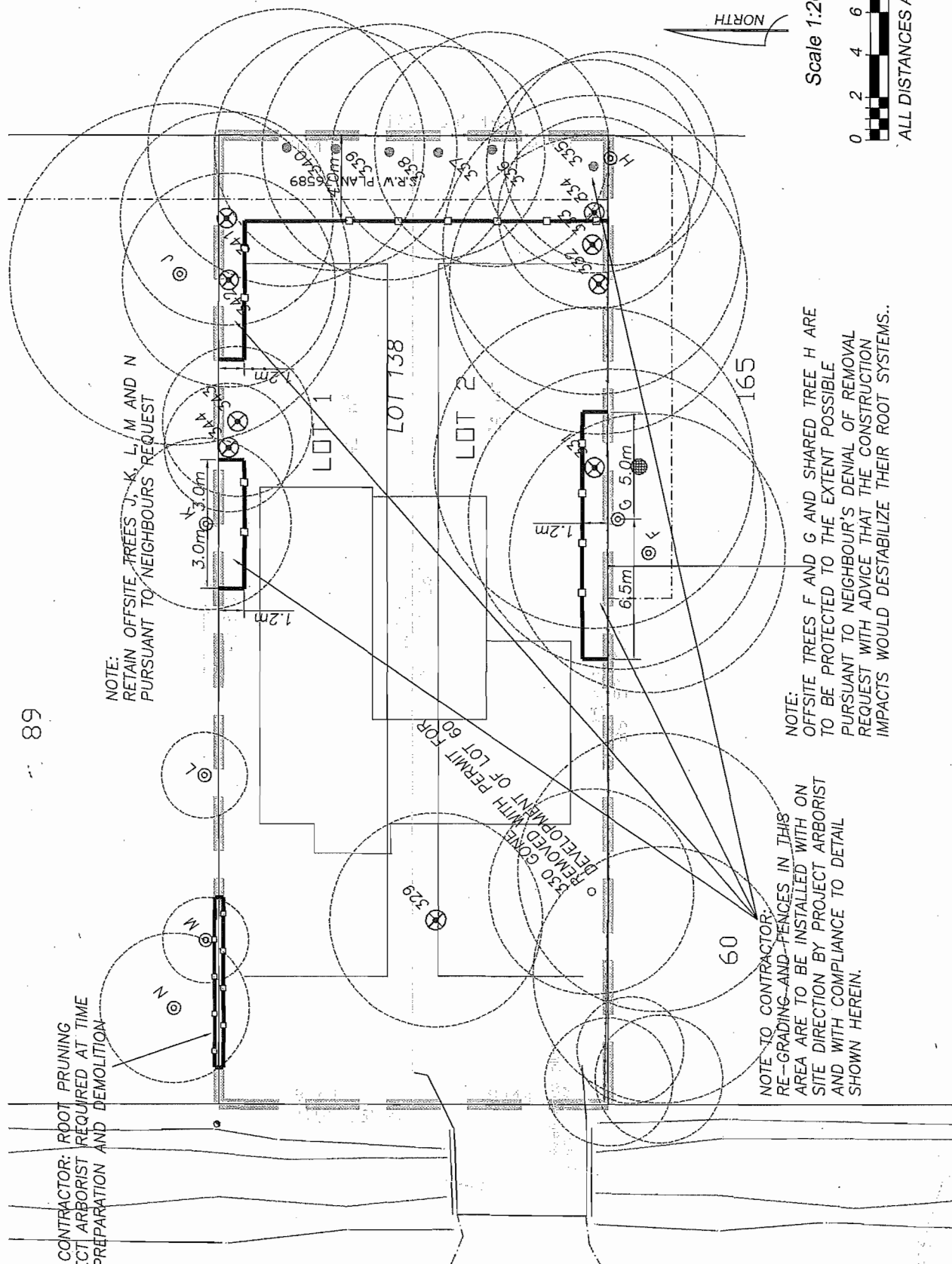
CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

SURVEY REINSPECTED
THIS 11th DAY OF JANUARY, 2013

NOTE:
Elevations shown are based on City of Richmond HPN Benchmark network.
Benchmark: HPN #202, Control Monument 77H4623
Located at CL S bound L turn lane @ No.3 Rd & Bennett Rd
Elevation = 1.452 metres

[Signature]
JOHNSON C. TAM, B.C.L.S.

JOHNSON C. TAM, B.C.L.S.
JANUARY 19th, 2012



NOTE: OFFSITE TREES F AND G AND SHARED TREE H ARE TO BE PROTECTED TO THE EXTENT POSSIBLE PURSUANT TO NEIGHBOUR'S DENIAL OF REMOVAL REQUEST WITH ADVICE THAT THE CONSTRUCTION IMPACTS WOULD DESTABILIZE THEIR ROOT SYSTEMS.

NOTE TO CONTRACTOR:
RE-GRADING AND FENCES IN THIS
AREA ARE TO BE INSTALLED WITH ON
SITE DIRECTION BY PROJECT ARBORIST
AND WITH COMPLIANCE TO DETAIL
SHOWN HEREIN.

Scale 1:200



ALL DISTANCES ARE IN METRES

Tree Retention Plan



Address: 8960 Heather Street

File No.: RZ 13-628035

Prior to final adoption of Zoning Amendment Bylaw 9011 , the developer is required to complete the following:

1. Submission of a Landscaping Security to the City in the amount of \$3,000 (\$500/tree) to ensure that the six (6) required replacement trees are planted and maintained on the future lots, with the following minimum sizes:

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

The City will release 100% of this security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report of tree protection is received.

2. City acceptance of the developer's offer to voluntarily contribute \$2,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
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 on-site trees (tag #'s 335, 336, 337, 338, 339 & 340) and off-site trees (F, G, H, J, K, L, M, & N) 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 Tree Survival Security to the City in the amount of \$8,000 to ensure that on-site trees (tag #'s 335, 336, 337, 338, 339 & 340) and off-site trees (F, G, H, J, K, L, M, & N) will be retained and protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection.
5. Registration of a flood indemnity covenant on Title.
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. \$4,902) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

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

- Design and pay to construct (via a work order) a 600 mm diameter permanent storm sewer along the entire frontage of the site to connect to the culvert infill at 8988 Heather Street. A manhole may be required at the connection point. Design to be supplied by **GNCL** civil engineering consultant.

- Pay Development Cost Charges (City & GVS&DD), Engineering Improvement Charges for future road improvements (curb, gutter, treed/grass boulevard, sidewalk and street lighting), School Site Acquisition Charge, Address Assignment Fee, and servicing costs.

Prior to Demolition Permit* issuance, the following is required to be completed:

- Installation of appropriate tree protection fencing around all trees to be retained as part of the development (F, G, H, J, K, L, M, & N and tag #'s 335, 336, 337, 338, 339 & 340) prior to any construction activities, including building demolition, occurring on-site. Tree Protection fencing must remain in place until construction and landscaping on the future lots has been completed.

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

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

Note:

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

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

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

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

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9011 (RZ 13-628035)
8960 Heather 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/A)**.

P.I.D. 007-730-021

Lot 138 Section 22 Block 4 North Range 6 West
New Westminster District Plan 37935

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9011”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by HB
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To PWT - May 23 2013

To: Public Works and Transportation Committee

Date: April 19, 2013

From: John Irving, P.Eng. MPA
Director, Engineering

File: 10-6340-20-
P.11314/Vol 01

Re: License Agreements for City Pump Stations

Staff Recommendation

That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to negotiate and execute license agreements with Vancouver Fraser Port Authority (Port Metro Vancouver), or other applicable agencies having jurisdiction over Crown land beyond City dikes, for the construction and operation of No.1 Road North Drainage Pump Station and future City pump stations.

John Irving, P.Eng. MPA
Director, Engineering
(604-276-4140)

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Administration & Compliance	<input checked="" type="checkbox"/>		
Real Estate Services	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

The City operates 31 perimeter drainage pump stations that discharge Richmond's storm water into the Fraser River and Sturgeon Bank. As these stations are upgraded to meet future needs, some of the upgraded stations may encroach into Crown land and require license agreements with the relevant authorities.

The purpose of this report is to seek authorization for the Chief Administrative Officer and the General Manager, Engineering and Public Works to sign license agreements (often called "Access Agreements") with Vancouver Fraser Port Authority dba Port Metro Vancouver ("Port Metro Vancouver") or other applicable agencies having jurisdiction over Crown land beyond City Dikes related to the construction and operation of City pump stations.

Analysis

Various pump stations in the City are being upgraded to meet the 2041 OCP requirements as they near the end of their service life. As part of these projects, the section of dike adjacent to each pump station is being raised in accordance with the current provincial guidelines. The combination of increased pumping capacity and raising the dike results in a larger overall footprint for the final works. In some locations, this can cause some of the pump station structure to extend into Crown land beyond the dike.

Port Metro Vancouver currently holds head leases from the Ministry of Transportation and Infrastructure (MOTI) for the North Arm and Lower Main Arm of the Fraser River. MOTI and Port Metro Vancouver are currently negotiating a new head lease that will require approval from the federal Minister of Transport (currently anticipated to be completed in 2014). Until this new head lease is finalized, Port Metro Vancouver will require execution of license agreements to allow for construction and operation of works (including pump stations) on Crown land beyond the dike. Typically such license or Access Agreements requires the City to provide an indemnity for any and all claims or losses incurred by Port Metro or the Provincial Government in respect to the City's construction and/or operation of its pump station. Additionally, the licence typically requires insurance in the amount of \$5 million for Sudden and Accidental Pollution. The current City insurance policy includes \$1 million of coverage for Sudden and Accidental Pollution; the remaining would be self insured.

Currently, an Access Agreement with Port Metro Vancouver is required for the No. 1 Road North Drainage Pump Station only. However, prior to MOTI and Port Metro Vancouver finalising their lease, additional licenses may be required for the construction and operation of future pump stations; accordingly this Report seeks authorization for the Chief Administrative Officer and the General Manager, Engineering and Public Works to enter into such prospective licenses.

Once the new head lease between MOTI and Port Metro Vancouver is finalised, the license agreements will be replaced by sub-lease(s) between Port Metro Vancouver and the City. Staff will bring a further Report to Committee prior to entering into such sub-leases.

Financial Impact

There is no fee associated with the interim license agreement for the No.1 Rd Pump Station.

Conclusion

The City's drainage pump stations are essential to prevent flooding in Richmond. Over time, the capacity of the system will be increased to meet OCP projections. Additional space outside the dike will be required in some locations to accommodate larger pump stations and a higher dike. To obtain this space, license agreements will be required with the relevant authorities.

A handwritten signature in black ink, appearing to read 'Mile Racic', enclosed within a large, loopy oval shape.

Mile Racic
Project Manager
(604-247-4655)

MR:mr



City of Richmond

Report to Committee

TO: 1201 - May 23 2013

To: Public Works and Transportation Committee

Date: April 30, 2013

From: John Irving, P.Eng. MPA
Director, Engineering

File: 10-6060-01/2013-Vol
01

Re: Servicing Agreement with Ecowaste Industries Ltd.

Staff Recommendation

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to finalize and execute, on behalf of the City, a Servicing Agreement between the City and Ecowaste Industries Ltd., for fill and preload within Blundell Road from Savage Road to No 7. Road, containing the material terms and conditions set out in the staff report dated April 30, 2013 titled "Servicing Agreement with Ecowaste Industries Ltd." from the Director, Engineering.

John Irving, P.Eng. MPA
Director, Engineering
(604-276-4140)

Jl:es
Att.

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

Staff Report

Origin

Ecowaste Industries Ltd. (“Ecowaste”) is proposing to develop a 170 acre light industrial park on Industrial zoned land, a former landfill site directly south of Blundell Road between Savage Road and No. 7 Road (Attachment 1 – Location Map). The proposed land use is light industrial businesses focussed on intermodal logistics, warehousing and distribution.

On December 19, 2011 Council approved the opening and development of road works to extend Blundell Road from No. 7 Road to Savage Road. Subsequently, on April 13, 2012 the Agricultural Land Commission approved the application to construct a public street within an existing Richmond road right of way, at that location.

Ecowaste has indicated that they want to reactivate their existing landfill and then convert the site to light industrial use in a number of phases over approximately 10 years. This will result in the development site being raised by approximately 10m, creating the need to raise the adjacent sections of Blundell Road.

Analysis

The City has received a request from Ecowaste for the approval to fill and preload the Blundell Road corridor from No. 7 Road canal to Savage Road.

Landfill Operations

The landfill south of Blundell that is currently owned managed and serviced by Ecowaste received construction, demolition waste and excavation materials. Sections of the landfill are inactive, but a number of temporary use activities exist (e.g. composting, bio-remediation, material stockpiling). Ecowaste’s landfill to the north of Blundell is active.

Council Approval for filling of Blundell Road

In 1996 Ecowaste received Council approval to fill Blundell Road to support their landfill operations. The approval included terms related to the future road elevation, the fill material, environmental concerns, insurance requirements and security requirements.

Ecowaste has indicated that the fill works approved in 1996 have been completed.

Overview of Future Blundell Road Work

Blundell Road works will consist of a bridge crossing the No. 7 Road canal and an industrial road built to the following:

- Interim: half-road (2 lanes) with shared pedestrian/bike path
- Ultimate: 4 lane divided road with shared pedestrian/bike path and sidewalk

Proposed filling and preloading of Blundell

The expansion of the landfill along with the industrial park ground elevation of approximately 18m will necessitate raising Blundell Road by up to 10m.

Ecowaste has proposed that the required Servicing Agreement (“SA”) be split into separate applications to facilitate the fill and preload in advance of the future roadworks:

- Filling and preloading works SA – works commencing in summer 2013;
- Interim Road SA - work commencing in 2015

Fill and Preload Servicing Agreement

This report is being brought forward to obtain approval to execute the SA as a standalone application in the absence of a rezoning or subdivision report, where authority to enter into a SA is typically sought. The proposed SA will follow the form of the City's typical SA's, and will be modified to reflect the unique requirements for this development, and is based on, but not limited to the following terms and conditions:

- Identify the scope of work, including limiting the works to fill and preload of Blundell road at an elevation that terminates at Savage Road to meeting the existing grades that the City approved in 1996 and at No. 7 Road to meeting the existing grades of Blundell Road east of No. 7 Road;
- Require the fill material be clean structural/mineral fill (not construction demolition or waste) and meet the appropriate Provincial soil standards for industrial lands;
- Require that Ecowaste maintain records related to the source of the fill material for quality control measures;
- Require Ecowaste to assume environmental liability, and indemnify the City for all costs related to any contamination attributable to their works;
- Identify that fill placed within the City's road/right-of-way be compatible with the future roadway (interim and ultimate), and be placed in accordance with geotechnical recommendations approved by the City;
- Establish the roles and responsibilities of Ecowaste and the City;
- Protect the City's interests;
- Identify the standard to which the works will be built to;
- Identify the term of the agreement, including length of the Maintenance Period;
- Include provisions to reduce the City's liability due to Ecowaste's work;
- State the security the City will hold and conditions for the release of the security;
- State the insurance requirement that Ecowaste shall maintain; and
- Include indemnity clauses in the City's favour.

Future SA's will be required for road and infrastructure design, and will address engineering, transportation and environmental details.

The execution of the fill and preload SA will in no way preclude or provide any assurance that the Development Permit or future SA's will be approved.

Independent of the future industrial park development and the related Development Permit, the fill and preload works are needed to facilitate Ecowaste's ongoing landfill operations including their required connectivity between areas to the north and south of Blundell.

Agricultural Impacts on or Adjacent to the ALR

Based on the following, the proposed filling and preload works on Blundell Road are not anticipated to have any impact on ALR land or agricultural activities:

- Fill and preload will only be permitted within the areas designated for future roadway;
- The works align with existing ground elevations at Savage Road (approximately 5.5m);

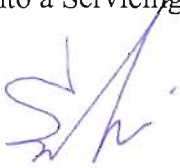
- The SA will address any drainage impacts on the adjacent lower ALR lands; and
- A Development Permit application has been submitted to primarily address agricultural buffering.

Financial Impact

None

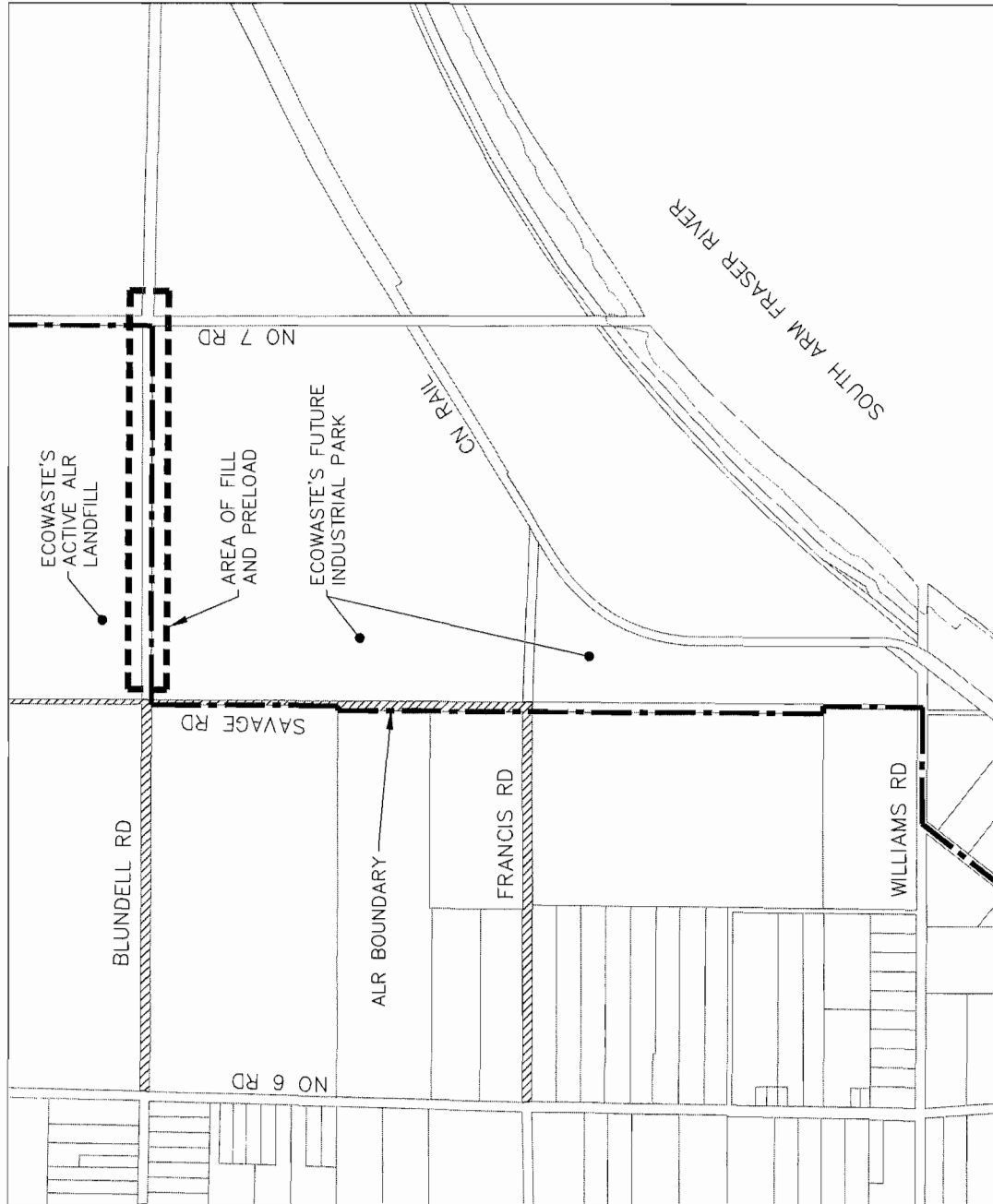
Conclusion

The fill and preload work are critical to Ecowaste's ongoing landfill operation and future development. Staff are recommending support for the requested to fill and preload of the section of Blundell Road between Savage Road and No. 7 Road and are seeking Council authorization to enter into a Servicing Agreement for the works.



Eric Sparolin, P.Eng.
Project Engineer
(604-247-4915)

ES:es



CNCL - 197

ATTACHMENT 1 – LOCATION MAP



City of Richmond

Report to Committee

TO GP - May 21 2013

To: General Purposes Committee

Date: April 26, 2013

From: Phyllis L. Carlyle
General Manager

File: 12-8080-12-01/Vol 01


Re: **Non-Farm Use Fill Application by Sunshine Cranberry Farm Ltd No. BC 735293 for Property Located at 12871 Steveston Highway**

Staff Recommendation

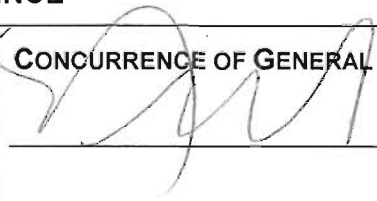


That Council endorse the non-farm use application submitted by Sunshine Cranberry Farm Ltd to fill the property located at 12871 Steveston Highway to an agricultural standard suitable for the purpose of blueberry farming; and

That the endorsed application be forwarded to the Agricultural Land Commission (ALC) for consideration with the recommendation that the ALC incorporate as a condition of permit:

1. The requirement for a performance bond, in a form and amount deemed acceptable to the ALC as a mitigation measure until the satisfactory completion of the proposed project;
2. The requirement for quarterly inspections and monitoring and reporting by a professional agrologist as well as the submission of quarterly reports to the ALC with a copy to the City; and
3. That the multi-purpose soils placed on the property must be capable of supporting a wide range of agricultural crops.


Phyllis L. Carlyle
General Manager
(604-276-4104)

Att. Staff Report dated February 26, 2013

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

Staff Report

Origin

On May 23, 2012 *Sunshine Cranberry Farm Ltd* submitted to the City a non-farm use application for 12871 Steveston Highway. The application seeks approval to place fill on the property to an agricultural standard suitable for the purpose of blueberry farming. On March 18, 2013 a staff report dated February 26, 2013 on the non-farm use application was presented to the General Purposes Committee for consideration. The Committee referred the application to the City's Agricultural Advisory Committee (AAC) for further review and comment.

The staff report dated February 26, 2013 from the General Manager, Law & Community Safety is attached to this report for further background information (**Attachment 1**).

Analysis

At the AAC meeting of April 10, 2013 the AAC reviewed the non-farm use application submitted by *Sunshine Cranberry Farm Ltd*. Staff from the City's Engineering Division provided an overview of the update to the 2006 East Richmond Agricultural Water Supply Study (the "Study"). The purpose of the Study update is to identify improvements that can be made to reduce the frequency of flooding and improve irrigation in the area. Staff advised that part of this work will be a focus on the Sidaway area (location of the subject application).

Staff further advised that the City's ability to lower the water table in East Richmond is fairly limited and that the City would not be changing overall water grades. There was consensus about how important well designed drainage is for marketable crops and that chronically flooded fields limit the range and yield of crops that can be produced.

The following motion was subsequently passed by the AAC:

That the "non-farm use" application for the purposes of soil fill activities on 12871 Steveston Highway, as per the terms and conditions of phasing, implementation and monitoring of the proposed soil fill activities as presented to the Agricultural Advisory Committee, and contained in the February 26, 2013 staff report by Magda Laljee and Ed Warzel, be advanced to Council for their consideration through the required process;

and that the multi-purpose soils placed on the property must be capable of supporting a wide range of agricultural crops.

Options

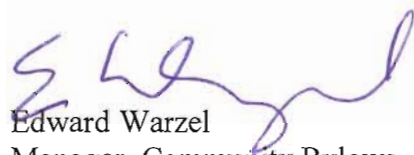
- Option 1 – Deny the non-farm use fill proposal involving the subject site.
- Option 2 – (Recommended) Endorse the non-farm use fill application and forward the application to the Agricultural Land Commission ("ALC") with the recommendations that the ALC incorporate at the expense of the applicant, requirements for a performance bond, quarterly inspections, reports and monitoring by a professional argologist, and that the soils placed on the property be capable of supporting a wide range of agricultural crops.

Financial Impact

An application fee of \$600 under the City's Soil Removal and Fill Deposit Regulation Bylaw No. 8094 and \$600 under the ALC Act have been paid to the City; \$300 of this amount will be forwarded to the ALC with the application.

Conclusion

The AAC is supportive of the non-farm use application for 12871 Steveston Highway conditional to bonding, monitoring and soil fill that supports a wide range of crops. Staff recommend that the application be endorsed on this basis.



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



Magda Laljee
Supervisor, Community Bylaws
(604-247-4642)

ML:ml



City of Richmond

Report to Committee

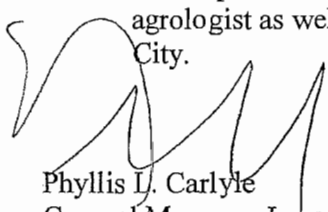
To: General Purposes Committee **Date:** February 26, 2013
From: Phyllis L. Carlyle **File:** 12-8080-12-01/Vol 01
 General Manager, Law & Community Safety
Re: Non-Farm Use Fill Application by Sunshine Cranberry Farm Ltd No. BC735293
 for Property Located at 12871 Steveston Highway.

Staff Recommendation

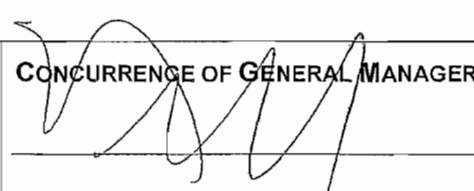
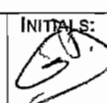
That Council endorse the non-farm use application submitted by Sunshine Cranberry Farm Ltd to fill the property located at 12871 Steveston Highway to an agricultural standard suitable for the purpose of blueberry farming; and

That the endorsed application be forwarded to the Agricultural Land Commission (ALC) for consideration with the recommendation that the ALC incorporate as a condition of permit:

1. The requirement for a performance bond, in a form and amount deemed acceptable to the ALC as a mitigation measure until the satisfactory completion of the proposed project and;
2. The requirement for quarterly inspections and monitoring and reporting by a professional agrologist as well as the submission of quarterly reports to the ALC with a copy to the City.


 Phyllis L. Carlyle
 General Manager, Law & Community Safety
 (604-276-4104)

Att.10

REPORT CONCURRENCE			
ROUTED TO:	Engineering	CONCURRENCE	 CONCURRENCE OF GENERAL MANAGER
	Roads & Construction	<input checked="" type="checkbox"/>	
	Sewerage & Drainage	<input checked="" type="checkbox"/>	
	Sustainability	<input checked="" type="checkbox"/>	
	Policy Planning	<input checked="" type="checkbox"/>	
	Transportation	<input checked="" type="checkbox"/>	
	Law	<input checked="" type="checkbox"/>	
REVIEWED BY DIRECTORS	INITIALS:	REVIEWED BY CAO	INITIALS:
	DW		

Staff Report

Origin

The City of Richmond is in receipt of a non-farm use application by Sunshine Cranberry Farm Ltd, to fill the property located at 12871 Steveston Highway to an agricultural standard suitable for the purpose of blueberry farming (**Attachment 1**).

The subject property is situated in the Agricultural Land Reserve (ALR) and is thus subject to provisions of the Agricultural Land Commission Act and associated regulations. The proponent is making an application to place fill on agricultural land and is therefore subject to sections 20 (1) and (2) of the ALC Act which states:

- 20 (1) A person must not use agricultural land for a non-farm use unless permitted by this Act, the regulations or an order of the commission.
- (2) For the purposes of subsection (1), except as provided in the regulations, the removal of soil and the placement of fill are non-farm uses.

Non-farm use applications must be submitted to the City of Richmond first for the appropriate review. When the review of the non-farm use application is complete, it is forwarded to Richmond City Council for consideration. Pursuant to section 25 (3) of the ALC Act, a resolution from Council is required in order to authorize the subject non-farm use application to proceed to the Agricultural Land Commission (ALC) for a final decision.

Analysis

The property located at 12871 Steveston Highway is zoned AG1 (Agriculture), which permits a wide range of farming and compatible uses consistent with the provisions of the ALC Act and regulations, and the City's Official Community Plan and Zoning Bylaw.

The applicant has been involved in the farming industry in British Columbia since 1986; the applicant's farming contribution includes 30 acres of active cranberry farming in Richmond, over 150 acres of active cranberry farming in Abbotsford, and 40 acres of blueberry farming in Surrey.

Uses on Adjacent Lots

To the North: Active blueberry farm.

To the East: Residential/agricultural

To the South: Active agricultural

To the West: Highway 99

The following table outlines key information related to the current use of lands under application:

Item	Existing	Proposed
Owner	Sunshine Cranberry Farms Ltd. Inc. No. BC0735293	No Change
Applicant	Sunshine Cranberry Farms Ltd. Inc. No. BC0735293	No Change
Authorized Agent	Keystone Environmental Ltd.	No Change
Site Size	14 hectares (34 acres)	No change
Land Uses at 12871 Steveston Highway	<ul style="list-style-type: none"> • Vacant Land • Single cell phone tower with an associated maintenance building is located in south eastern quadrant 	<ul style="list-style-type: none"> • Blueberry farming • Single cell phone tower with an associated maintenance building is located in south eastern quadrant
OCP Designation	Agriculture	<ul style="list-style-type: none"> • Agriculture • No OCP amendment required.
ALR Designation	Subject site is contained in the ALR	<ul style="list-style-type: none"> • Subject site to remain in the ALR. • Non-farm use proposal for property within the ALR.
Zoning	AG1	AG1
Riparian Management Area	5 m RMA	5 m RMA

Project Overview

The total project parcel area of the subject property located at 12871 Steveston Highway is approximately 14 hectares. The applicant maintains that standing water on the land in winter is not beneficial to perennial crops such as blueberries. The project scope involves placing approximately 120,000 cubic metres of fill, to raise the soil elevation, in order to address issues of drainage and bring the property to an agricultural standard suitable for the production of blueberries.

The proposed fill would generally consist of deeper Fraser Sands and structural fill from approved local excavation sites. Otherwise, any other fill that is sourced will be a loamy sands or SP-SM grade that meets the Contaminated Sites Regulation (CSR) schedule 7 standards. The proposed depth is 0.88m above existing grade of fill with an organic soil top dress to achieve a proper growth medium for blueberries of approximately 0.5m. This is a change from the previous proposed depth of 1.0m.

A revised plan for drainage improvements includes an increase in density, from the original spacing of 18.2m (60 feet) down to 12.2m (40 feet) and a change from a single direction flow design from west to east to one where the drainage moves to both the east and west from a topographic high that is created by the fill placement running north to south on the centre of the site.

The applicant has advised that the proposed duration of the project, which includes the filling of the site, and topsoil preparation will be two years. The blueberry production will be phased in with fill activities in approximately 4-hectare sections. The applicant has confirmed that the monitoring, inspection and reporting of the fill activities will be overseen and conducted by a geotechnical engineer and a professional agrologist.

The applicant has submitted a comprehensive agrologist report and addendums prepared by Keystone Environmental Ltd in support of their application (**Attachments 2 - 7**). The agrologist report concludes that: *"...the application of fill material is anticipated to improve soil structure and drainage, mitigate current flooding issues and increase the utility of the land for agricultural use, specifically for the growth of blueberries and annual planting practices"*.

Consultation – Richmond Agricultural Advisory Committee

The Richmond Agricultural Advisory Committee (AAC) reviewed the project on July 19, 2012. While there was no quorum at this meeting, the members in attendance provided comment that the applicant considers submitting a detailed phasing plan on how farming will be implemented as well as a monitoring and inspection plan in support of the soil fill proposal for further review. On August 29, 2012 the applicant submitted the recommended supplementary information for review.

On September 13, 2012 the AAC reviewed the subject fill proposal and referred it back to the applicant to provide further justification for the necessity to raise the grade of the site. Specifically, the applicant was requested to prepare and submit a detailed topographic survey undertaken over the entire subject site by a Professional BC land surveyor. The AAC recommended that the applicant forward the topographic survey to a drainage consultant to determine whether a plan could be developed to adequately drain the lands for farm production without having to raise the property with non-native fill. The AAC also recommended that the City review the topographic data in relation to the elevations/grades of the existing drainage canals within the area to determine if the City could facilitate improved drainage for the site to potentially reduce the requirement to place fill on the property.

The applicant submitted a detailed topographic survey of the subject site and surrounding ditches to the City in November 2012. On December 19, 2012 the applicant forwarded a revised drainage plan based on the topographic survey.

The subject fill proposal was brought forward for final review at the February 13, 2013 AAC meeting. The AAC supported the use of the land for blueberry farming providing that sufficient fill management and monitoring mechanisms were put in place. A motion was passed as follows:

That the “non-farm use” application for the purposes of soil fill activities on 12871 Steveston Highway, as per the terms and conditions of phasing, implementation and monitoring of the proposed soil fill activities as presented to the Agricultural Advisory Committee, be advanced to Council for their consideration through the required process.

Excerpts of the AAC meeting minutes of September 13, 2012 and February 13, 2013 are attached to this report (**Attachment 9**).

Staff Comments

The watercourse bordering the property on the west, south and east sides have a 5 meter wide Riparian Management Area (RMA). As the proposed fill activity is for a farm use, it is exempt from the City's Riparian Area Regulations. However the applicant is subject to the provisions under the City's Watercourse Protection and Crossing Bylaw No. 8441 that prohibits the introduction of pollution (such as sediment laden water) to the watercourse. Infill of the watercourse is not permitted and any additional crossings (including temporary ones) established to the property require a permit from the City's Engineering Department. The agrologist's report indicates that fill placement will be set back 5 metres from the property line on all sides, to provide a buffer to the watercourses. The applicant has provided a firm commitment to the City in writing that appropriate sediment and flow control measures such as installing silt fencing during fill placement, sloping the zone between the top of the fill area and watercourses and planting ground cover on slopes to minimize soil erosion will be adopted to ensure sediment laden water does not enter the watercourse (**Attachment 8 pages 4-5**).

Given the presence of shrubs and undergrowth on the site, there is a possibility of bird nesting activity on the property. Staff recommend that any anticipated vegetation clearing to be done on site be postponed until the end of the bird nesting season (August 31). Disturbing active nests is a contravention of the Wildlife Act. The applicant has agreed to comply with this request (**Attachment 4 page 3**).

The applicant has submitted a traffic control plan and the proposed route(s) is acceptable to staff. However the scope of the operation requires strict adherence to operating between the hours of 09:00 am to 3:00 pm. In addition trucks are to enter and exit the site using the Steveston Highway/Highway 99 interchange due to concerns of potential damage to Sidaway Road and No. 6 Road. Traffic control personnel will also be required to guide trucks in and out of the site in order to help mitigate traffic congestion. The applicant has agreed to comply with these requirements (**Attachment 5 pages 2-3**).

The applicant has submitted a geotechnical report from Geopacific Consultants Ltd., addressing the concerns regarding the impact of fill to neighboring properties as well as issues related to drainage (**Attachment 6**). The proponent's consultant for the project indicated that the depth of the proposed fill would be approximately 0.88 m on average across the entire subject site and the spacing of the drainage lines would be decreased to 40 ft. spacing. The overall finished grading approach to the project increases the elevation along the centre of the site (running north-south) and gradually decreases in elevation to the east and west of this centre “ridge” to facilitate drainage into adjacent canals (**Attachment 7**).

The staff review of the topographic survey provided by the applicant in relation to the elevations/grades of the existing drainage canals concludes as follows:

- *Permitting the farmer to raise the land to an approximate ground elevation of 1.2m appears reasonable, to facilitate farming.*
- *The City uses the Ministry of Agricultural Drainage Criteria Factsheet (**Attachment 10**) as a guide for land drainage needs in agricultural areas. This Factsheet states that between 0.9m and 1.2m of drainage freeboard (the height from a ditch water surface to an adjacent field ground surface) will typically create drainage conditions for low land crops to survive and thrive. Freeboard should be achieved within 2 days following a summer storm event and 5 days following a winter storm event.*
- *Water levels in the Sidaway Road west ditch and Steveston Highway north ditch vary with rainfall and season. During the summer farmers have requested that ditch water levels are artificially maintained at an elevated level to allow water storage for irrigation. This is done by installing a weir on the Steveston Highway ditch, downstream of property 12871 Steveston Highway. In the winter, when drainage is a priority, the weir is removed. The weir height is approx. 0.26m geodetic. Summer water levels are therefore maintained at around this level. Typical winter water levels in the forenamed ditches are lower (except during large rain events) at between -0.3m to -0.1m depending how close to Steveston Highway the measurement is taken (closer measurements result in lower water levels). Considering these water elevations and the Ministry of Agriculture's Agricultural Drainage Criteria it seems appropriate to permit ground raising to approximately 1.2m geodetic. On a typical summer day this elevation will provide a clear drainage freeboard of slightly over 0.9m, and on a typical winter day the freeboard will be over 1.2m.*

If the ALC approves the fill application for the subject site, the City will issue a soil deposit permit to the applicant and require the applicant to provide the following security to the City:

- \$5,000 pursuant to section 8 (d) of the Boulevard and Roadway Protection Regulation Bylaw 6366 to ensure that roadways and drainage systems are kept clear of materials, debris, dirt or mud during or resulting from the fill activity.
- \$10,000 pursuant to section 4.2 of the Soil Removal and Fill Deposit Regulation Bylaw 8094 to ensure the full and proper compliance with the provisions of this bylaw and all terms and conditions of the soil deposit permit.

Staff are recommending to the ALC that as a condition of approval, the applicant be required to post a performance bond in a form and amount deemed acceptable by the ALC. This performance bond should be of a sufficient amount to ensure that all required mitigation and monitoring measures are completed as proposed, as well as ensure the rehabilitation of the land in the event the project is not completed. The performance bond will be held by the ALC. To assist the ALC in determining an acceptable bond, the applicant has provided a cost estimate of \$488,750 for implementing a blueberry field.

Staff also recommend the requirement for quarterly inspections and monitoring by a professional agrologist as well as the submission of quarterly reports to the ALC with a copy to the City.

Options

- Option 1 - Deny the non-farm use fill proposal involving the subject site.
- Option 2 – (Recommended) Endorse the non-farm use fill application and forward to the ALC with the recommendation that the ALC incorporate the requirement for a performance bond as well as quarterly inspections, monitoring and reports by a professional agrologist.

Financial Impact

An application fee of \$600 under the City's Soil Removal and Fill Deposit Regulation Bylaw No. 8094 and \$600 under the ALC Act have paid to the City; \$300 of this amount will be forwarded to the ALC with the application.

Conclusion

The General and Specific Land Use Maps contained in the City of Richmond's Official Community Plan (OCP) identify the subject site for agriculture, which means those areas of the City where the principal use is agriculture. The OCP also states objectives and supporting policies to protect farmlands in the ALR and enhance agricultural viability and productivity in Richmond.

The proposed non-farm use fill application, for the purpose of improving the agricultural land use of the subject site for blueberry farming, complies with City land use designations and policies for land contained in the ALR. As such, Staff recommends that Council endorse the application and forward the non-farm use fill application submitted by Sunshine Cranberry Farm Ltd., to the ALC for consideration.



Magda Laljee
Supervisor, Community Bylaws
(604-247-4642)



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

ML:ml

- Att.
1. Copy of non-farm use application by Sunshine Cranberry Farm Ltd.
 2. Copy of Agrologist Report (Keystone) dated April 2012
 3. Copy of Agrologist Report (Keystone) dated May 18, 2012
 4. Copy of Agrologist Report (Keystone) dated June 18, 2012
 5. Copy of Agrologist Report (Keystone) dated August 29, 2012 (Phasing/Monitoring Plan)
 6. Copy of Geotechnical Report dated June 14, 2012 from Geopacific
 7. Copy of Agrologist Report (Keystone) dated December 19, 2012
 8. Copy of Drainage Plan (Hunter) dated December 2012
 9. Copy of excerpts of the AAC meeting minutes (Sep 13, 2012 /Feb 13, 2013)
 10. Copy of Agriculture Factsheet – Agricultural Drainage Criteria

SCHEDULE C to BYLAW NO. 8094

Application for Soil Removal / Fill Deposit
Proposed Farm or Non-Farm Operations - Agricultural Land Reserve

☐ Application to remove soil☒ Application to deposit fillOwner: Sunshine Cranberry FarmsAgent: Keystone Environmental LtdAddress: 610 Arta BhullarAddress: 10 Lou Larsen6660 Sidaway Rd, Richmond BCSuit 320 - 4400 Dominion St. Burnaby BC
V5G 4G3Telephone (B) ✓Telephone (B) 604 430 0611(C) 604 626 9050(C) ✓(F) ✓(F) 604 430 - 0672Email: abhullar1@gmail.comEmail: llarsen@keystoneenviro.comAddress of Property or Legal Description: 12871 Steveston Highway, RichmondSize of Property/Parcel 1.4 hectaresCurrent Use of Property: VacantAdjacent Uses: North: blueberry farm

Total Project Area: _____ hectares

East: residential/agriculturalVolume of Soil or Fill: Approx. 120,000 cubic metresSouth: Road Side Stand & agriculturalDepth of Soil or Fill: one metresWest: Highway 99Duration of Project: 12 months weeks/monthsType of Soil / Fill Material (reference *Guidelines for Farm Practices Involving Fill* (BC Ministry of Agriculture and Lands))The soil to be placed will be a locally sourced coarse grained soil with some fines.Purpose of Project (reference *Guidelines for Farm Practices Involving Fill* (BC Ministry of Agriculture and Lands))To raise the soil surface elevation to address on-farm soil drainage issues - Plans are to strip the top 20-25 cm of organic material, place a locally sourced coarse grained soil with some fines as fill, then to top dress the area using the previously stripped soils mixed with peat, sand and other organic material to achieve a good growth medium.

Proposed Reclamation Measures: (for soil removal projects)

All soil that is stripped from the land will be stockpiled. Once filling is completed, the stripped top soil will be mixed with peate, sand and other organic material to achieve a good growth medium.

Application for Soil Removal / Fill Deposit
Proposed Farm or Non-Farm Operations - Agricultural Land Reserve

Has a Professional Agrologist reviewed the project and provided a written report?

☒ Yes ☐ No

(If yes, please attach a copy of the report)

(If no, please explain why) _____

Has a Professional Engineer reviewed the project and provided a written report?

☐ Yes ☒ No

(If yes, please attach a copy of the report)

(If no, please explain why) _____

Are you hereby undertaking to provide a security deposit as outlined in

Section 4.2.1 of the City's Soil Removal and Fill Deposit Regulation Bylaw ☒ Yes ☐ No.

No 8094 (deposit is required to be in place before any permit is issued)

Have all requirements been met under the following City Bylaws:

Boulevard and Roadway Protection and Regulation Bylaw No. 6366

☒ Yes ☐ No

Tree Protection Bylaw No. 8057

☒ Yes ☐ No

Public Health Protection Bylaw No. 6989

☒ Yes ☐ No

(If yes for any, please attach confirmation)

(If no for any, please explain why) _____


Please attach the following documents:

- ☒ Copy of Submission to Agricultural Land Commission (**Not done at this point of the application as per discussion with Magda Laljee**)
- ☒ Certificate of Title or Title Search Print (**See the attached Agrologist's Report**)
- ☒ Map or sketch of parcel showing the proposed project (**See the attached Agrologist's Report**)
- ☒ Map of Routing and Schedule for Vehicular Traffic
- ☒ Any photographs (**See the attached Agrologist's Report**)
- ☒ Other Documents as Required under Section 4.1

Declaration: I/We declare that:

- the information provided in this document is true and correct, to the best of my/our knowledge, and
- that any fictitious or misleading information that I/we provide may be a violation of the City of Richmond Soil Removal and Fill Deposit Regulation Bylaw No 8094 and punishable by a fine of up to \$10,000.

2 May 12
Date


Signature of Owner

ANTAR BHULLAR
Print name

INVOICE

Receipt: 18554/20
Dated: Mar 15, 2013
Station: PERMITS/SANDRA

Mar 15, 2013
09:28:51 AM

City of Richmond

6911 No. 3 Road

Richmond, BC V6Y 2C1

TCRNT3710 0000728187

600.00

PAID BY: CHEQUE

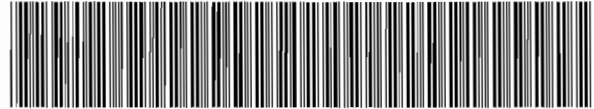
INVOICE TO: Sunshine Cranberry Farm Ltd
Mailbox 184
185-9040 BLUNDELL RD
RICHMOND BC V6Y 1K3

INVOICE NO.: 728187

INVOICE DATE: Mar 15, 2013

FOLDER #: 12 611415 NF

SUBSCRIBER ID:



PROJECT LOCATION: 12871 Steveston Hwy

PROJECT DESCRIPTION: 12871 Steveston Hwy

<u>FEE DESCRIPTION</u>	<u>AMOUNT</u>
Non-Farm Use Application Fee	\$600.00
TOTAL:	\$600.00
PAYMENT RECEIVED:	\$0.00
BALANCE:	\$600.00

ALC Act Fee

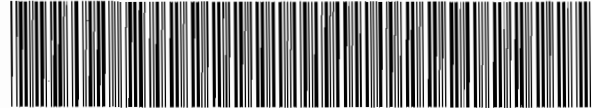
INVOICE

City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1

INVOICE TO: Sunshine Cranberry Farm Ltd
Mailbox 184
185-9040 BLUNDELL RD
RICHMOND BC V6Y 1K3

INVOICE NO.: 699659
INVOICE DATE: May 23, 2012
FOLDER #: 12 611415 NF
SUBSCRIBER ID:



PROJECT LOCATION: 12871 Steveston Hwy

PROJECT DESCRIPTION: 12871 Steveston Hwy

<u>FEE DESCRIPTION</u>	<u>AMOUNT</u>
Non-Farm Use Application Fee	\$600.00
TOTAL:	\$600.00
PAYMENT RECEIVED:	\$0.00
BALANCE:	\$600.00

City Bylaw Fee

Receipt: 13029/16 May 23, 2012
Dated: May 23, 2012 2:14:02 PM
Station: FOM/ALBERT
TCPMT3710 0000699659 600.00
Total 600.00
CHEQUE SUNSHINE CRANBERRY -600.00

City of Richmond
6911 No. 3 Rd
Richmond BC V6Y 2C1

**AGROLOGIST REPORT
FILL PLACEMENT APPLICATION
FOR
12871 STEVESTON HIGHWAY
RICHMOND, BC**

Prepared for:

**Mr. Avtar Bhullar
SUNSHINE CRANBERRY FARMS
12871 Steveston Highway
Richmond, BC**

Prepared by:

**KEYSTONE ENVIRONMENTAL LTD.
Suite 320 - 4400 Dominion Street
Burnaby, BC
V5G 4G3**

**Telephone: 604-430-0671
Facsimile: 604-430-0672
www.keystoneenviro.com**

Project No. 11311

April 2012

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EXECUTIVE SUMMARY

This KEYSTONE ENVIRONMENTAL™ Agrologist Report was prepared for a property located at 12871 Steveston Highway, City of Richmond, BC (the Site). The site assessment was conducted to review the need for fill material to improve the agricultural utility of the property to grow blueberry plants. It is understood that this report will be used to support the application to place fill under section 20(3) of the *Agricultural Land Commission Act*.

The property is bounded by Highway 99 to the west, Sidaway Road to the east, Steveston Highway to the south, and 10051 Sidaway Road to the north. The Site is zoned AG1 by the City of Richmond for traditional agricultural use. The site was not currently in use for agriculture and was overgrown with vegetation. A single cell phone tower was located in the southeastern quadrant and two maintenance buildings were also located in this general area. Several towers which had previously occupied a portion of the site and been torn down. The property is 116,615 m² and, in general, was relatively level.

The land use surrounding the Site is zoned AG1 (agriculture), CR (roadside stand), ZA3 (agriculture and botanical show garden), ASY (assembly), ZMU18 (commercial mixed use). Highway 99 is located adjacent to and parallel to the west property boundary.

The soils on the Site were confirmed as two separate units, Richmond-Annis and Delta soils as classified according to the "Soils of the Langley-Vancouver Map Area, Volume 3" (Province of British Columbia, Ministry of Environment, 1981). The Land Classification Map for Agriculture has the Site classified as O4 6/W – 4 4/W on the southern two thirds and 3 6/W - 4 4/W. Standing water was observed on the soils in March and is known to have been present throughout the winter period.

The proposed use for the Site is to grow blueberries on the land. Standing water on the land in winter is not beneficial to perennial crops such as blueberries. Annual plantings could be achieved but would suffer late planting due to accessibility issues. Application of standard drainage practices such as drainage tile would not be possible due to the high water levels on the land and the surrounding drainage ditches to where they would drain. To optimize the best growth opportunities for blueberries and improved use for annual plantings infilling of the Site is required. The proposed fill plan is to:

- Strip all good quality, arable soils from the field to be stockpiled until such time as enough fill is placed to achieve the required elevation
- Place a locally-sourced coarse-grained soil with some fines as fill
- Elevate the existing grade by approximately one metre throughout
- Place fill such that fill embankments meet 2H:1V slope criteria
- In the area of watercourses, place fill at 3H:1V to prevent potential erosion and sediment intrusion
- Place fill to elevate the contours of the Site to meet the City of Richmond Soil and Fill Deposit Regulation Bylaw 8094 in order to facilitate the potential placement of farm support structures, if any should need to be constructed



- Follow setbacks of 5 m from all watercourses adjacent to the Site and on-Site for start of fill placement
- Top dress the filled area using the previously stripped soils mixed with peat, sand, and other organic matter to achieve a proper growth medium for blueberries

The following measures should be implemented to minimize the potential impacts of the fill placement on the Site and associated watercourses:

- Use erosion and sediment control Best Management Practices (BMPs), such as silt fence installation during fill placement;
- Slope the zone between the top of fill area and watercourses, such that there is a gradual transition (3H:1V) in order to minimize accelerated overland water flow to the riparian areas and watercourses, and other potential erosion and sediment control issues; and
- Plant grasses or other ground cover on the slopes to minimize soil erosion from disturbed and new filled areas.

The following agricultural improvements are anticipated for the Site following the placement of fill material:

- Increased water holding capacity during drier summer months, due to the larger volume of soil that will be present on the Site, as well as improved water retention characteristics in the winter months
- Improved soil structure, which will allow for an increase in the number of days that farm machinery can traverse the soils on the Site
- Improved soil structure that will allow for a wider variety of agricultural crops to be grown
- Compliance with the City of Richmond bylaws for the base of buildings in a flood plain which will then allow for the construction of agricultural support buildings, if so required in the future

Overall, the potential impact of fill placement on the aesthetic issue of view is negligible. Other operational aesthetic impacts, from increasing active operation of the land for agricultural purposes, such as odour and dust, can be readily mitigated and managed through BMPs. The potential impact to the Site from the placement of the fill will be an improvement to the agricultural utility, due to improved soil drainage and ability to grow a wider variety of crops. With the preservation of the standard setbacks for on-site and adjacent watercourses, there should be no impact on sensitive natural communities associated with these areas. There is expected to be a potential displacement of birds and mammals that currently inhabit the Site but the adjacent similar habitat types can accommodate this displacement until fill placement is completed.

The overall use of a granular, well-drained material for fill will reduce the current flooding of the area. The soil will allow for more infiltration of water during storm events and the increased volume of soil will increase water retention capacity. This increase in water holding capacity should, in turn, moderate/regulate water discharge to the receiving watercourses. With use of

mitigation measures and BMPs during fill placement, the potential impacts on water quality from erosion and sedimentation should be minimized.

It is concluded that the Site located at 12871 Steveston Highway, City of Richmond, BC, is a suitable location to receive the fill material required to improve the agricultural land use of the Site for both annual and perennial crops. With the appropriate use of measures to prevent soil erosion, and later operational measures such as best management practices, the application of fill material is anticipated to improve soil structure and drainage, mitigate current flooding issues and increase the utility of the land for agricultural use, specifically for the growth of blueberries and annual planting practices.



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1. INTRODUCTION

This report presents the findings of the KEYSTONE ENVIRONMENTAL™ Agrologist Report, prepared for Mr. Avtar Bhullar for 12871 Steveston Highway, City of Richmond, BC (the Site). Keystone Environmental Ltd. (Keystone Environmental) understands that Mr. Avtar Bhullar would like to infill and develop the Site for use as a blueberry farm.

The assessment was conducted to evaluate whether the placement of fill material would improve the agricultural ability of the property. It is understood that this report will be used to support the application to place fill under Section 20(3) of the *Agricultural Land Commission Act*, respecting regulated Department of Fisheries and Oceans (DFO) recommended watercourse setbacks and to assist in compliance with the City of Richmond Bylaw No. 8094, Section 4.1 requirements.

1.1 Scope of Work

The scope of work for this study was in general accordance with the suggested guidelines of the Provincial Agricultural Land Commission and included the following tasks:

- A pre-site assessment of the agricultural capability and agricultural suitability of the land
- A detailed description of the land, including, but not limited to, topographic features, watercourses, drainage patterns, current land use, presence of buildings and structures, etc.
- A detailed description of the overall agricultural objective of placing fill on land in the Agricultural Land Reserve (ALR)
- A description of the volume and type of fill, and the location of the fill source
- An assessment of the potential impacts of placing fill as they related to watercourses, drainage patterns and adjacent properties
- A professional opinion as to whether or not improvement to the land for agricultural purposes can be achieved using conventional farm management practices



1.2 Study Limitations

Findings presented in this report are based upon (i) a review of accessible areas on-site and on surrounding grounds, (ii) a review of available site and historic archive records, and (iii) the results of field investigations. Site conditions (soil, geologic, hydrogeologic, and chemical characterization) may vary from that extrapolated from the data collected during this investigation. Site characteristics and soil sampling results reflect conditions encountered at specific test locations. Consequently, while findings and conclusions documented in this report have been prepared in a manner consistent with the level of care and skill normally exercised by other members of the agricultural profession practising under similar circumstances in the area at the time of the performance of the work, this report is not intended nor is it able to provide a totally comprehensive review of past or present site conditions.

This report has been prepared solely for the internal use of Mr. Avtar Bhullar and for review purposes by the Agricultural Land Commission, the City of Richmond and the Department of Fisheries and Oceans, pursuant to the agreement between Keystone Environmental Ltd. and Mr. Avtar Bhullar. A copy of the general terms and conditions associated with this agreement is attached in Appendix C. By using the report, Mr. Avtar Bhullar, the Agricultural Land Commission, the City of Richmond and the Department of Fisheries and Oceans agree that they will review and use the report in its entirety. Any use which other parties make of this report, or any reliance on or decisions made based on it, are the responsibility of such parties. Keystone Environmental Ltd. accepts no responsibility for damages, if any, suffered by other parties as a result of decisions made or actions based on this report.

2. SITE DESCRIPTION

The Site is identified as follows:

Legal Description:	South East Quarter Section 31 Block 4 North Range 5 West New Westminster District Except: Firstly: Part on Plan with Bylaw Filed 66269; Secondly: Part on Statutory Right of Way Plan 21305; Thirdly: Part on Highway Statutory Right of Way Plan 60799
Parcel Identifier:	013-069-241
Site Owner on Title:	Sunshine Cranberry Farm Ltd.
General Civic Address:	12871 Steveston Highway
Current Zoning:	AG1 (traditional sites zoned for agriculture purposes)
Site Latitude:	49° 08' 06.72" N
Site Longitude:	123° 05' 01.24" W

A copy of the land title is appended.

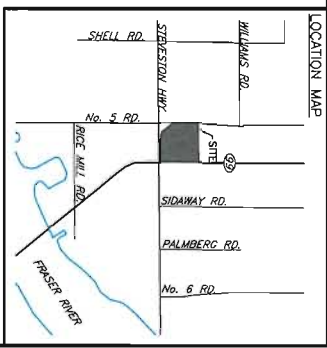
2.1 General Site Description

The Site was located in the southern part of the City of Richmond, BC. Highway 99 borders the site to the west, Steveston Highway borders the site to the south, Sidaway Road borders the site to the east, and 10051 Sidaway Road borders the site to the north (see Figure 2-1). The Site is approximately 116,615 m² and zoned AG1 (agricultural use) by the City of Richmond. The land use zoning surrounding the Site was varied. The land north of the site at 10051 Sidaway Road (currently a blueberry farm) and east of the site at 10900, 10620, 10520, and 10440 were zoned as AG1. The south neighbour at 12900 Steveston Highway was zoned as CR (roadside stand) and AG1. To the west across Highway 99, the land was zoned ZA3 (agriculture and botanical show garden) and ASY (assembly) at 10640 No. 5 Road, and ZA3 and ZMU18 (commercial mixed use) at 12733 Steveston Highway. The Fraser River is located approximately 1.1 km south and 1.3 km east of the property.





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The main site entrance was located midway along the southern property boundary off of Steveston Highway. A paved driveway led to an old maintenance building. This area of the site had previously been used to house cell phone towers, and the remnants of these were stacked beside the access road (Photograph 1). Some of the concrete anchors for the towers had been excavated, and Mr. Bhullar indicated that all of them would be removed prior to fill placement. A single cell phone tower with an associated maintenance building remained in the southeast corner of the site which could be accessed from a gravel driveway off of Sidaway Road (Photograph 2). Agricultural drainage ditches were present along each of the property boundaries.

The remainder of the site was comprised of open fields with unmanaged vegetation. Generally, the site had mildly undulating terrain of low relief and, as a result, pools of standing water were observed throughout. In these wetter sections, hardhack (*Spiraea douglasii*) dominated the shrub layer, with reed canary grass (*Phalaris arundinacea*) and sedges (*Carex* spp.) representing the forbs (Photograph 3). In areas of higher relief, patches of reed canary grass, western butter cup (*Ranunculus occidentalis*) and various grasses were present (Photograph 4). Small patches of the invasive species, Himalayan blackberry (*Rubus discolor*), were distributed sporadically throughout the Site.

Observations of the Site were made in February, March and April 2012. During all three months, standing water was observed on the southwest section of the land and during February also in other areas of the Site. During February and March, the drainage ditches surrounding the Site were at capacity, not allowing drainage of the adjacent lands into the ditches. It was reported by the Mr. Bhullar, that the ditches around the Site have been at capacity during December and January as well. Ground truthing of soils and agricultural capability maps was carried out in March 2012 and the pictures contained within this report are representative of conditions at the Site on March 9, 2012.





Photograph 1 Site entrance with cell phone tower steel stacked on the left.



Photograph 2 Existing cell phone tower with concrete anchor blocks.



Photograph 3 A patch of hardhack around an anchor block and stay cable.



Photograph 4 Sedges and reed canarygrass.



Photograph 5 Standing water noted on the southwest portion of the Site.



Photograph 6 Standing water on the southwest portion of the Site.

2.2 Topography

The Site was relatively level with elevation varying from five to six metres above sea level. The lowest part of land appeared to be in the southwest corner where standing water was prevalent; however, slope changes were visibly imperceptible. Throughout the Site, depressions were filled with ponded water.

2.3 Surficial Geology and Hydrogeology

Local surficial geology was assessed using the Geological Survey of Canada Map 1486A, New Westminster, Scale 1:50,000, Map number: 1486A (1979). The Site, and the general vicinity around it, was classified by the Geological Survey of Canada Surficial Geology map as Fraser River Sediments which consisted of deltaic and distributary channel fill sediments overlying and cutting estuarine sediments and overlain in much of the area by overbank sediments. Specifically, the northwest quarter was classified as having over bank sandy to silt loam, normally less than two metres overlying the deltaic deposits. The remainder of the Site was classified as having lowland peat to eight metres thick overlying the Fraser River sediments. Current soil stratigraphy may or may not be as described by the surficial geology map due to past and present human activities.

Site groundwater was expected to follow regional topography. Local groundwater flow direction may vary as a result of local conditions, such as topography, geology and the presence of drainage channels and buried utilities, and is subject to confirmation with field measurements. Because the Site is relatively flat, local groundwater flow was indeterminate, although aquifer connectivity to the Fraser River is expected. It is possible that the groundwater flow direction and gradient is tidally influenced, due to the Site's proximity to the Fraser River. Drainage is provided by infiltration which partly feeds the ditches along the Site boundaries and the central watercourse. Groundwater on and around the Site is a part of the Fraser River groundwater basin.

2.4 Soil

According to the "Soils of the Langley-Vancouver Map Area, Volume 3" soil survey (1981), as shown in Figure 2, below, the Site has previously been mapped with two soils types: a complex of Richmond-Annis soil over the south and southeastern two-thirds of the Site and Delta Soils on the northwestern third of the Site. The area is described as gently undulating.



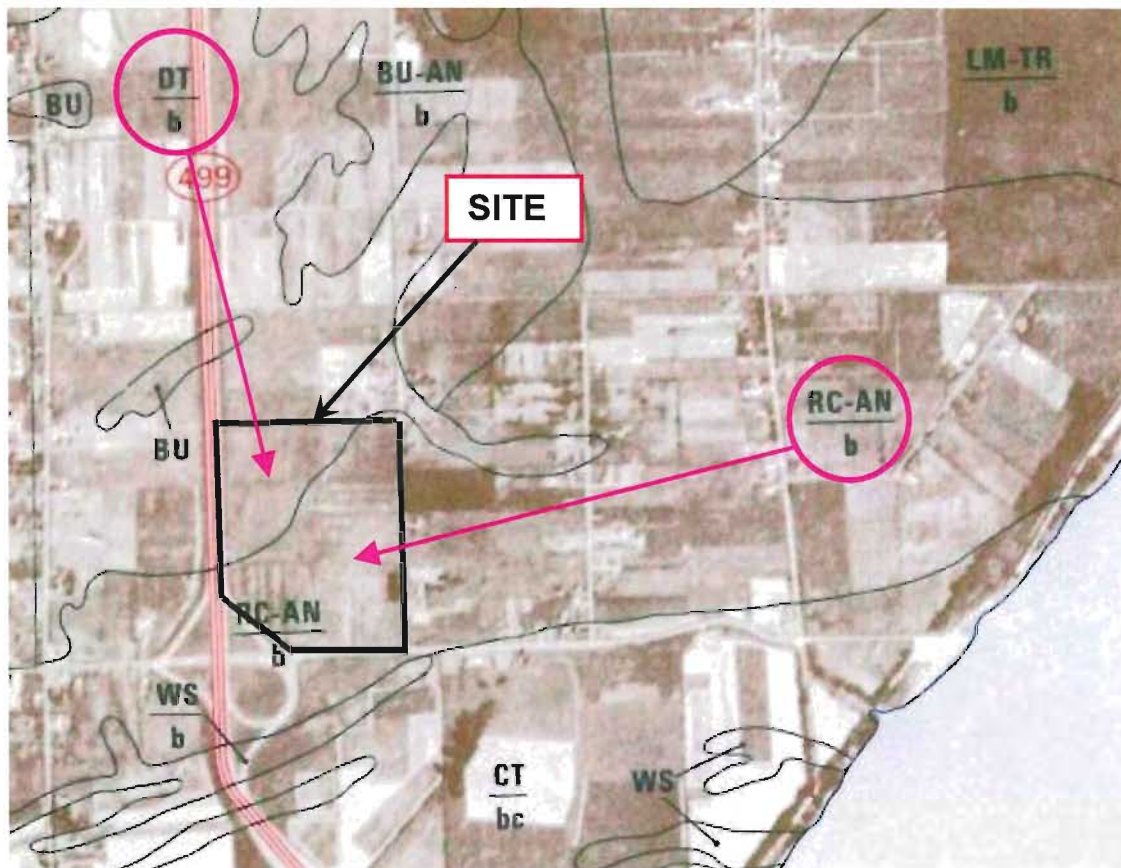


Figure 2 Two Soil Units Identified On-Site

Site Assessment and Soil Observations

A Site assessment was conducted on March 9 2012, to determine conditions and verify soil type classifications with test pits on the Site.

Keystone Environmental confirmed the presence of the two soil units identified in the "Soils of the Langley Map Area": Richmond-Annis and Delta soils units. They were defined by soil classification, site location, topography and drainage moisture regime

Soil Unit #1 – Richmond-Annis Soil Complex

Soil unit #1, Richmond-Annis soil complex is present on the Site over the southwest, northeast, and southeast portion of the Site.

General Soil Description

Richmond-Annis soils have a layer of black to brownish well decomposed organic material averaging 15 cm to 40 cm, which are underlain by a greyish, massive silty clay layer. The soils are very poorly drained. The soil is classified as *Terric Humisol* grading to a *Rego Gleysol* which is typically found in the lowlands of Richmond and Delta.

A black, organic silty loam deposit horizon was identified near the surface to a depth of 20-24 cm (see Photograph 7). From 22 cm to 56 cm, a brown layer of silty clay was present. Low to no coarse fragments were located in the Richmond soil pits and rooting depth was restricted to the upper 50 cm. Groundwater flowed between the middle brown layer and lower confining silty clay located at the 56 cm mark and downward. See picture below where water is exiting root holes.



Photograph 7 Typical Richmond-Annis Soils profile identified on three-quarters of the Site (NE, SE and SW).

Drainage and Soil Moisture

Richmond-Annis soils are very poorly drained. The soil is moderately pervious and has a very high water holding capacity and slow surface runoff. The groundwater tables are near, or sometimes at the soil surface during most of the winter and early spring but usually recede during the growing season. Surface ponding during heavy prolonged rains is common, due in part to accumulation of runoff from adjacent soils at higher locations, and thus have high water tables with poor surface drainage. Groundwater tables are often at or near the surface during the winter months with frequent ponding of surface water.

Soil Textures

Surface textures were observed to be composed of mostly a silty loam and subsoils were dominantly silty clay loam overlying a massive silty clay layer. These fine textures act as confining layers which limit the downward movement of groundwater.

Soil Unit #2 – Delta Soils

Soil unit #2 was identified as a Delta soil transecting the property over the northwest quadrant of the Site. Delta soils are typically found in western Delta and central Richmond at low elevations.

General Soil Description

These soils are organically rich but poorly drained. This soil had a shallow layer (up to 5 cm) of organic litter on the surface. Much of the upper organic decomposed layer was absent. The Delta soils were stratified with a dark grey, silt loam, friable, prior cultivated surface approximately 25 cm thick underlain by a firm, greyish blocky layer of silty clay loam approximately 16 cm in thickness, followed by a light grey massive silty clay layer with some orange brown mottles. The soil is classified as *Ortho Humic Gleysol: saline phase*, found in central Richmond and western Delta.



Photograph 8 Typical Delta Soil Profile identified on the NW portion of the Site.

Drainage and Soil Moisture

Delta soils are poorly drained. These soils are moderately pervious; have a high water holding capacity and low surface runoff. Water often accumulates at the surface during significant rainfall events during the winter months.

Soil Textures

The texture of the surface layer was observed to be a silty clay loam, with a clear transition to a thin underlying layer of clay loam (Photograph 6). The lowest layer was a confining layer of light grey silty clay. These soils have developed from Fraser River deltaic deposits and are generally stone free (no coarse fragments were found in the pits dug on-site).

2.5 Agricultural Land Classification

According to the Standing Committee on Agriculture's "Agricultural Land Reserve Agricultural Land Classification" Map, the north west corner of the Site is rated Class 2 6/W to Class 3 4/W. and the remainder of the Site is rated Class 04 6/W to 4 4/W. An excerpt from the map showing the Site is below. The Site is outlined in blue and agricultural land capability rating is circled with an arrow pointing to the shaded portion of the Site for which it applies.

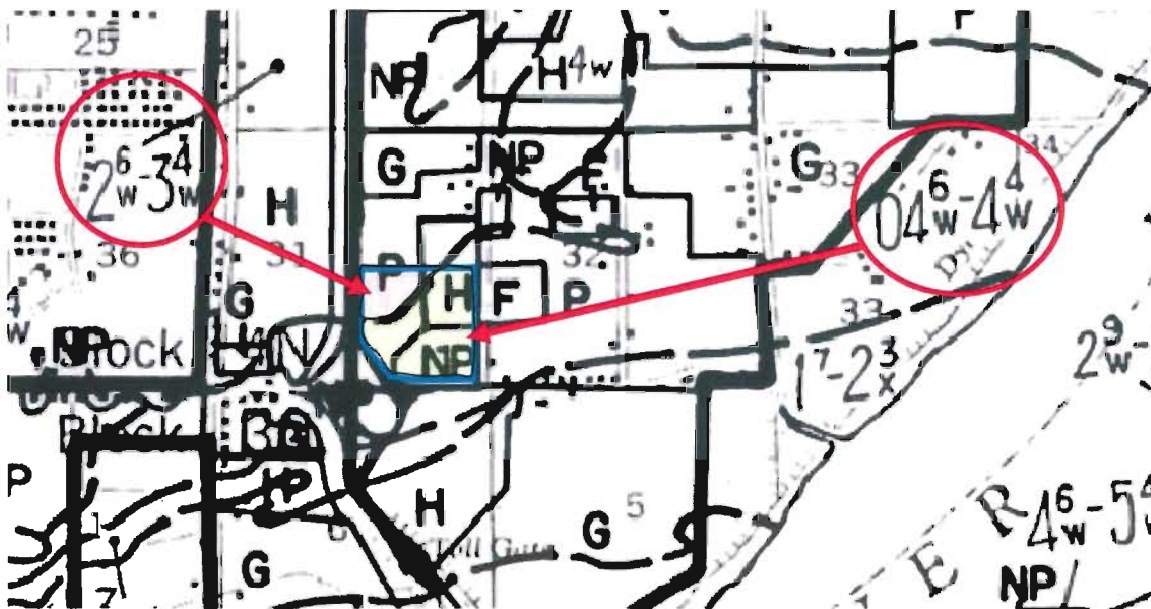


Figure 3 Agricultural Land Classification for Agriculture

The P stands for pastureland, the H stands for horticulture and the NP stands for non-productive. In the agricultural land capability rating the "O" stands for organic matter. The numerator number following the class rating is the percentage of the unit that has that rating [i.e. 4 = 40%] and the denominator indicates the limitation. For these classes the limitation in the denominator is "W" meaning excess water.

The definitions listed below are from the Land Capability Classification of Agriculture in British Columbia describing the limiting condition of excess water.

Class 2W: Occasional occurrence of excess water during the growing period causing slight crop damage, or the occurrence of excess water during the winter

months adversely affecting deep rooted perennial crops. Water level is rarely, if ever, at the surface and excess water is within the upper 50 cm for only short periods (less than 2 weeks) during the year.

Class 3W: Occasional occurrence of excess water during the growing period causing minor crop damage, but no crop loss, or the occurrence of excess water during the winter months adversely affecting perennial crops. Water level is near the soil surface until mid-spring forcing late seeding, or the soil poorly and in some cases imperfectly drained, or the water level is less than 20 cm below the soil surface for a continuous maximum period of 7 days during the growing period.

Class 4W: Frequent or continuous occurrence of excess water during the growing period causing moderate crop damage and occasional crop loss. Water level is near the soil surface during most of the winter and/or until late spring preventing seeding in some years, or the soil is very poorly drained.

Standing water was noted in April 2012 on portions of the Site and water has been noted at the surface on areas of the Site throughout the winter. The majority of the Site (the southern two thirds) meets the Class O4W – 4W rating and the northwest corner meets the 3W rating.

2.6 Drainage

Areas of standing water were observed throughout the Site, which was generally wet throughout. Moisture-tolerant vegetation was present in proximity to site drainages and included sedges, reeds, birch, blackberry, hardhack and hydrophilic grasses. Site drainage features were present on the property boundaries:

- The drainage ditch running parallel to the east property boundary had a steady southern flow and was approximately 2.5 m wide and 0.5 m deep (Photograph 9). This ditch separated the property from Sidaway Road.





Photograph 9 Eastern Drainage Ditch parallel to Sidaway Road.

- The drainage ditch running parallel to the west property boundary, adjacent to Highway 99, was approximately 2 m wide and 0.5 m deep. Water was present in this ditch and appeared stagnant in places. The general flow direction was southward.
- The drainage ditch running parallel to the south property boundary was connected to the western ditch. This ditch was approximately 1.5 m wide and 0.5 m deep, with an easterly flow direction (Photograph 10).



Photograph 10 Southern Drainage Ditch Parallel to Steveston Highway.

- Drainage on the north property boundary consisted of an ill-defined, heavily vegetated, shallow swale approximately 1 m wide (Photograph 11). Water in the ditch was stagnant with no observable flow direction. This drainage ditch is not shown on the City of Richmond map site and is considered a private ditch that has been established by either the previous owner or the adjacent property owner.



Photograph 11 Heavily Vegetated Northern Drainage Swale.

The City of Richmond has adopted the Riparian Areas Regulation and has identified watercourses within the municipality where the RAR applies. These watercourses have either 5 m or 15 m Riparian Management Areas (RMA) as defined under the regulation in which development activities are not permitted. For the property at 12871 Steveston Highway, the 5 m RMA is required for the ditches on the south, west and east property boundaries. The north ditch was not identified with an RMA as per the City of Richmond GIS mapping service accessed on March 14, 2012, neither was the site identified in any Environmentally Sensitive Areas as per this same source.

3. HISTORIC LAND USE

Aerial photographs were reviewed for information concerning past uses of and activities at the Site.

3.1 Aerial Photographs

Aerial photographs, dated 1938, 1949, 1954, 1963, 1974, 1979, 1982, 1991, 1997, 2002 and 2009, were reviewed for information concerning historical physical features of land use on-site and on properties in the vicinity of the Site. The following discussion is a summary of observations made during the aerial photograph review. Copies of the aerial photographs are presented in Appendix A.

1938 and 1949 Aerial Photographs

On-Site

- In 1938, the eastern half of the site appeared to be agricultural fields, whereas the western portion appeared uncultivated, but vegetated. This area appeared to have been cultivated by 1949. A small structure, presumably a farm house was present in both photographs.

Off-Site

- Photographs showed that the entire surrounding area was a mix of agricultural use.
- Directly south and east of the site were access roads.

1954 Aerial Photograph

On-Site

- The site appeared to still be in use for agricultural purposes, with evidence of ploughed fields (parallel lines across the property).
- The small farm house was still present.

Off-Site

- The surrounding area was still agricultural, with no significant changes in visible characteristics.



1963 Aerial Photograph

On-Site

- The Site had not changed significantly since 1954. Tilling lines were still evident indicating continued use for agriculture, and the on-site farm house was present. No changes to drainage were observed.

Off-Site

- By 1963, Highway 99 had been constructed west of the site and an interchange had been built as part of this transportation corridor southwest of the site.
- Surrounding agricultural properties were similar in condition as observed in the 1954 photograph.

1974 and 1979 Aerial Photographs

On-Site

- In 1974, cultivation was evident in the southwest and northeast quadrants of the property. Both the northwest and southeast quadrants appeared to be fallow and several poles or towers appeared to have been erected in these areas. An additional farm house was present in the northeast portion of the site, off of Sidaway Road.
- By 1979, the entire site appeared to be used for cultivation. Pairs of towers were erected in the northwest and southwest quadrants. An additional pair of towers may be present in the southeast quadrant.

Off-Site

- Surrounding agricultural properties were similar in condition as was observed in the 1963 photograph.

1982 and 1991 Aerial Photographs

On-Site

- The 1982 aerial photograph showed the two farm houses and evidence of continued cultivation; however, the photograph was of poor quality, so additional features were not discernible.
- By 1991, an additional building had been constructed in the lower southeast quadrant of the site and towers surrounding this structure were evident. Cultivation was evident in the southwest and northeast quadrants of the property, and the towers previously surmised were visible.
- Till marks were visible in the northeast and southwest quadrants.

Off-Site

- The 1982 aerial photograph showed the beginning of development west of Highway 99. By 1991, the development had been completed.
- Additional structures had been constructed on property south of the site.
- The remaining neighbouring agricultural properties were similar in condition as was observed in the 1979 photograph.

1997 Aerial Photograph

On-Site

- In 1997, the Site had not changed visibly since 1991.

Off-Site

- The surrounding landscape was similar to 1991.



2002-2009 Aerial Photographs

On-Site

- The 2002 aerial photograph showed an apparent abandonment of cultivation and an increase in vegetation growth. The towers in the northwest and southwest quadrants appeared to have been removed; a tower in the southeast corner remained. In 2009, no significant changes were observed from 2002.

Off-Site

- The surrounding landscape was similar from 1997.

3.2 Current Title Search

A title search was reviewed via the BC Online website. No title transfers, covenants or easements related to Site contamination issues were listed. A copy of the current land title search result is provided in Appendix B.

4. FILL PLACEMENT

Keystone Environmental personnel visited the Site to:

- Observe current conditions, as well as neighbouring properties
- Determine the need and appropriateness for fill placement on Site
- Prepare photographic documentation of Site history

4.1 Proposed Agricultural Crop

The Site owner proposes to reintroduce agriculture usage of the Site by planting blueberries. This is a perennial plant for which the climate of the Richmond area is very suitable for the growth of this crop. The northern neighbour also cultivates this species but has reported substantially reduced yields due to the lack of drainage during the winter months as compared with nearby neighbouring properties which have had fill placement and are also growing blueberries.

4.2 Fill Placement Plan

The proposed plan for the Site is to:

- Strip all of the top 20 to 25 cm of organic material from the fields and stockpile until such time as enough fill is placed to achieve the required elevation
- Place a locally-sourced coarse-grained soil with some fines as fill to elevate the existing grade by approximately one metre throughout which will allow for year round drainage of the soils
- Top dress the filled area using the previously stripped soils mixed with peat, sand, and other organic matter to achieve a proper growth medium for blueberries of approximately 0.5 m
- Place fill such that fill embankments meet 2H:1V slope criteria
- In the area of watercourses, place fill at 3H:1V to prevent potential erosion and sediment intrusion



- Place fill to elevate the contours of the Site to meet the City of Richmond Soil and Fill Deposit Regulation Bylaw 8094 in order to facilitate the potential placement of farm support structures, if any should need to be constructed
- Follow setbacks of 5 m from all watercourses adjacent to the Site and on-Site for start of fill placement

The following measures should be implemented to minimize the potential impacts of the fill placement on the property and associated watercourses:

- Use erosion and sediment control Best Management Practices (BMPs), such as silt fence installation during fill placement
- Slope the zone between the top of fill area and watercourses, such that there is a gradual transition (3H:1V) in order to minimize accelerated overland water flow to the riparian areas and watercourses, and other potential erosion and sediment control issues
- Plant grasses or other ground cover on the slopes to minimize soil erosion from disturbed and new filled areas

4.3 Anticipated Agricultural Improvements to the Site

A review of relevant historical information and aerial photographs indicated that the Site was historically utilized for agricultural pasture with some annual cropping prior to the placement of telecommunication towers. At the current time, the site is not being cultivated and all but one communications tower has been removed.

The site is zoned for agricultural use and can be revived into productive cultivation through the use of improved drainage. Native soils on Site had high water tables and poor infiltration capacity contributing to poor drainage. These soil characteristics are not conducive to perennial crops such as the cultivation of blueberries.

The site is considered usable without fill placement for annual cropping with a reduced growing season due to lack of access in spring months and for pasture. Perennial plantings, such as blueberries, would currently suffer with the prolonged elevated water table during the winter months which would promote root rot and lack of drainage would inhibit early seasonal growth

due to the persistence of ponded water. Drainage tile would not substantially improve the drainage of the Site in the winter or early spring to improve accessibility, which is required for annual plantings, as the drainage would be to ditches which are at capacity well into the early spring months and would not be able to effectively drain.

Increased drainage from the placement of granular fill would benefit both annual and perennial cropping practices. The following agricultural improvements are anticipated for the Site following the placement of appropriate fill material:

- Increased water holding capacity for dry summer months due to the larger volume of soil that will be present on the Site, as well as improved water retention characteristics which modify discharges to surrounding ditches
- Increased drainage in winter months in the rooting zone which would protect perennial crops from water ponding effects
- Improved soil structure, which will allow for an increase in the number of days that farm machinery can traverse the soils on the Site
- Improved soil structure that will allow for a wider variety of agricultural crops to be grown
- Compliance with the City of Richmond bylaws for the base of buildings in a flood plain which will then allow for the construction of agricultural support buildings, if so required in the future.
- Overall, the potential impact of fill placement on the aesthetic issue of view is negligible. Other operational aesthetic impacts, from increasing active operation of the land for agricultural purposes, such as odour and dust, can be readily mitigated and managed through BMPs.

The potential impact to the Site from the placement of the fill will be an improvement to the agricultural utility, due to improved soil drainage and ability to grow a wider variety of crops. With the preservation of the standard setbacks for on-site and adjacent watercourses, there should be no impact on sensitive natural communities associated with these areas. There is expected to be a potential displacement of birds and mammals that currently inhabit the Site but



the adjacent similar habitat types can accommodate this displacement until fill placement is completed.

The overall use of a granular, well-drained material for fill will reduce the current flooding of the area. The soil will allow for more infiltration of water during storm events and the increased volume of soil will increase water retention capacity. This increase in water holding capacity should, in turn, moderate/regulate water discharge to the receiving watercourses. With use of mitigation measures and BMPs during fill placement, the potential impacts on water quality from erosion and sedimentation should be minimized.

5. SUMMARY AND CONCLUSIONS

It is concluded that the Site located at 12871 Steveston Highway, City of Richmond, BC, is a suitable location to receive the fill material required to improve the agricultural land use of the Site for both annual and perennial crops. With the appropriate use of measures to prevent soil erosion, and later operational measures such as best management practices, the application of fill material is anticipated to improve soil structure and drainage, mitigate current flooding issues and increase the utility of the land for agricultural use, specifically for the growth of blueberries and annual planting practices.



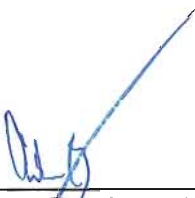
6. PROFESSIONAL STATEMENT

This report has been prepared and reviewed by Keystone Environmental Ltd.¹ approved personnel who have the credentials and knowledge of the applicable public laws, regulations and/or policies which apply to this report.

This report was prepared by Mr. Andrew Booth, P. Biol., and reviewed by Ms. Shawna Reed, Ph.D., R.P. Bio., and Ms. Lori C. Larsen, P.Ag. It is subject to the General Terms and Conditions appended at the end of the report.

April 25, 2012

Date



Andrew Booth, P. Biol.,
Project Biologist

Signed for shawna by



Shawna E. Reed, Ph.D., R.P. Bio.
Director of Biological Assessment Services



Lori C. Larsen, P.Ag.
Senior Project Manager

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Suite 320 - 4400 Dominion Street, Burnaby, BC V5G 4G3
Telephone: 604-430-0671 / Facsimile: 604-430-0672 / Internet: www.keystoneenviro.com

7. REFERENCES

Aerial photographs dated 1938, 1949, 1954, 1963, 1974, 1979, 1984, September 1991, September 1997, and April 2004

BC Ministry of Agriculture and Food and BC Ministry of Environment, *Land Capability Classification for Agriculture in British Columbia MOE Manual 1*, ISSN 0821-0640, April 1993

City of Richmond Geographic and Land Information GIS Interactive Map Inquiry Tool:
<http://map.city.richmond.bc.ca/website/gis/viewer.htm>

Current Title Search obtained from BC Online

Geological Survey of Canada Surficial Geology Map, 1486A dated 1981

Luttmerding, H.A., *Soils of the Langley-Vancouver Map Area Report No. 15 British Columbia Soil Survey Volume 1 Soil Map Mosaics and Legend Lower Fraser Valley*
(Scale 1:25000), 1980

Talisman Projects Inc. for Select Standing Committee on Agriculture, *Agricultural Land Reserves Agricultural Capability and Land Use – Vancouver South 92G3*
(Scale 1:50,000), February 1979



APPENDIX A

HISTORICAL AERIAL PHOTOGRAPHS





1938

1949

CNCL - 249

1949



1954

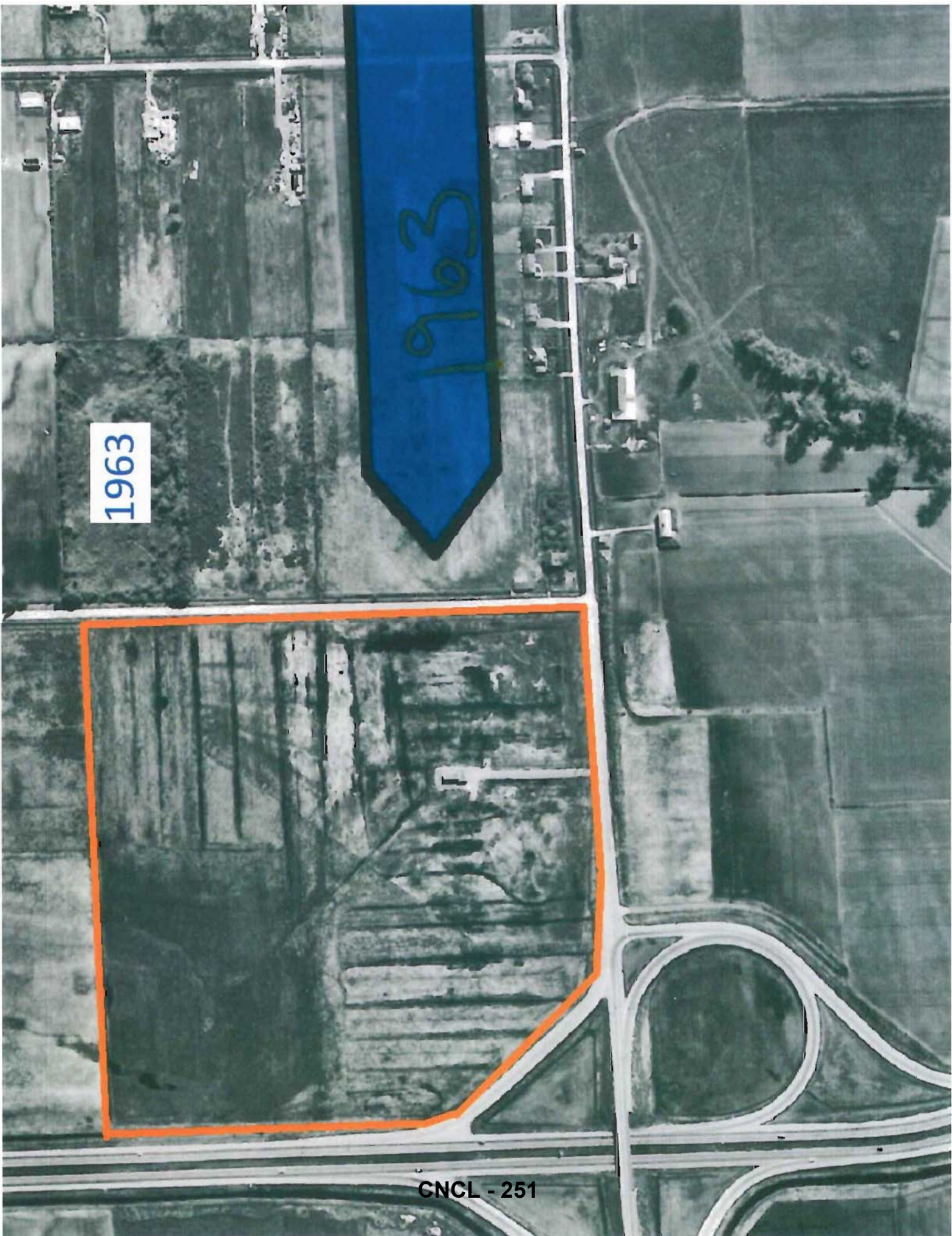
1954



1963

1963

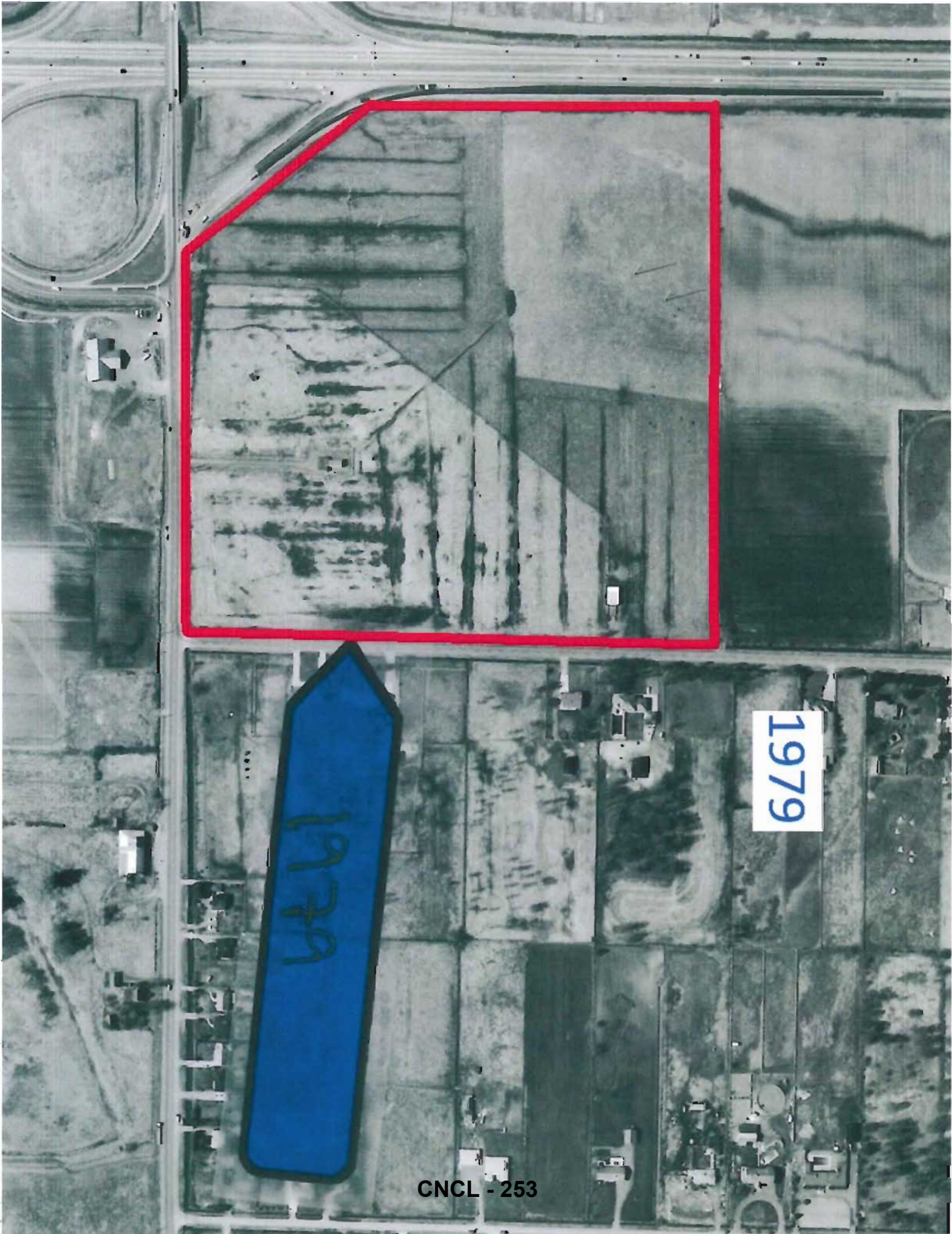
CNCL - 251



1974

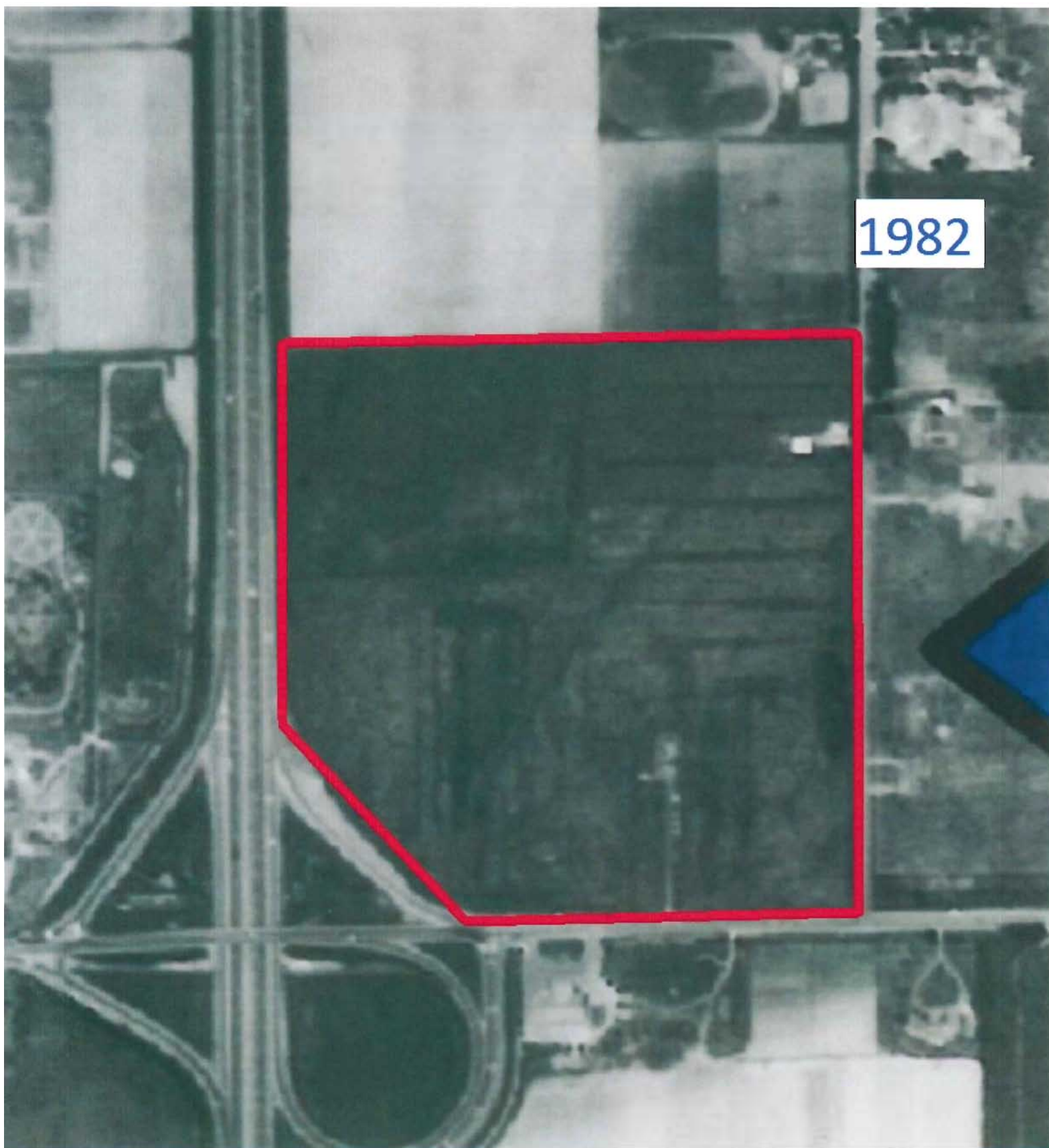
1979

CNCL - 252

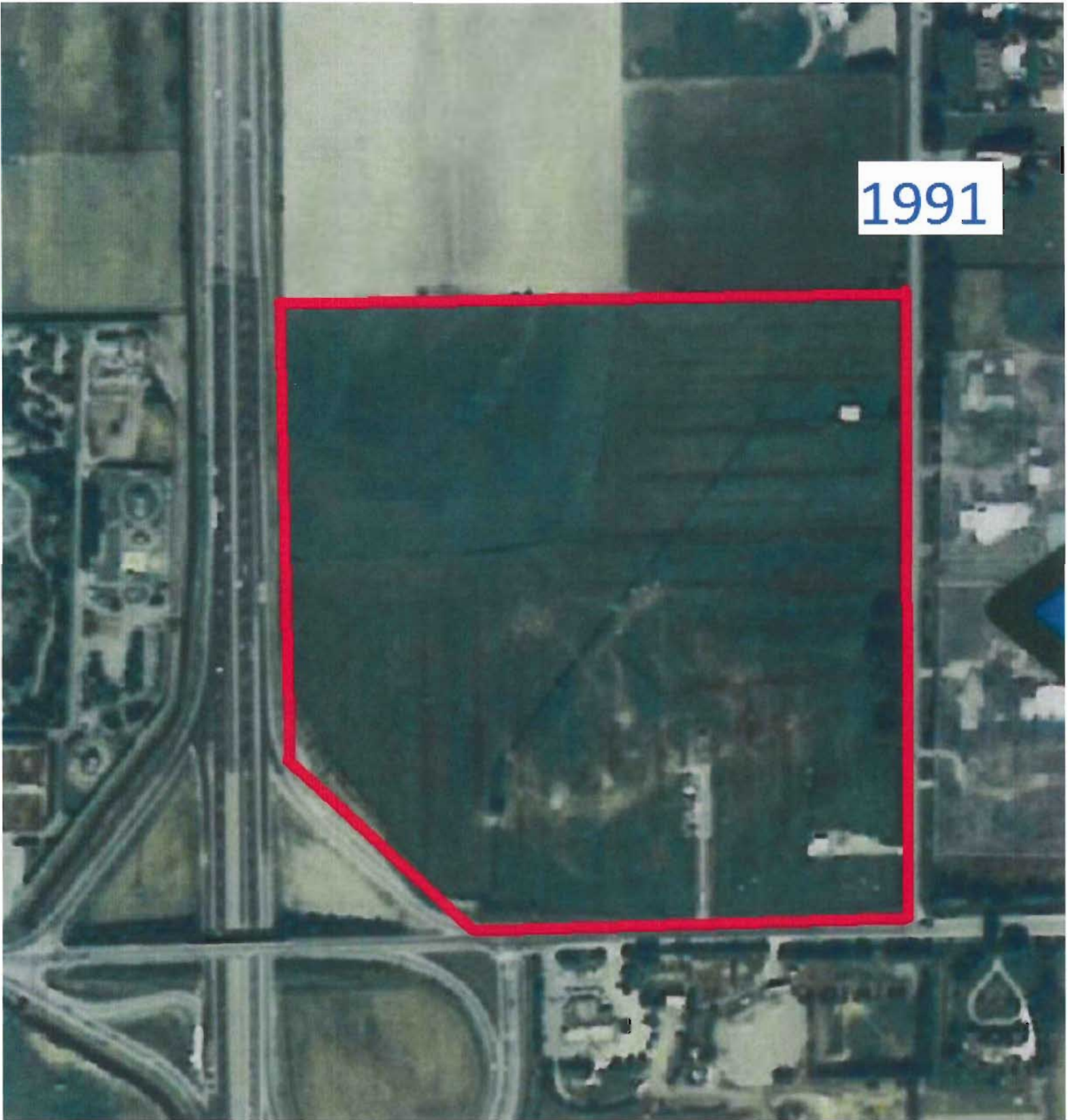


1979

1979



1982



CNCL - 255



1997



CNCL - 257

2009



CNCL - 258

APPENDIX B
CURRENT TITLE SEARCH



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Requestor: (PV43481) KEYSTONE ENVIRONMENTAL LTD. Page 001 of 002
Folio: 11311 TITLE - CA2331555

NEW WESTMINSTER LAND TITLE OFFICE TITLE NO: CA2331555
FROM TITLE NO: BV204168

APPLICATION FOR REGISTRATION RECEIVED ON: 29 DECEMBER, 2011
ENTERED: 10 JANUARY, 2012

REGISTERED OWNER IN FEE SIMPLE:
SUNSHINE CRANBERRY FARM LTD., INC.NO. BC0735293
6660 SIDAWAY ROAD
RICHMOND, BC
V6W 1H1

TAXATION AUTHORITY:
CITY OF RICHMOND

DESCRIPTION OF LAND:
PARCEL IDENTIFIER: 013-069-241
SOUTH EAST QUARTER SECTION 31 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER
DISTRICT EXCEPT: FIRSTLY: PART ON PLAN WITH BYLAW FILED 66269; SECONDLY:
PART ON STATUTORY RIGHT OF WAY PLAN 21305; THIRDLY: PART ON HIGHWAY
STATUTORY RIGHT OF WAY PLAN 60799;

LEGAL NOTATIONS:

THIS TITLE MAY BE AFFECTED BY THE AGRICULTURAL LAND COMMISSION ACT,
SEE AGRICULTURAL LAND RESERVE PLAN NO. 1 DEPOSITED JULY 30TH, 1974

CHARGES, LIENS AND INTERESTS:

NATURE OF CHARGE
CHARGE NUMBER DATE TIME

STATUTORY RIGHT OF WAY
BV303323 2003-08-05 11:02
REGISTERED OWNER OF CHARGE:
TM MOBILE INC.
INCORPORATION NO. A56593
BV303323
REMARKS: PART IN PLAN BCP6598
MODIFIED BY CA2312593
MODIFIED BY CA2328389
MODIFIED BY CA2331501

MODIFICATION
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REMARKS: MODIFICATION OF BV303323

MODIFICATION
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REMARKS: MODIFICATION OF BV303323
SEE CA2312593

MODIFICATION
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REMARKS: MODIFICATION OF BV303323,
SEE CA2312593 AND CA2328389

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Folio: 11311 TITLE - CA2331555

title-CA2331555.txt

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INCORPORATION NO. 55547A
CA2331556

ASSIGNMENT OF RENTS
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TELUS COMMUNICATIONS INC.
INCORPORATION NO. 55547A
CA2331557

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REGISTERED OWNER OF CHARGE:
FARM CREDIT CANADA
CA2410153

"CAUTION - CHARGES MAY NOT APPEAR IN ORDER OF PRIORITY. SEE SECTION 28, L.T.A."

DUPLICATE INDEFEASIBLE TITLE: NONE OUTSTANDING

TRANSFERS: NONE

PENDING APPLICATIONS: NONE

CORRECTIONS: NONE

APPENDIX C

GENERAL TERMS AND CONDITIONS FOR SERVICES



KEYSTONE ENVIRONMENTAL LTD.
GENERAL TERMS AND CONDITIONS FOR SERVICES

The terms and conditions set forth below govern all work or services requested by CLIENT as described and set forth in the Proposal of Keystone Environmental Ltd. ("Keystone") attached hereto, any Purchase Order issued by CLIENT or Agreement between Keystone and CLIENT. The provisions of said Proposal or Agreement govern the scope of services to be performed, including the time schedule, compensation, and any other special terms. The terms and conditions contained herein shall otherwise apply expressly stated to the contract or inconsistent with said Proposal or Agreement.

1. COMPENSATION

Unless otherwise stated in Keystone's Proposal, CLIENT agrees to compensate Keystone in accordance with Keystone's published rate schedules in effect on the date when the services are performed. Copies of the schedules currently in effect are attached hereto. Keystone's rate schedules are revised periodically; and Keystone will notify CLIENT of any such revisions and the effective date thereof which shall not be less than thirty (30) days after receipt of such notice. As to those services for which no schedule exists, Keystone shall be compensated on a time and materials basis as set forth in any change order executed pursuant to this Agreement.

2. PAYMENT

Unless otherwise agreed to in writing, invoices will be submitted monthly. Payment of invoices is due within thirty (30) days of receipt of the invoice. Invoices not paid within (30) days after date of receipt shall be deemed delinquent.

3. INDEPENDENT CONTRACTOR

Keystone shall be an independent contractor and shall be fully independent in performing the services of work and shall not act or hold themselves out as an agent, servant or employee of CLIENT.

4. KEYSTONE'S LIMITED WARRANTY

The sole and exclusive warranty which Keystone makes with respect to the services to be provided in the performance of the work is that they shall be performed in accordance with generally accepted professional practices and CLIENT's standards and specifications to the extent accepted by Keystone and shall be performed in a skillful manner.

In the event Keystone's performance of work, or any portion thereof, fails to conform with the above stated limited warranty, Keystone shall, at its discretion and its expense, proceed expeditiously to reperform the nonconforming, or upon the mutual agreement of the parties, refund the amount of compensation paid to Keystone for such nonconforming work. In no event shall Keystone be required to bear the cost of gaining access in order to perform its warranty obligations.

5. CLIENT WARRANTY

CLIENT warrants that: it will provide to Keystone all available information regarding the site, structures, facilities, buildings, and land involved with the work and that such information shall be true and correct: it will provide all licences and permits required for the work; that all work which it performs shall be in accordance with generally accepted professional practices; and it has title to or will provide right of entry or access to all property necessary to perform the work.

6. INDEMNITY

- a. Subject to the limitations of Section 7 below, Keystone agrees to indemnify, defend and hold harmless CLIENT (including its officers, directors, employees and agents) from and against any and all losses, damages, liabilities, claims, suits, and the costs and expenses incident thereto (including legal fees and reasonable costs of investigation) which any or all of them may hereafter incur, become responsible for or pay out as a result of death or bodily injuries to any person, destruction or damage to any property, private or public, contamination or adverse effects on the environment or any violation or alleged violation of governmental laws, regulations, or orders, to the extent caused by or arising out of: (i) Keystone's errors or omissions or (ii) negligence on the part of Keystone in performing services hereunder.
- b. CLIENT agrees to indemnify and hold harmless Keystone (including its officers, directors, employees and agents) from and against any and all losses, damages, liabilities, claims, suits and the costs and expenses incident thereto (including legal fees and reasonable costs of investigation) which any or all of them may hereafter incur, become responsible for or pay out as a result of death or bodily injuries to any person, destruction or damage to any property, private or public, contamination or adverse effects on the environment or any violation or alleged violation of governmental laws, regulations, or



orders, caused by, or arising out of in whole or in part: (i) any negligence or willful misconduct of CLIENT, (ii) any breach of CLIENT of any warranties or other provisions hereunder, (iii) any condition including, but not limited to, contamination existing at the site, or (iv) contamination of other property arising or alleged to arise from or be related to the site provided, however, that such indemnification shall not apply to the extent any losses, damages, liabilities or expenses result from or arise out of: (i) any negligence or willful misconduct of Keystone; or (ii) any breach of Keystone of any warranties hereunder.

7. **LIMITATION OF LIABILITY**

Keystone's total liability, whether arising from or based upon breach of warranty, breach of contract, tort, including Keystone's negligence, strict liability, indemnity or any other cause of basis whatsoever, is expressly limited to the limits of Keystone's insurance coverage. This provision limiting Keystone's liability shall survive the termination, cancellation or expiration of any contract resulting from this Proposal and the completion of services thereunder. After three (3) years of completion of Keystone's services, any legal costs arising to defend third party claims made against Keystone in connection with the project defined in the Proposal or Agreement will be paid in full by the CLIENT.

8. **INSURANCE**

Keystone, during performance of this Agreement, will at its own expense carry Worker's Compensation Insurance within limits required by law; Comprehensive General Liability Insurance for bodily injury and for property damage; Professional Liability Insurance for errors omissions and negligence; and Comprehensive Automobile Liability Insurance for bodily injury and property damage. At CLIENT'S request, Keystone shall provide a Certificate of Insurance demonstrating Keystone's compliance with this section. Such Certificate of Insurance shall provide that said insurance shall not be cancelled or materially altered until at least ten (10) days after written notice to CLIENT.

9. **CONFIDENTIALITY**

Each party shall retain as confidential all information and data furnished to it by the other party which relate to the other party's technologies, formulae, procedures, processes, methods, trade secrets, ideas, improvements, inventions and/or computer programs, which are designated in writing by such other party as confidential at the time of transmission and are obtained or acquired by the receiving party in connection with work or services performed subject to this Proposal or Agreement, and shall not disclose such information to any third party.

However, nothing herein is meant to prevent nor shall it be interpreted as preventing either Keystone or CLIENT from disclosing and/or using said information or data; (i) when the information or data is actually known to the receiving party before being obtained or derived from the transmitting party; or (ii) when the information or data is generally available to the public without the receiving party's fault; or (iii) where the information or data is obtained or acquired in good faith at any time by the receiving party from a third party who has the right to disclose such information or data; or (iv) where a written release is obtained by the receiving party from the transmitting party; or (v) as required by law.

10. **PROTECTION OF INFORMATION**

Keystone specifically disclaims any warranties expressed or implied and does not make any representations regarding whether any information associated with conducting the work, including the report, can be protected from disclosure in responses to a request by a federal, provincial or local government agency, or in response to discovery or other legal process during the course of any litigation involving Keystone or CLIENT. Should Keystone receive such request from a third party, it will immediately advise CLIENT.

11. **FORCE MAJEURE**

Neither party shall be responsible or liable to the other for default or delay in the performance of any of its obligations hereunder (other than the payment of money for services already rendered) caused in whole or in part by strikes or other labour difficulties or disputes; governmental orders or regulations; war, riot, fire, explosion; acts of God; acts of omissions of the other party; any other like causes; or any other unlike causes which are beyond the reasonable control of the respective party.

In the event of delay in performance due to any such cause, the time for completion will be extended by a period of time reasonably necessary to overcome the effect of the delay. The party so prevented from complying shall within a reasonable time of its knowledge of the disability advise the other party of the effective cause, the performance suspended or affected and the anticipated length of time during which performance will be prevented or delayed and shall make all reasonable efforts to remove such disability as soon as possible, except for labour disputes, which shall be solely within said party's discretion. The party prevented from complying shall advise the other party when the cause of the delay or default has ended, the number of days which will be reasonably required to compensate for the period of suspension and the

date when performance will be resumed. Any additional costs or expense accruing or arising from the delaying event shall be solely for the account of the CLIENT.

12. **NOTICE**

Any notice, communication, or statement required or permitted to be given hereunder shall be in writing and deemed to have been sufficiently given when delivered in person or sent by facsimile, wire, or certified mail, return receipt requested, postage prepaid, to the address of the party set forth below, or to such address for either party as the party may be written notice designate.

13. **ASSIGNMENT/SUBCONTRACT**

Neither party hereto shall assign this Agreement or any part thereof or any interest therein without the prior written approval of the other party hereto except as herein otherwise provided. Keystone shall not subcontract the performance of any work hereunder without the written approval of CLIENT. Subject to the foregoing limitation, the Agreement shall inure to the benefit of and be binding upon the successors and permitted assigns of the parties hereto.

14. **ESTIMATES**

To the extent the work requires Keystone to prepare opinions of probable cost, for example, opinions of probable cost for the cost of construction, such opinions shall be prepared in accordance with generally accepted engineering practice and procedure. However, Keystone has no control over construction costs, competitive bidding and market conditions, costs of financing, acquisition of land or rights-of-way and Keystone does not guarantee the accuracy of such opinion of probable cost as compared to actual costs or contractor's bid.

15. **DELAYED AGREEMENTS AND OBLIGATIONS**

The performance by Keystone of its obligations under this Agreement depends upon the CLIENT performing its obligations in a timely manner and cooperating with Keystone to the extent reasonably required for completion of the Work. Delays by CLIENT in providing information or approvals or performing its obligations set forth in this Agreement may result in an appropriate adjustment of contract price and schedule.

16. **CONSTRUCTION PHASE**

To the extent the work is related to or shall be followed by construction work not performed by Keystone, Keystone shall not be responsible during the construction phase for the construction means, methods, techniques, sequences or procedures of construction contractors, or the safety precautions and programs incident thereto, and shall not be responsible for the construction contractor's failure to perform the work in accordance with the contract documents. Keystone will not direct, supervise or control the work of the CLIENT'S contractors or the CLIENT'S subcontractors.

17. **DOCUMENTATION, RECORDS, AUDIT**

Keystone when requested by CLIENT, shall provide CLIENT with copies of all documents relating to the service(s) of work performed. Keystone shall retain true and correct records in connection with each service and/or work performed and all transactions related thereto and shall retain all such records for twelve (12) months after the end of the calendar year in which the last service pursuant to this Agreement was performed. CLIENT, at its expense and upon reasonable notice, may from time to time during the term of this Agreement, and at any time after the date the service(s) were performed up to twelve (12) months after the end of the calendar year in which the last service(s) were performed, audit all records of Keystone in connection with all costs and expenses which it was invoiced.

18. **REPORTS, DOCUMENTS AND INFORMATION**

All field data, field notes, laboratory test data, calculations, estimates and other documents prepared by Keystone in performance of the work shall remain the property of Keystone. If required as part of the work, Keystone shall prepare a written report addressing the items in the work plan including the test results. Such report shall be the property of CLIENT, Keystone shall be entitled to retain three (3) copies of such report for its internal use and reference.

All drawings and documents produced under the terms of this Agreement are the property of Keystone, and cannot be used for any reason other than to bid and construct the project as described in the Proposal or Agreement.

19. **LIMITED USE OF REPORT**

Any report prepared as part of the work will be prepared solely for the internal use of CLIENT. Unless otherwise agreed by Keystone and CLIENT, parties agree that third parties are not to rely upon the report.



20. **SAMPLE MANAGEMENT**

Ownership of all samples obtained by Keystone from the project site is maintained by the CLIENT. Keystone will store such samples in a professional manner in a secure area for the period of time necessary to complete the project. Upon completion of the project, Keystone will return any unused samples or portions thereof to the CLIENT or at Keystone's option dispose of the samples in a lawful manner and bill the CLIENT for all costs related thereto. Keystone will normally store samples for thirty (30) days. Written notice will be given to the CLIENT before finally disposing of samples.

21. **RECOGNITION OF RISK**

CLIENT recognized and accepts the work to be undertaken by Keystone may involve unknown conditions and hazards. CLIENT further recognizes that environmental, geologic, hydrological, and geotechnical conditions can and may vary from those encountered by Keystone at the times and locations where it obtained data and information, and that limitations on available data results in some uncertainty with respect to the interpretation of these conditions, despite the use of due professional care by Keystone. CLIENT recognizes that the performance of services hereunder or the implementation of recommendations made by Keystone may unavoidably alter the existing site conditions and affect the environment in the area being studied.

22. **DISPOSAL OF CONTAMINATED MATERIAL**

It is understood and agreed that Keystone is not, and has no responsibility as, a generator, operator or storer of pre-existing hazardous substances or wastes found or identified at work sites. Keystone shall not directly or indirectly assume title to such hazardous or toxic substances and shall not be liable to third parties.

CLIENT will indemnify and hold harmless Keystone from and against all incurred losses, damages, costs and expenses, including but not limited to attorneys' fees, arising or resulting from actions brought by third parties alleging or identifying Keystone as a generator, operator, storer or owner of pre-existing hazardous substances or wastes found or identified at work sites.

23. **SUSPENSION OR TERMINATION**

In the event the work is terminated or suspended by CLIENT prior to the completion of the services contemplated hereunder, Keystone shall be paid for: (i) the services rendered to the date of termination or suspension, (ii) the demobilization costs, and (iii) the costs incurred with respect to noncancelable commitments.

24. **GOVERNING LAW**

This Agreement shall be governed by and interpreted pursuant to the laws of the Province of British Columbia.

25. **HEADINGS AND SEVERABILITY**

Any heading preceding the text of sections hereof is inserted solely for convenience or reference and shall not constitute a part of the Agreement and shall not effect the meanings, context, effect or construction of the Agreement. Every part, term or provision of this Agreement is severable from others. Notwithstanding any possible future finding by duly constituted authority that a particular part, term or provision is invalid, void or unenforceable, this Agreement has been made with the clear intention that the validity and enforceability of the remaining parts, terms and provision shall not be affected thereby.

26. **ENTIRE AGREEMENT**

The terms and conditions set forth herein constitute the entire Agreement and understanding or the parties relating to the provision of work or services by Keystone to CLIENT, and merges and supersedes all prior agreements, commitments, representation, writings, and discussions between them and shall be incorporated in all work orders, purchase orders and authorization unless otherwise so stated therein. The terms and conditions may be amended only by written instrument signed by both parties.



**Keystone
Environmental**
Knowledge-Driven Results

May 18, 2012

Ms. Magda Laljee, BA
Supervisor, Community Bylaws
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Ms. Laljee:

**Re: Additional Information Pertaining to the
Sunshine Cranberry Farm ALC Fill Application
12871 Steveston Highway, Richmond, BC
Our File No. 11311**

Keystone Environmental Ltd. (Keystone Environmental) was retained by Mr. Avtar Bhullar of Sunshine Cranberry Farm Ltd. to present the following information of his intentions with respect to future fill placement on the property at 12871 Steveston Highway, Richmond, BC. This following information is in response to subsections under Section 4.1 of the Soil Removal and Fill Deposit Regulation Bylaw No. 8094.

1. As discussed with you, the fill application has not been submitted to the Agricultural Land Commission as per your recommendation and it is our client's understanding that you will be forwarding the application to the Agricultural Commission if the City of Richmond approves this fill application.
2. The previously submitted Agrologist's report for the Site in Section 4.2 indicates the fill shall be a locally sourced coarse-grained soil with some fines. The anticipated volume of soil to be deposited is 120,000 cubic metres
3. The location of the fill Site is shown in the Agrologist's report along with the legal description and a copy of the current title for the parcel.
4. The owner of the land is Mr. Bhullar (Sunshine Cranberry Ltd.) who is making the application so there is consent from the owner of the parcel.
5. Attached is Figure A, which clearly shows the area of the proposed fill deposit. There are no watercourses on the Site and the nearest ditches are located at the property lines to the east, west and south. There are no trees on the Site.
6. As discussed in the Agrologist's report under Section 4.2 – the proposed depth is 1 m and the slopes on all sides will be 3 Horizontal to 1 Vertical as the fill will be near ditches. The fill slope near the existing building on the Site will be at a slope of 2 Horizontal to 1 Vertical.

7. Again erosion prevention was discussed in the Agrologist's report under Section 4.2. The proposed methods include the use of erosion and sediment control Best Management Practices (BMPs), such as :
 - Installing silt fence during fill placement
 - Sloping the zone between the top of fill area and watercourses, such that there is a gradual transition (3H:1V) in order to minimize accelerated overland water flow to the riparian areas and watercourses, and other potential erosion and sediment control issues
 - Planting grasses or other ground cover on the slopes to minimize soil erosion from disturbed and new filled areas the methods proposed to control the erosion of the banks of a removal or deposit;
8. It is proposed that drainage tile will be placed below the proposed fill layer to facilitate water control on the Site.
9. The receipt of fill would occur during standard working hours and a flag person would be present at the entrance of the property to ensure that the trucks have access and egress from the Site. No trucks will be lined up on Steveston Highway. Attached Figure B shows the proposed routing of truck and vehicular traffic.
10. The roadway will be swept if there is any tracking of soils from the Site to Steveston Highway. Sunshine Cranberry Ltd. Is willing to place the required security deposit as described in the Boulevard and Roadway Protection and Regulation Bylaw No. 6366 if the fill application is approved.
11. There are no trees present on the Site which would be removed during the proposed fill placement. Thus there are no requirements opposite the City's Tree Protection Bylaw No. 8057 as amended.
12. The location of the Site is removed from surrounding residential and commercial enterprises. There will be a 5 m set back from the property line on all sides to accommodate the riparian area setback of the ditches that are present. This will also provide a buffer to the roadways located to the south, east and west. Highway 99 is located to the west and there is already a buffer of land present between the Site and the Highway. The fill operation is only to increase the grade by one meter and would not create a sight nuisance and the fill operation will be conducted such that there no unacceptable noise or nuisance dust.
13. The proposed fill operation will comply with the prescriptions outlined in the City's Public Health Protection Bylaw No. 6989, as amended.
14. Once the permit for fill has been approved, it is the applicant's intention to place fill during the dry summer months when the Site is trafficable. The applicant would like to have the fill placed within the summer season of 2012 if possible. Thus it is proposed that filling can be completed within one year if the permit is granted such that an entire dry season is within the year after issuance. Otherwise the fill will be completed at the end of two years after the fill permit is issued.
15. Keystone Environmental has prepared a cross section of the Site showing the proposed fill areas. Please see Figure A.
16. By the way of this letter, Sunshine Cranberry Farm Ltd. issues an indemnity in favour of the City, in the form prescribed, indemnifying and saving harmless the City, its agents, employees, officers and servants, from and against all claims, demands, losses, costs, damages, actions, suits or proceedings whatsoever by whomsoever brought by reason of,

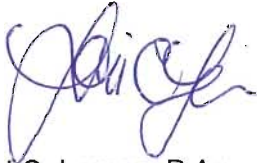


or arising from, the issue by the City of a permit under this bylaw to conduct the proposed deposit or removal operation.

If you have any questions, please do not hesitate to contact us.

Sincerely,

Keystone Environmental Ltd.



Lori C. Larsen, P.Ag.
Agrologist and Senior Project Manager

11311 120518 Additional Info to COR.docx

ATTACHMENTS:

- Figure A – Area of Fill Placement and Cross Sections of Proposed Fill Area
- Figure B – Fill Vehicle Traffic Flow





Keystone Environmental

Knowledge-Driven Results

June 18, 2012

Ms. Magda Laljee, BA
Supervisor, Community Bylaws
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Ms. Laljee:

**Re: Requested Information Pertaining to the
Sunshine Cranberry Farm ALC Fill Application
12871 Steveston Highway, Richmond, BC
City of Richmond File: 12-611415
KeystoneEnvironmental File No. 11311**

This letter contains information to address the concerns you have outlined to Mr. Bhullar in your letter dated May 30, 2012 and referenced "Non-Farm Use Fill Application for Property Located at 12871 Steveston Highway Richmond, BC". We attach the following items with this letter:

- Figure B – Road Location, Fill Placement and Planting Plan
- Drainage and Irrigation Figure – Prepared by Russ Tichauer C.I.D. – with WaterTec Inc.
- A letter from Geopacific Consultants Ltd., a geotechnical engineering firm commenting on the impacts of the proposed fill placement.

Keystone Environmental Ltd. has been retained to address the concerns and requests for information from your letter by Mr. Avtar Bhullar of Sunshine Cranberry Farms. Your original requests/comments are bulleted with our responses following.

- **Confirm the source of the fill other than locally sourced please be specific where will the coarse-grained soils with some fine soils come from?**

The fill will be obtained from a number of larger development projects that will be proceeding within the next year in Richmond. We wish to obtain the deeper Fraser Sands that will be excavated from these projects. Geopacific Consultants Ltd. have indicated that fill obtained from the Fraser Sands would be suitable for the fill placement and the compaction required. Otherwise, any fill that is sourced would have to be a loamy sand or SP-SM grade from a site that can produce an environmental report showing that both the grain size is suitable and that it meets the CSR Schedule 7 standards.

- **Please provide a farm plan which should include a planting scheme showing how the entire portion of the property will be brought into agricultural production.**

Please refer to Figure B. The fill placement will start with the preparation of road ways around the perimeter of the Site as shown. Fill will begin in area A which is furthest to the west on the Site. As each section is filled, then drainage and topsoil placement will occur. The idea is to bring the property into production in stages depending on the availability of the fill.

- **Please confirm how farm vehicles and machinery will access the property and how access roads will be arranged on site given the grade elevation.**

Please refer to Figure B. There are two access points to the property. The established access point off of Steveston Highway which is shown on the figure and a second access point which has just recently been developed off of Sidaway Road. The machinery will be accessing the property from these points. Access roads are shown on Figure B

- **Please submit a comfort letter from a certified geotechnical engineer confirming that the proposed fill process will have no impact to surrounding properties and ground water table including but not limited to impacts on the neighbouring properties, land uses and infrastructure (particularly drainage and roads), and provide assurance as to how any potential impacts will be managed.**

Please see the attached letter from the geotechnical engineer

- **A comprehensive drainage and irrigation plan is required. The plan must include layouts, water table and ditch elevations, and any proposed additional ditches that may be required.**

Please see the attached figure from Russ Tichauer of Watertec. If further detail is required beyond what is provided in this drawing, please contact us.

- **How will the drainage tile under the fill be installed and monitored before and after the fill activities.**

This has been commented upon within the Geotechnical Engineer's Letter. Mr. Bhullar will be retaining them to monitor the placement of the drainage tile.

- **The watercourses within the RMA must be protected from impacts related to fill on other parts of the property such as excessive run-off of sediments, sand, silt or other substances from the filled area. If run-off from the filled area is projected to enter the watercourses on the property, or into any other City drainage, then appropriate sediment and flow control must be installed prior to fill. Please confirm your intentions for compliance with this request.**

It is Mr. Bhullar's intention to adopt the sediment and flow control measures that were outlined in the original Agrologist's report that was submitted to you initially. The proposed methods include the use of erosion and sediment control Best Management Practices (BMPs), such as :



- Installing silt fence during fill placement
- Sloping the zone between the top of fill area and watercourses, such that there is a gradual transition (3H:1V) in order to minimize accelerated overland water flow to the riparian areas and watercourses, and other potential erosion and sediment control issues
- Planting grasses or other ground cover on the slopes to minimize soil erosion from disturbed and new filled areas the methods proposed to control the erosion of the banks of a removal or deposit;

Mr. Bhullar intends to implement these practices prior to and during the fill application.

- **Given the presence of shrubs/undergrowth on the property there is a possibility of bird nesting activity onsite. Staff recommend that any anticipated vegetation clearing be postponed until the end of the bird nesting season (August 31). Disturbing active nests is a contravention of the Wildlife Act. Please confirm your intentions for compliance with this request.**

Mr. Bhullar intends to comply with your request to postpone fill placement until the end of the bird nesting season. We will retain a Professional Biologist to establish and declare when the bird nesting season is finished on Mr. Bhullar's property.

- **A wheel and chassis wash operation shall be established to reduce the amount of dirt and debris onto the roadway. Please confirm your intentions for compliance with this request.**

Mr. Bhullar intends to comply with your request to have a wheel and chassis wash operation.

- **Please provide a detailed route map and traffic management plan which details the number of anticipated trips per day and access point(s), shortest distance from the nearest arterial road to and from the destination (staff recommend the avoidance of Sidaway Road and the use of No 6 Road as it provides less of an impact to traffic).**

Anticipated number of trips per day cannot be established at this time as the fill volume and timing has not yet been arranged. This information can be provided to you at the time of the fill placement. We do anticipate during the peak times to be in operation between 9 AM and 3 PM with a total of twelve to twenty trucks making between three and five round trips per day. Mr. Bhullar will be making arrangements (directing the trucking firms) to access his property coming in along No. 6 Road and then west across on Steveston Highway. The entrance onto the Site will be alternating between the Steveston Highway access point onto the Site and the Sidaway Road access point, which is close to the intersection of Sidaway Road with Steveston Highway. Egress from the property will be south on Sidaway Road to Steveston Highway west bound or directly from the Site to Steveston Highway west bound and then to Highway 99 Northbound.

- **Due to traffic congestion at this location, a Traffic Control Person (TCP) will be required at all times during the project at the entrance point to the property. The area will be treated as an arterial road work zone and as such will be subject to restricted hours (09:00 am to 3:00 pm). Please confirm your intentions for compliance with this request.**



Mr. Bhullar intends to comply with your request to have a TCP person at the entrance point to the property and to keep the restricted hour schedule.

- **Sidaway Road and No 6 Road are weight limited roads; please note that truck operators will be required to have in their possession a current bill of lading or waybill which shows their destination to prove local delivery. Please confirm your intentions for compliance with this request.**

Mr. Bhullar intends to comply with your request.

- **Trucks exiting the site must proceed to the westbound/northbound entrance to Highway 99 and not over the overpass. Please confirm your intentions for compliance with this request.**

Mr. Bhullar intends to comply with your request to direct traffic to exit onto Highway 99 northbound and not over the overpass.

- **Staging of trucks on any portion of the road including the shoulder is not permitted at any time. Please confirm your intentions for compliance with this request.**

Mr. Bhullar intends to comply with your request not to have trucks staging on the shoulder of the road at any time.

- **Please confirm the anticipated duration of the project and the proposed time of year.**

Once approval is granted, fill placement will commence this year once the retained Professional Biologist declares that the bird nesting season on the property is over. Fill will be placed when available. With the establishment of perimeter roads on the property fill placement will be able to occur well into the winter months.

Fill placement is anticipated to take one year to complete but if restrictions to fill placement are in place (i.e. bird nesting season or trafficability problems on the Site) then it is anticipated that filling will take up to two years to complete.

- **An estimate is to be provided by the consulting agrologist, based on the total costs of materials and installation of works to fully implement the farm plan and land rehabilitation works related to bringing the site into agricultural production. The cost estimate if accepted will form the basis for a bond/security. (This cost estimate should encompass anticipated irrigation improvements, farm access road improvement as well as drainage improvements).**



The full estimate for the project is shown below

Item #	Item and Description	Cost Per Unit	Total Units	Total Cost
1	Stripping of insitu top soil - Excavator Operator per Hour	\$25	320	\$8,000
2	Trucking of Fill - -Estimated 120,000 cubic meters of fill -Truck Capacity 8 cubic meters = 15,000 trips -Truck Travel Time per round - 2 hr -Average truck cost /hr = \$65	\$65	30000	\$1,950,000
3	Fill Cost - Road ways only Estimate 22,000 cubic meters of crush fill for Site Road Prep	\$6	22000	\$132,000
4	Main Fill Cost	\$0	0	\$0
5	Grading and Site Prep per hour	\$25	320	\$8,000
6	Drainage System and Irrigation System Installation Cost estimate from Water Tech	\$80000	1	\$80,000
7	Organic Material for Topsoil per cubic meter	\$5	60000	\$300,000
8	Plant Costs - approx \$2 per plant Estimated 44,000 plants at rate of 3370 plants per ha - approx total ha = 12	\$2	44000	\$88,000
9	Geotechnical Services cost per hour	\$175	50	\$8,750
10	Agrology Services for Monitoring and Reporting	\$175	80	\$14,000
TOTAL ESTIMATED COST				\$2,588,750

- **Please confirm what monitoring, inspection and reporting mechanisms will be in place while fill activities are underway (plan and inspection is to be undertaken by a professional agrologist).**

In addition to retaining a geotechnical engineer to oversee grading and drainage tile placement, all fill being brought onto the site will be screened by accompanying documentation from its place of origin as previously described. A Professional Agrologist will be visit the Site on a regular basis to inspect the fill placement and ensure that materials being brought onto the Site are suitable for agricultural purposes. Final organic material and growth medium placement will be signed off by an Professional Agrologist and a report prepared for submission to needed authorities.

If you wish to contact someone here at Keystone Environmental Ltd. over the next month while I am away on vacation, please direct your calls to Ms. Keree Orso, R.P.Bio. Her contact number is 604 430-0671 and her email address is korso@keystoneenvironmental. I shall be returning

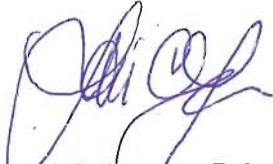


July 23, 2012. Please also respond directly to Mr. Avtar Bhullar with any responses or comments you may have.

If you have any questions, please do not hesitate to contact us.

Sincerely,

Keystone Environmental Ltd.



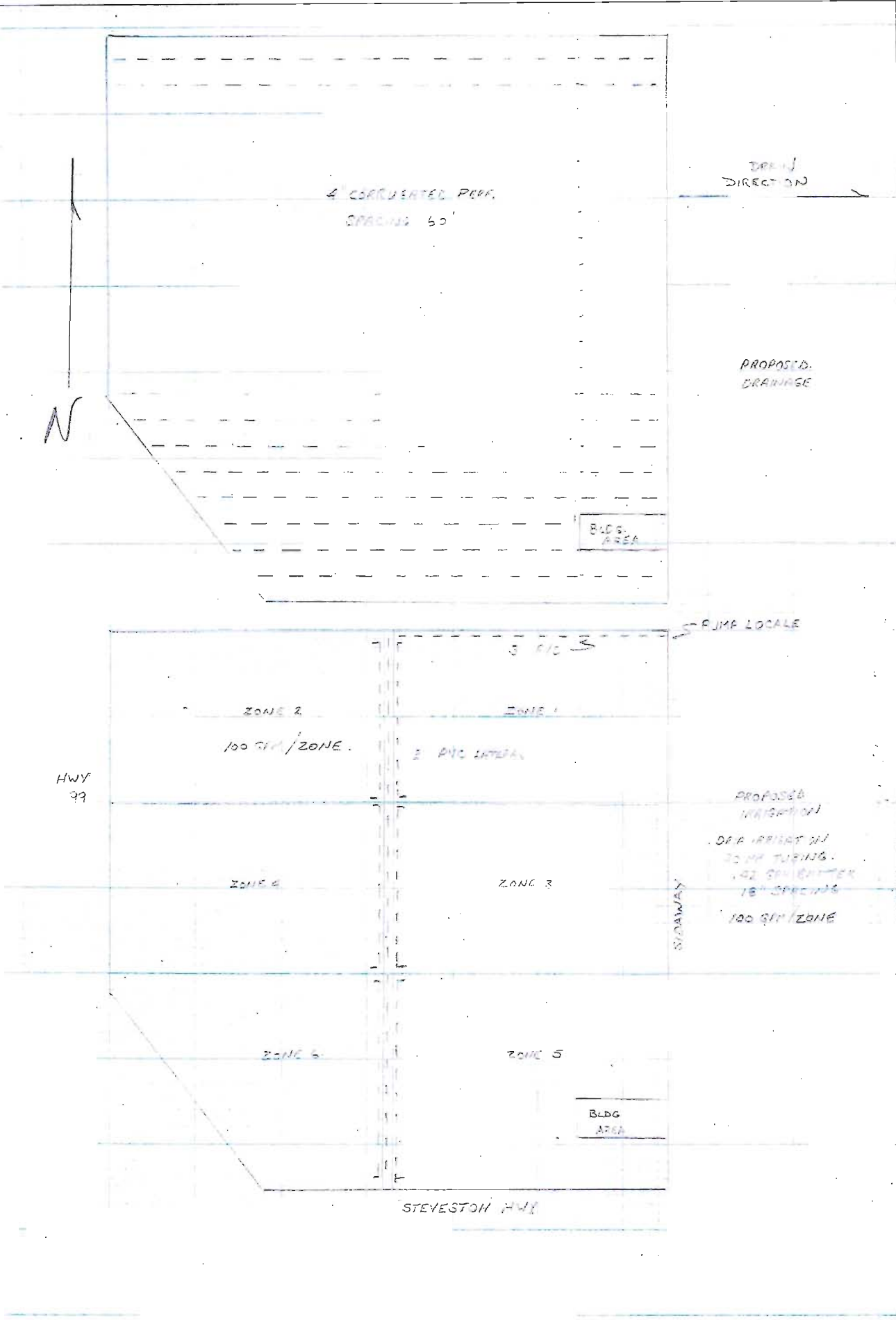
Lori C. Larsen, P.Ag.
Agrologist and Senior Project Manager

11311 120618 Requested Information for COR application.docx

cc: Avtar Bhullar – Sunshine Cranberry Farms









Keystone Environmental

Knowledge-Driven Results

August 29, 2012

Ms. Magda Laljee, BA
Supervisor, Community Bylaws
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Ms. Laljee:

**Re: Additional Requested Information for
Sunshine Cranberry Farm ALC Fill Application
12871 Steveston Highway, Richmond, BC
City of Richmond File: 12-611415
Keystone Environmental Ltd. File No. 11311**

This letter contains information to address the concerns you have outlined to Mr. Bhullar in your email letter dated July 3, 2012 and the information requested by Mr. Kevin Eng of the Policy Planning Department in his email dated July 26, 2012.

We attach the following items with this letter:

- Phasing Plan
- Monitoring and Inspection Plan

Update to Cost Estimate

Mr. Bhullar has requested that you receive an updated version of the Professional Agrologist's estimate of costs. Mr. Bhullar has indicated that since he is receiving fill from an excavation that he will not need to pay for trucking of the fill to his Site. Thus, line item #2 – trucking costs has been removed from the cost estimate. A revised cost estimate is provided below.

Item #	Item and Description	Cost Per Unit	Total Units	Total Cost
1	Stripping of insitu top soil - Excavator Operator per Hour	\$25	320	\$8,000
2	Trucking of Fill- no net cost	\$0	0	\$0
3	Fill Cost - Road ways only Estimate 22,000 cubic meters of crush fill for Site Road Prep	\$6	22000	\$132,000

Item #	Item and Description	Cost Per Unit	Total Units	Total Cost
4	Main Fill Cost	\$0	0	\$0
5	Grading and Site Prep per Hour	\$25	320	\$8,000
6	Drainage System and Irrigation System Installation Cost Estimate from Water Tech	\$80,000	1	\$80,000
7	Organic Material for Topsoil per cubic metre	\$5	30,000	\$150,000
8	Plant Costs – approx. \$2 per plant Estimated 44,000 plants at rate of 3370 plants per ha - approx. total ha = 12	\$2	44,000	\$88,000
9	Geotechnical Services cost per hour	\$175	50	\$8,750
10	Agrology Services for Monitoring and Reporting	\$175	80	\$14,000
TOTAL ESTIMATED COST				\$488,750

Commitment Declaration

Our previous letter, dated June 18, 2012, addressed most of the issues which your email has commented upon. We note that the City of Richmond staff wishes a firm commitment to the following bullets. The previous letter's wording used the word "intention" but we have been advised by Mr. Bhullar that he does commit to do the actions outlined in your email.

Specifically concerning the issues raised in your email, Mr. Bhullar commits to the following:

- The watercourses within the RMA will be protected from impacts related to fill on other parts of the property such as excessive run-off of sediments, sand, silt or other substances from the filled area. If run off from the filled area is projected to enter the watercourses on the property, or into any other City drainage, then appropriate sediment and flow control will be installed prior to fill. Mr. Bhullar will establish a 5 metre setback from the top of the bank of the watercourses on the west, south and east sides of the property and that existing vegetation in the setback will be retained.
- Mr. Bhullar will comply with the request to postpone fill placement until the end of the bird nesting season.
- Mr. Bhullar will have a Traffic Control Person at the entrance point to the property to help minimize congestion caused by trucks queuing to make left turns.
- Mr. Bhullar will comply with the request to ensure that truck operators have in their possession a current bill of lading or waybill which shows their destination to prove a local delivery.
- Mr. Bhullar will comply with preventing trucks staging on any portion of the road including the shoulder at any time.



- Mr. Bhullar notes and will direct trucks to enter and exit using the Steveston Hwy / Hwy 99 Interchange and commits to the trucking hours of 9:00 am to 3:00 pm and a Traffic Control Personnel to guide trucks in and out of the site in order to help minimize congestion caused by trucks queuing to make left turns.

Flow Chart Request

The request for a flow chart with timelines of the project, from beginning to conclusion, can only be provided in a preliminary form as some key components, such as fill sourcing, have not yet been finalized. The attached Phasing Plan and Monitoring and Inspection Plan have been prepared and should suffice at this time for a flow chart of timelines.

If you have any questions, please do not hesitate to contact us. Please also respond directly to Mr. Avtar Bhullar with any responses or comments you may have.

Sincerely,

Keystone Environmental Ltd.



Lori C. Larsen, P.Ag.
Agrologist and Senior Project Manager

11311 120828 3rd Submission R1.docx

ATTACHMENTS:

- Phasing Plan
- Monitoring and Inspection Plan

cc: Mr. Avtar Bhullar – Sunshine Cranberry Farms



PHASING PLAN





Keystone Environmental

Knowledge-Driven Results

August 29, 2012

Ms. Magda Laljee, BA
Supervisor, Community Bylaws
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Ms. Laljee:

**Re: Phasing Plan for Fill Placement
Sunshine Cranberry Farm ALC Fill Application
12871 Steveston Highway, Richmond, BC
City of Richmond File: 12-611415
Keystone Environmental Ltd. File No. 11311**

The following table presents the phasing plan for the proposed fill placement at 12871 Steveston Highway, Richmond, BC (Site). It is projected that it will take one to two years to complete as we will have ceased filling activities at least once per year to accommodate the request from the City of Richmond not to place fill during the bird nesting season. Please also refer to the previously submitted Figure B, Road Location Fill Placement and Planting Plan (attached).

Item #	Activity	Description	Estimated Timeframe
Perimeter Road Construction and Section A Site Fill			
1	Road Alignment and stream set back Survey	A survey to stake out where the major perimeter road will need to be established will occur. This important step will ensure that the 5 metre setback from the top of bank is established and then allow room for the proposed 3 metre wide fill slope to top of proposed grade.	September 2012
2	Establish Erosion Control Measures	Around each area of the perimeter road, silt fencing will be placed prior to any Site soil removal.	September 2012
3	Site Perimeter Road Preparation	Strip surface organic material for the areas of proposed fill slope and perimeter roadways around Site.	September 2012
4	Strip and stockpile Section A	Strip area of first 10 acre parcel (A) on fill placement plan and stock pile.	September 2012
5	Geotechnical Review of stripped area	Have a geotechnical engineer review the stripped areas and provide comment and instruction.	End of September 2012

Item #	Activity	Description	Estimated Timeframe
6	Perimeter Road Construction	Place compactable crush for road construction to proposed finished perimeter roadways and compact.	October 2012
7	Fill Slope Preparation	Concurrently with the road construction fill will be placed to meet the three horizontal to one vertical proposed slope leading up to the roadway. This sloped area will be planted with vegetation to prevent future erosion issues for the ditches at the perimeters of the Site.	October 2012
8	Geotechnical Inspections of Road Construction	Have a geotechnical review compaction for placed perimeter road system and approve.	October 2012
9	Source Fill and Vet	Vet proposed fill sources – must receive geotechnical and agrologist approval.	September-October 2012
10	Section A fill placement and minor road construction	Place fill with the first section of the Site and allow for compaction to 90% Proctor.	Mid to late October 2012 to November 2012
11	Fill Inspection	During the placement of the fill both Geotechnical Engineer and Agrologist inspections will occur. Monitoring of the sediment and erosion control measures around the ditch areas will be done during these inspections.	Through time of fill placement
12	Fill Contouring	Complete final subsurface fill contouring to meet drainage requirements and allow for compaction.	November 2012
13	Geotechnical Inspection	Confirmation that proposed slopes and compaction requirement have been met for fill placement, drainage slopes and confirm traffic-ability of the minor road installations.	End of November 2012
14	Tile Drainage Installation	Install drainage system on Section A.	December 2012
15	Soil Organic Fill and Vet	Procure additional organic materials to mix with stripped topsoil. Additional organic soil is to be assessed by the Agrologist and must have his/her approval.	October to December 2012
16	Irrigation System Installation	Installation of the irrigation system for the 10 acre parcel will occur at this time. It will be designed for the crop that will be planted. For the majority of the Site this will be blueberries.	December 2012
17	Planting	Procure and plant blueberry bushes on the prescribed spacing.	Spring 2013



Item #	Activity	Description	Estimated Timeframe
Repeat following steps 18-28 for each of Section B and C			
18	Strip and stockpile Section X	Strip area of 10 acre parcel (Section X) on fill placement plan and stock pile.	Section B: January 2013 Section C: Late August 2013
19	Geotechnical Review of stripped area	Have a geotechnical engineer review the stripped area and provide comment and instruction.	Section B: February 2013 Section C: September 2013
20	Source Fill and Vet	Vet proposed fill sources – must receive geotechnical and Agrologist approval.	Section B: September to February 2013 Section C: Jan-Sept 2013
21	Section X fill placement and minor road construction	Place fill in the section of the Site and allow for compaction to 90% Proctor.	Section B: February-March 2013 Section C: September – October 2013
22	Fill Inspection	During the placement of the fill both Geotechnical Engineer and Agrologist inspections will occur.	Section B: February – March 2013 Section C: September – October 2013
23	Fill Contouring	Complete final subsurface fill contouring to meet drainage requirements and allow for compaction.	Section B: April 2013 Section C: November 2013
24	Geotechnical Inspection	Confirmation that proposed slopes and compaction requirement have been met for fill placement, drainage slopes and confirm traffic-ability of the minor road installations.	Section B: April 2013 Section C: November 2013

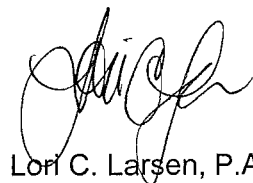


Item #	Activity	Description	Estimated Timeframe
25	Tile Drainage Installation	Install drainage system on Section X.	Section B: April 2013 Section C: November – December 2013
26	Soil Organic Fill and Vet	Procure additional organic materials to mix with stripped topsoil. Additional organic soil is to be assessed by the Agrologist and must have his/her approval.	Section B: Dec - April 2013 Section C: Nov 2013 – Jan 2014
27	Irrigation System Installation	Installation of the irrigation system for the 10 acre parcel will occur at this time. It will be designed for the crop that will be planted. For the majority of the Site this will be blueberries.	Section B: April 2013 Section C: Jan-Feb 2014
28	Planting	Procure and plant blueberry bushes on the prescribed spacing.	Section B: Spring 2013 Section C: Spring 2014

If you have any questions, please do not hesitate to contact us. Please also respond directly to Mr. Avtar Bhullar with any responses or comments you may have.

Sincerely,

Keystone Environmental Ltd.



Lori C. Larsen, P.Ag.
Agrologist and Senior Project Manager

11311 120829 Phasing Plan R1.docx

ATTACHMENT:

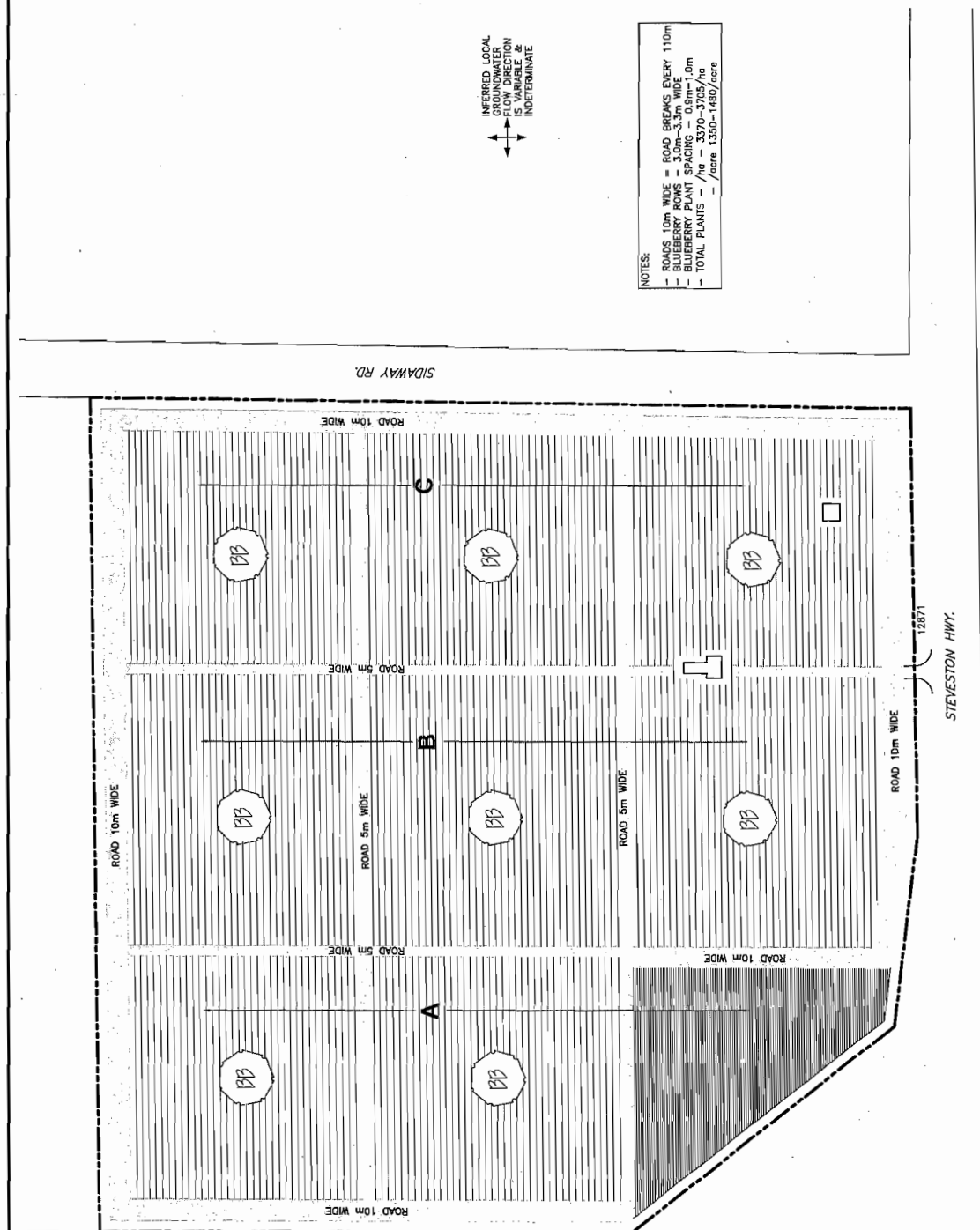
- Figure B – Fill Placement

cc: Mr. Avtar Bhullar – Sunshine Cranberry Farms



FIGURE B





NOTE: THIS DRAWING IS FOR GENERAL INFORMATION ONLY.
LOT BOUNDARIES AND FEATURES ARE APPROXIMATE.

**GeoPacific****Consultants Ltd.**#215 – 1200 West 73rd Avenue, Vancouver, BC, V6P 6G5

Phone (604) 439-0922 / Fax (604) 439-9189

Mr. Avtar Bhullar
Sunshine Cranberry Farms
12871 Steveston Highway
Richmond, BC

June 14, 2012

c/o

Keystone Environmental
Suite 320 – 4400 Dominion Street
Burnaby, BC V5G 4G3

Attention: Lori Larsen, P.Ag.

**Re: Geotechnical Comments on Proposed Fill Placement,
12871 Steveston Highway, Richmond, BC**

1.0 Introduction

We understand that it is intended to place soil fill materials on the property at 12871 Steveston Highway to improve the agricultural utility of the site for the purpose of growing blueberries. In their review process the City of Richmond has requested that the proposal be reviewed by a geotechnical engineer and that it be confirmed that the proposal will not impact surrounding properties and improvements and how potential impacts will be managed.

GeoPacific has reviewed the proposal and are in general agreement with that proposed. However, this area of Richmond is underlain by compressible soils and a shallow water table. Thus, GeoPacific has provided recommendations herein which should be considered with this proposal to ensure the successful implementation of the improvements proposed.

In preparation of this letter we have reviewed the following documents;

1. *"Agrologist Report, Fill placement Application for 12871 Steveston Highway, Richmond, BC, Project No. 11311"* prepared by Keystone Environmental dated April 2012.
2. *"Non-Farm Use Fill Application for Property Located at 12871 Steveston Highway, Richmond, BC"* prepared by the City of Richmond dated May 30, 2012.

2.0 Discussion and Recommendations

2.1 Fill Placement

We understand that it is intended to strip and stockpile the arable soils from the site to allow for fill placement on the underlying natural clayey silt. It is intended to place about 1 m of fill on the stripped subgrade to achieve the desired grade. Following the fill placement the stockpiled arable soils would be mixed with peat and placed over the site. It is currently proposed to use "coarse-grained soil with some

finer" as fill. It is intended to slope the sides of the fill at 3H to 1V to the adjacent ditches and water courses. These slopes are to be planted with grasses and ground cover to minimize erosion. From a geotechnical and slope stability standpoint we consider the proposed side slope to be suitable.

2.2 Drainage

It is intended to include drainage beneath the organic layer, overlying the proposed fill, to ensure that there is adequate drainage for the proposed crops. The drainage is to consist of 4 inch perforated corrugated pipe. The current proposal contemplates pipes which run east to west spaced at 6 feet apart and which drain to the east.

We understand from the owner that it is intended to wrap the perforated pipes in filter fabric. The filter fabric has potential to be plugged by silty or organic soils reducing its effectiveness. Therefore, we recommend that the filter fabric wrapped drains be surrounded by at least 150 mm of sand or sand and gravel fill. This will help maintain and prolong the performance of the drainage system.

2.3 Settlement

The underlying natural clayey silt is normally consolidated and therefore prone to consolidation settlement when exposed to an increase of stress such as that which would result from the proposed fill placement. We estimate that settlements on the order of 25 to 100 mm could be realized beneath the filled area. In consideration of the current proposal, side slopes, and setbacks we expect that the settlement will be limited to within the boundaries of the property. Thus, adjacent properties and off-site improvement should not be impacted.

We consider the long term functionality of the drainage system critical to the project. As such, the proposed fill should be placed and allowed to settle prior to installing the drains. This would help ensure that the intended grade on the pipes is maintained following construction. We expect that the primary consolidation settlement would be complete within 6 to 8 weeks of completion of fill placement and that following this time period the drainage could be installed.

In order to limit long term differential settlements due to variations in density and placement, we recommend that the fill be compacted to a minimum standard of 90% Standard Proctor maximum dry density (ASTM D698) while at a moisture content that is within 2% of optimum. The underlying clayey silt is sensitive to disturbance and compaction induced vibrations; therefore we recommend that a minimum base lift thickness of 0.9 m be maintained prior to compaction. The fill should be sloped to encourage drainage such that there is no ponding of water on the site.

3.0 Geotechnical Field Reviews

GeoPacific should be engaged to confirm that the recommendations contained within this letter are considered throughout the filling process and to identify any potential concerns. As a minimum we recommend that GeoPacific be asked to review the following aspects of construction.

1. Subgrade – review of stripped site prior to any fill placement
2. Fill Materials – review of materials, placement and compaction
3. Drainage – review of layout, materials and bedding

4.0 Closure

We trust that the forgoing is sufficient for your current purposes. If you require any further information or clarification please contact the undersigned.

For:

GeoPacific Consultants Ltd.



JUN 14 2012

Steven Fofonoff, P.Eng.
Senior Geotechnical Engineer



December 19, 2012

Ms. Magda Laljee, BA
Supervisor, Community Bylaws
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Ms. Laljee:

**Re: Revised Drainage Plan and Original Fill Placement Monitoring Plan
Sunshine Cranberry Farm ALC Fill Application
12871 Steveston Highway, Richmond, BC
City of Richmond File: 12-611415
Keystone Environmental Ltd. File No. 11311**

This letter is to comment on the provided revised drainage plan has been prepared for the proposed fill placement activities planned for 12871 Steveston Highway, Richmond, BC (Site) and to outline again the proposed monitoring plan that will be in place for the fill placement activities.

REVISED DRAINAGE PLAN

A copy of the revised drainage plan is attached and replaces the drainage plan originally submitted to the City of Richmond in our June 18, 2012 letter referenced: "Requested Information Pertaining to the Sunshine Cranberry Farm ALC Fill Application - 12871 Steveston Highway, Richmond, BC"

The owner of the Site, Mr. Avatar Bhullar, had a topographic survey of the Site completed this past November. We understand that a copy of this topographic survey has been submitted to the City of Richmond. This survey indicates that the current land surface varies from below to just above sea level. It clearly demonstrates that if drainage system was to be installed on the Site as it is currently, the outlet of the drains would be below the elevation of most of the ditch system that is established around the Site.

To install effective drainage, fill is required and the revised drainage plan requires that a total of 0.88m of fill be placed to raise the grade of the Site. This is a change from the previous drainage plan that required a full 1.0m of fill to be placed. The two other changes are: (i) an increase in the density of the proposed drainage density from the original spacing of 18.2m (60 feet) down to 12.2 m (40 feet); and (ii) a change from a single direction flow design from west to east to one where the drainage moves to both the east and west from a topographic high that is created by the fill placement running north to south on the centre of the Site. The change in design appears to have a three-fold objective. First it will make for a more overall level placement of fill over the Site using less fill. Second it distributes

the potential drainage from the Site to more drainage areas, easing the loading that would have occurred on the east ditch system. Thirdly it increases the drainage capacity by decreasing the till drain spacing.

The change in the proposed amount of fill and drainage plan is acceptable for the planned use of blueberry farming and for general agricultural crop production and is necessary to make the land usable for those purposes. The revised drainage plan is acceptable and does not change any of the conclusions of the originally submitted agrology report for the Site.

FILL MONITORING PLAN

The fill monitoring plan consists of three components:

1. Screening of Fill Materials and Organic Soils
2. Fill Placement Monitoring
3. Document Controls

These three components are described below

1A - Subgrade Fill Screening

The subgrade fill used to raise the elevation of the land is to be compactable and is proposed to be obtained from large scale building projects that are up coming within the upcoming season in Richmond. Geotechnical advice from Pacific Geotechnical indicate that Fraser Sands would be suitable for the fill placement and the compaction required and this is the type of fill expected from the proposed building projects. Otherwise, any fill that is sourced would have to be a loamy sand or SP-SM grade from a property that can produce an environmental report showing that both the grain size is suitable and that it meets the Contaminated Sites Regulation (CSR) Schedule 7 standards. Specific testing requirements will be required.

Prior to placement on the Site, the fill origin and environmental quality must be documented. Fill will be received from a property that can provide the following:

- ***Statement that Fill is not from a Potentially Contaminated Site.*** This would consist of providing a copy of Stage 1 Preliminary Site Investigation report or equivalent that indicates that there are no potential areas of environmental concern from the source fill property. A copy of the report shall be made available to Keystone Environmental Ltd. (Keystone Environmental) for review prior to bringing the fill to the Site for review.
- ***Analytical Laboratory Certificates:*** In addition, a minimum of two samples, originating from insitu soils of the fill origin property that represent the bulk of the fill material to be brought to the Site, will need to be analyzed to show that it meets the objective grain size and that the following constituent concentrations meet the CSR Schedule 7 Standards for agricultural land (AL) use: Light and Heavy Extractable Petroleum Hydrocarbons (LEPH/HEPH), Benzene, Toluene, Ethylbenzene & Xylenes (BTEX), Polycyclic Aromatic Hydrocarbons (PAHs) and metals. The review and approval of Agrologist or other Qualified Environmental Professional of these samples will be required prior to acceptance of the fill onto the Site.



- **Laboratory provided grain size evaluation:** The laboratory results must show that the fill is a loamy sand or SP-SM grade
- **Letter of confirmation** from a geotechnical engineer that the soil is suitable for fill placement at the Site based on the grain size and that it would be suitable to obtain a 90% Proctor compaction

1B - Organic Soil Screening

The proposed additional organic soils that will augment the native stripped organic topsoil will require an Agrologist's approval prior to use. Provision of the details of the soil origin and a statement that the soil does not originate from a contaminated site will need to be provided to the Site Agrologist.

2 - Site Preparation and Fill Monitoring

Geotechnical, agricultural and biological inspections form an integral part of the fill placement plan.

Geotechnical Engineering Input will be required during these main components of the fill placement plan:

1. Inspection of the Site after topsoil stripping and inspection to insure proposed roadways are suitably set back from top of bank ditches
2. Inspection of the constructed perimeter and minor roads constructed on the Site, including density testing
3. Review and approve proposed fill source, including inspection of source fill Site
4. Completion of a minimum of three Site inspections during fill placement of each section A, B and C
5. Inspection of final subgrade fill elevation to ensure that drainage slopes and compaction objectives have been met
6. Inspection of the placed drainage tile and confirmation of proper installation

Professional Agrologist Input will be required during these components of the fill placement plan:

1. Review of required fill documentation and analytical tests provided for potential fill sources including inspection of the source fill site
2. Inspection of sediment and erosion control measures during the construction of the perimeter roadways on the Site
3. Completion of a minimum of three Site inspections during fill placement of each section A, B & C
4. Inspection of document controls (manifest system) that ensures fill is being sourced from the approved site



5. Inspection of the drainage tile placement
6. Inspection of the irrigation installation
7. Review and approval of proposed organic topsoil to augment stripped soils

Professional Biologist Inspection will be required to inspect the Site during the summer months to confirm that the bird nesting season has finished prior to resumption of fill placement.

3 – Document Controls

The following document controls will be in place during the fill placement and will be retained by the designated Professional Agrologist unless otherwise indicated:

- Subgrade fill source properties will provide either: a copy of a Phase 1 Environmental Site Assessment or Stage 1 Preliminary Site Investigation report or an equivalent letter from a Qualified Environmental Professional documenting the potential for areas of environmental concern.
- All subgrade fill will have documented analytical testing and grain size analyses completed by a CAEL certified laboratory. The samples shall be procured while the fill material is still present within its native state on the property of origin, if possible. When in-situ sampling has not been conducted prior to the transported and placement of the fill materials to the Site, it will be implemented on the placed materials on a grid basis of 50 square metres. The owner agrees that if any sample fails to meet the standards of grain size and/or the Schedule 7 AL standards, that the grid section not in compliance will either be further tested to refine the non-confirming volume and those materials not in conformance with the standards are removed from the Site.
- Both a Geotechnical Engineer and Professional Agrologist will provide written approval of the fill source(s).
- Each trucker must have for each travel trip to the Site and must surrender each day to the Site Foreman the following waybill/manifest that stipulates the following:
 - The date
 - Fill Origin Address
 - Site Receiving Address
 - Number of loads delivered to the Site during that day
 - Approximate size/volume of loads (approximate cubic meters or truck description: truck, truck and pup, pony, etc.)
 - Description of the fill type
 - The delivery truck licence plate number
- The waybill/manifest must be collected by the Fill Site foreman and copies forwarded to the Professional Agrologist on a weekly basis for inspection and verification.
- Site inspection reports will be provided by the Geotechnical Engineer and the Professional Agrologist outlining the scope of the inspection, findings and recommendations. The reports will be delivered electronically to Mr. Avtar Bhullar and a second copy retained by the Professional Agrologist.



- A final geotechnical inspection report on fill contouring, slope, compaction and drainage tile inspection will be procured for the Site.
- Professional Agrologist's written approval of additional organic fill and irrigation installation will be procured.
- Preparation of a summary report of the above documents for the Site once fill placement is complete.

If you have any questions, please do not hesitate to contact us. Please also respond directly to Mr. Avtar Bhullar with any responses or comments you may have.

Sincerely,

Keystone Environmental Ltd.

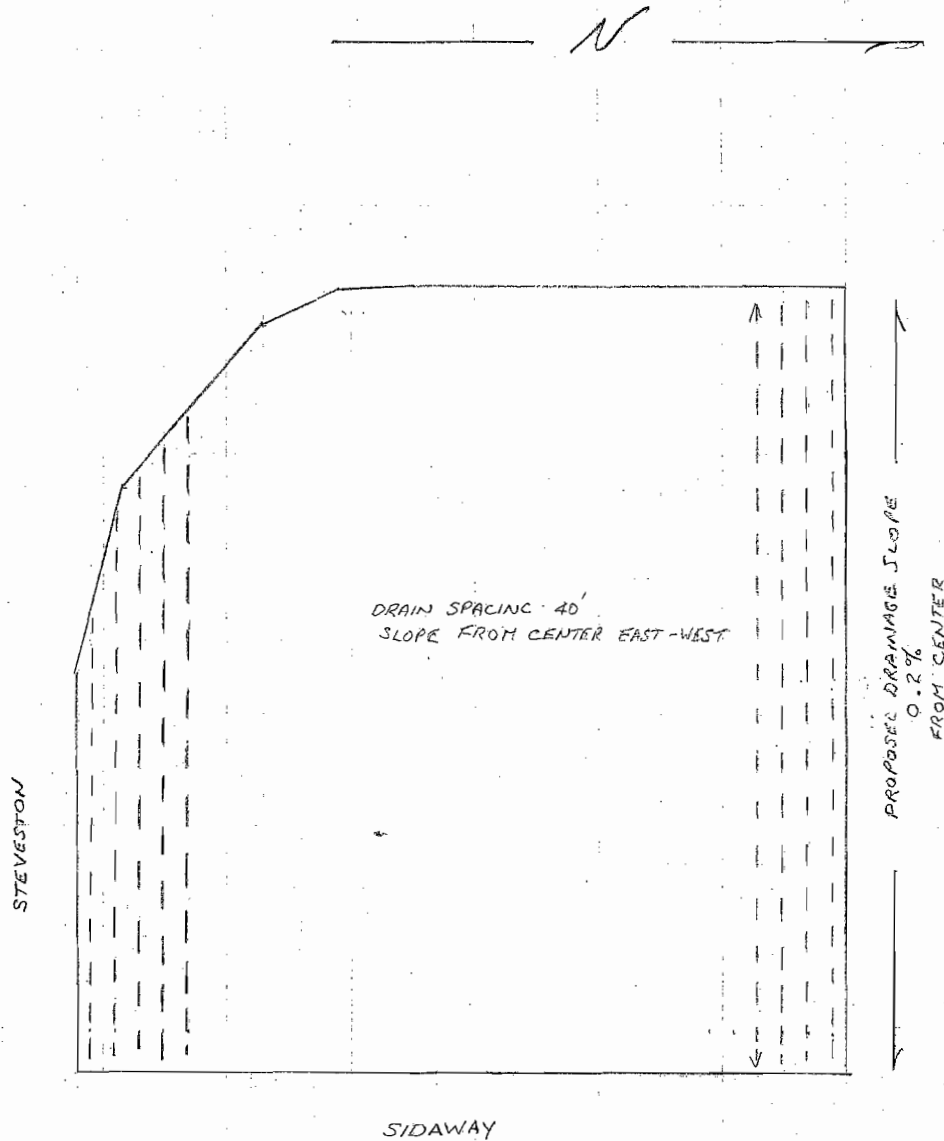


Lori C. Larsen, P.Ag.
Professional Agrologist and Senior Project Manager

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cc: Mr. Avtar Bhullar – Sunshine Cranberry Farm





Attachment 9

Excerpt of AAC meeting minutes from September 13, 2012**Development Proposal – Non Farm Use Fill Proposal at 12871 Steveston Highway**

City staff and the applicant provided background on the proposal to place fill on the subject property and associated works (top soil stripping; fill for a perimeter road; additional agricultural quality fill for growing medium) to put the property into blueberry production. Staff and the applicant also summarized the proposed phasing and monitoring plan prepared by the applicant's consultant. Questions and comments on the phasing and monitoring plan and overall fill operation were as follows:

- Questions were asked why the phasing plan referenced September 2012 as a starting period for fill activities, when no approvals had been granted by the City or ALC. In response, the applicant advised that activities would occur only when permission was granted. Staff also recommended that the phasing plan be adjusted if approvals are granted.
- A question was asked about what level of oversight and inspection would there be from the consulting agrologist. The applicant noted that the agrologist would be involved in inspecting sites where the fill is coming from and ensuring it is of suitable quality. Community Bylaw staff also noted that reports, inspections and follow-up from them and/or the consulting agrologist can be required and included in the reports to Council and the ALC on the fill application.
- Information was requested about when the site could not be filled due to poor weather. The proponent noted that no filling activity is permitted to occur during a specific nesting period for birds and that filling during wet and winter months would be dependent on the specific conditions at the time.
- Comments were made about the experience of being able to successfully implement a broad range of agricultural crops in allotment gardens on the west side of Highway 99 directly adjacent to the subject site and that no fill or major modification to this land was required.
- A concern was noted that by filling the agricultural land, there is a significant reduction in the range of agricultural crops a site would be able to yield in the future (i.e., site would be restricted to blueberry production only).
- General questions were asked about the experience of the consulting agrologist and if testing was going to be implemented as a monitoring measure prior to soil being brought onto the property. The applicant noted that the consulting agrologist would undertake this, which was supported in the agrologist report for the fill proposal.
- In response to a question about if testing had been done on materials already brought onto the subject site, the proponent indicated that no testing had been done as this materials was meant to be base materials for a farm access road. AAC members advised that even road based materials need to be tested as there is the potential for contaminants to leech from these materials to surrounding soils.

Attachment 9

- AAC members stressed the need for more detailed topographic information to be provided on the existing grade of the site, including all site specific variations (minus vegetation on site) to better inform the sites elevation in relation to the City drainage canals on Sidaway/Steveston and obtain a better understanding of how much fill is necessary. The applicant also indicated that the proposed elevation of the subject site was determined based on observations from neighbouring blueberry farms and assessments by the consulting agrologist.
- Information was provided on the excavation and fill works already conducted on the subject site. Community Bylaws staff noted that the ALC had granted previous permission to the proponent to install a farm access road (6 m wide) along a portion of the site's Sidaway Road frontage and along the north edge of the site. It was noted that the actual constructed width of the road was double the width of what was permitted by the ALC. ALC correspondence noted that it will be the applicant's responsibility to remediate and remove the fill associated with the portions of the road wider than 6 m to an acceptable agricultural standard.
- Committee members asked about the revised cost estimate provided in the proponents phasing plan associated with the project. The applicant noted that the revenue generated from the project would be reinvested into putting the property into agricultural production. A significant reduction of costs associated with the fill proposal in the agrologist report was noted. The applicant responded that some costs included by the consultant in the original report were removed based on further review of the proposal.
- Members stressed the importance of obtaining accurate topographic information for the entire site and that removal of existing vegetation on the site would be required to facilitate this so that the consultant has a complete elevation picture to determine the extent of necessary fill.
- Members noted that the overall fill plan, perimeter road and lack of topographic data on the site was not a cohesive approach to farming. It was noted that the establishment of a perimeter road would actually prohibit proper drainage by impeding water flows into City drainage canals. As a result, members commented that actual farming on filled land is questionable and has proven to be unsuccessful and difficult in the past. In response to questions about portions of the perimeter road, the applicant noted that the road could also be utilized as an access/maintenance road to a potentially relocated telecommunication tower on the site.
- There was discussion surrounding obtaining a water license for the future farm operation. Ministry staff noted that a water license will be required and recommended that the applicant make the necessary inquiries as soon as possible.
- Members suggested that the actual amount of works (i.e., filling or perimeter farm road development) should be minimized and that City engineering staff be requested to examine the drainage system in the area to see what options are available for improvement. It was also recommended that examination of drainage situation was required prior to consideration of any fill proposal on the site.

As a result of the discussion, the AAC moved and seconded the following motion:

Attachment 9

That the non-farm use application to place fill on 12871 Steveston Highway be referred back to City staff to work with the proponent in order to provide detailed existing topographic information conducted by a professional land surveyor over the entire site, a detailed on-site drainage plan (based on topographic information) and examination of City drainage in the surrounding area.

Carried Unanimously

Excerpt of AAC meeting minutes from February 13, 2013**Development Proposal at 12871 Steveston Highway (Non-Farm Use – Fill)**

Community Bylaws staff summarized the previous submissions and comments made by the AAC in 2012 and how the proponent has responded to the specific requests for information from the Committee and recent information submitted by the proponent and their Agrologist Consultant. Community Bylaws noted that a detailed topographic plan of current site elevations and a revised drainage and irrigation plan was completed.

The proponent's consultant for the project indicated that the depth of the proposed fill would be approximately 0.88 m on average across the entire subject site and the spacing of the drainage lines would be decreased to 40 ft. spacing. The overall finished grading approach to the project increases the elevation along the centre of the site (running north-south) and gradually decreases in elevation to the east and west of this centre "ridge" to facilitate drainage into adjacent canals.

AAC members had the following question and comments on the proposal:

- In response to questions, the proponent's agrologist consultant (Lori Larsen – Keystone Environmental) indicated that the topographic survey indicated an existing elevation of approximately 0.1m to 0.3m across the site.
- AAC members requested the feasibility of levelling the existing grade of the site, berming the perimeter and implementing a system of perimeter ditches to drain the water from the site. The agrologist noted that the challenge with that system is that the levelling of the site would not address the 5-10 days of standing water that would result if existing elevations on the site were maintained, especially during winter and high-rainfall events. This standing water would result in negative impacts to the proposed blueberry shrubs. Pumping water up and over an internal system of dykes into the City ditch system was challenging and would add significant infrastructure costs to the farm plan.
- A comment was made that the overall approach to the fill proposal made sense from a functional perspective, but that all other options should be explored prior to bringing in foreign materials onto the subject site.
- An AAC member commented that a berm and perimeter drainage system worked well for cranberry operations involving peaty soil, but that this approach might not be suitable to the subject site and proposed operation. It was also noted that this area of Richmond had different drainage infrastructure when compared to other areas in East Richmond.
- Improving the functioning of Sidaway Road as a drainage conveyance was noted as a concern to all farm operations in this area.

Attachment 9

- Background information was provided about the historical farm activities that occurred on the lands west of Highway 99, which was achieved through implementation of site specific drainage ditches feeding into perimeter drainage canals. This approach resulted in successful allotment gardens on the former Fantasy Gardens site. The general concern with bringing in fill onto the subject site was the impact it could have on the land and whether it would still be agriculturally productive land after fill activities were completed.
- Members referenced their experience with blueberry production and yields across Richmond on land with a variety of drainage conditions noting that where drainage is properly addressed, yields are typically higher.
- In response to questions from the Committee, the agrologist consultant indicated that the best type of fill material to be placed on the subject property is granular material that can facilitate drainage. The consultant also provided information on the provisions for monitoring of materials coming onto the subject site to ensure that they are not contaminated and consistent with the proper materials to facilitate farming. The consultant also noted that the proposed farm roads providing access throughout the property will consist of crushed granular gravel material.
- The agrologist provided clarity on the financial figures associated with the proposed fill operation and explained the rationale behind the revisions to the figures based on the proponent's business involvement in the trucking industry.
- Committee members indicated that, regardless of the outcome of the proposed fill operation, information was requested from Engineering staff on proposed future capital drainage and irrigation works in this area as it would be a benefit to this site as well as other agricultural operations in the surrounding area.
- Members commented that the applicant had responded to the AAC's requests for information as part of past review by the Committee.

Based on this, Agricultural Advisory Committee members forwarded the following motion:

That the "non-farm use" application for the purposes of soil fill activities on 12871 Steveston Highway, as per the terms and conditions of phasing, implementation and monitoring of the proposed soil fill activities as presented to the Agricultural Advisory Committee, be advanced to Council for their consideration through the required process.

Carried Unanimously

Drainage FACTSHEET



BRITISH
COLUMBIA

Ministry of Agriculture, Food and Fisheries

Order No. 535.100-2
November 2002

AGRICULTURAL DRAINAGE CRITERIA

Introduction

These criteria were developed to describe the level of drainage required to allow for good on-farm drainage. The criteria were used in projects under the Agricultural and Rural Development Subsidiary Agreement (ARDSA) that were intended to improve regional drainage and are commonly referred to as ARDSA criteria. They are also known as the "Agricultural Drainage Criteria".



Figure 1 Good Drainage on Productive Forage Land

The purpose of the Agricultural Drainage Criteria is to provide good drainage for low land crops to survive and thrive. The survival of crops depends upon the crop's roots not being saturated for long periods of time. The criteria were designed to limit the duration that the crop's roots are subjected to saturated soil conditions and provide a water table low enough to allow for good root growth.

Chronic flooding limits the range of crops that can be grown on farmland, reduces crop yields and in some cases leads to disease and pest management problems. Good drainage is required to ensure that farmers can produce marketable crops.

Regional Agricultural Drainage Criteria

The regional drainage criteria for agricultural areas are:

- To remove the runoff from the 10 year, 5 day storm, within 5 days in the dormant period (November 1 to February 28);
- To remove the runoff from the 10 year, 2 day storm, within 2 days in the growing period (March 1 to October 31);
- Between storm events and in periods when drainage is required, the base flow in channels must be maintained at 1.2 m below field elevation.
- The conveyance system must be sized appropriately for both base flow and design storm flow.

When conducting a drainage study using the above criteria, the flooding on the surface of the land is analyzed first, determining the length of time required to remove water from the surface of the land (field elevation). Generally surface flooding is limited to 4.5 days in the winter and 1.8 days in the summer.

The time for the water levels in the channel to return to base flow is then determined. To provide adequate drainage to the root zone, the water level should return to base flow levels within 6 hours during the summer and 12 hours in the winter after cessation of flooding.

The total time it takes to remove flooding and return the water level to base flow should not exceed 5 days in the winter and 2 days in the summer for the design storms stated in the first two criteria.

Explanation of Terms

Flooding

Flooding is considered to occur when the water levels exceed the designated field elevation.

Runoff

Runoff is considered all water above base flow that is not infiltrated.

Base Flow

Base flow is the amount of water flowing in the channel when there is no runoff from storm events.

In order to determine the effect that any changes in the watershed will have on water flows, an estimate of the base flow for summer and winter are required.

The summer base flow condition is to be based on available stream flow and precipitation data.

The winter base flow is calculated for an extremely wet period defined as 20 to 22 days of rainfall during a wet month.

On some systems the outlet is controlled by a pump station during freshet. The cycling of the pump determines water levels. Where the pump station operation governs the water levels, base flow water levels will be determined by the arithmetic mean of the maximum and minimum channel water elevations at the location that is near the lowest land in the flood cell.

Storm Flow

Storm water runoff should be calculated for summer and winter conditions using a one in 10 year return period for 5-day winter and 2-day summer storms.

The Rational and SCS method for calculating peak flows should not be used when designing regional

drainage systems. These methods over simplify a very complex process. Continuous simulation models are more realistic and take into account rainfall events that last for many days.

Freeboard

Freeboard is the elevation difference between base flow water levels in the channel and the field elevation.

For the purposed of determining freeboard the baseflow water level in the ditches is determined by analyzing base flow periods during the growing season.

Ideally the freeboard should be 1.2m, this provides a good outlet for tile drains. A freeboard of 0.9m may be acceptable in some areas.

Field Elevation

The field elevation can be designated where 95% of the land in the flood cell lies above the determined elevation. This is a general guideline.

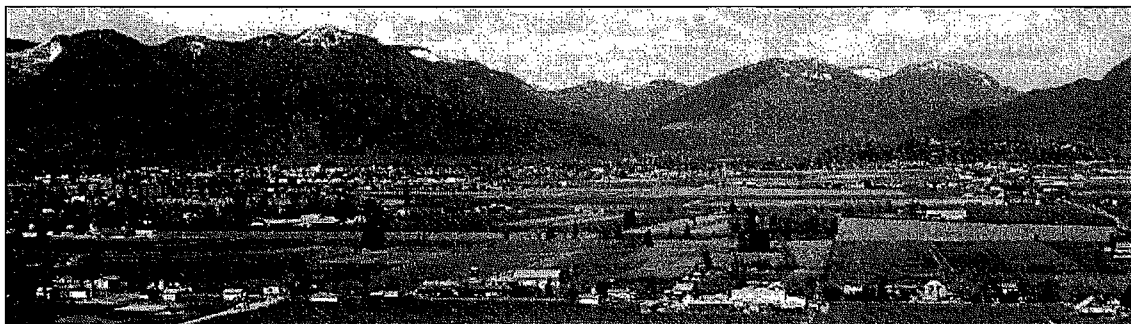
5% of the land would be below the designated field elevation. This 5% may receive less drainage benefits than the surrounding land.

Calculation of the Duration of Poor or Inadequate Drainage

Inadequate drainage is considered to occur when water levels rise above base flow conditions and crop roots are affected.

The duration of poor drainage should be calculated by summing the periods of inundation for the entire period of influence of the storm event.

During the dormant and growing seasons a certain amount of inadequate drainage may occur but the duration must be limited to the stated criteria to prevent damage to the crops



Explanation of Criteria

Remove the runoff from the 10 year, 5 day storm, within 5 days in the dormant period (winter).

What does a 5 day 10 year storm mean?

A 5-day storm, 10-year storm indicates the volume of water that is required to be removed by the drainage system. This volume of water is to be removed within 5 days from the time the root zone is saturated.

The amount of rain that can fall in a 5-day 10-year storm varies around the province.

To determine the local 5-day 10 year storm precipitation data from a near by climate station is statistically analyzed to determine what the average rainfall would be for a storm lasting 5 days that would occur once every 10 years. This would be more severe than a storm that occurs once a year, just as a 100-year storm would be even more severe than a 10-year storm.

Choosing this storm event to be used for the design or assessment a drainage system means that there is a level of acceptable risk that is assumed. The risk is that every 10 years a storm may occur that is larger than the drainage system is designed to convey.

There is a chance that a 5-day 10-year storm will occur more than once in a single year. The probability of this occurring is very small.

Remove the runoff within 5 days.

The on-farm drainage system is an integral part of removing the water from the root zone. Most subsurface drainage systems are installed with the pipe outlet at 1.0-1.1m below the field surface. To allow for the drains to flow freely the *base flow* in the channel should remain 1.2m below the field elevation between storm events.

Because regional drainage systems service on-farm drainage systems of farms with a variety of crops, a water level indicated by the 1.2m freeboard between storm events is the level used to determine if this criteria is met. By providing a 1.2m freeboard where it currently does not exist the agriculture community has the opportunity to convert to higher value crops.

However, in some situations where the crops grown are uniform and do not have deep roots determining when inadequate drainage begins can vary depending on the crop type.

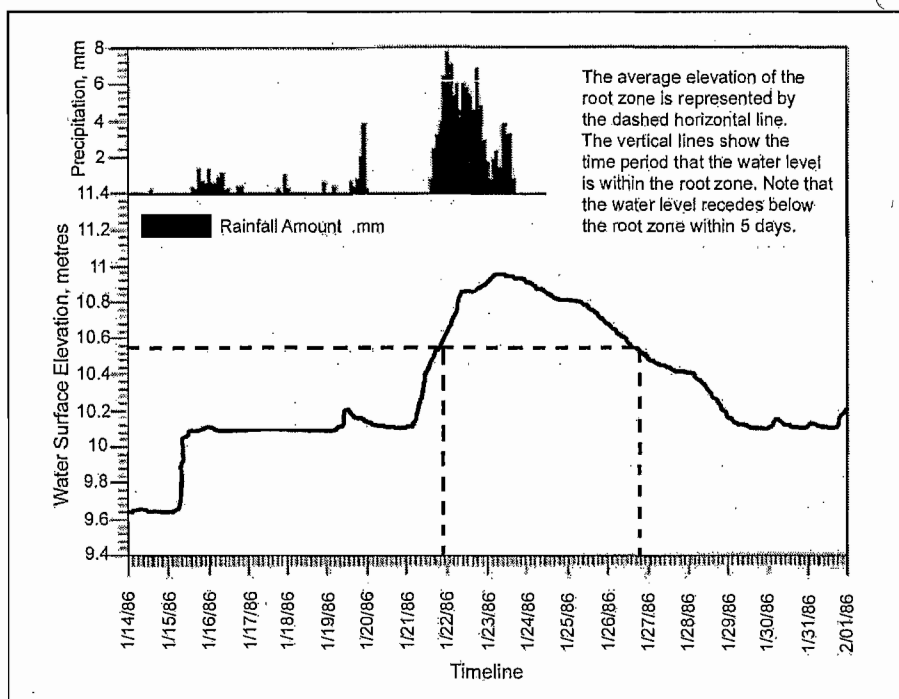


Figure 2 Sample Hydrograph

For **perennial crops that have a deep established root system** the roots of the crop should not be saturated for more than five days. The water level may rise higher but it must be below the root zone by the end of five days.

For **shallow rooted crops and grasses** the crop roots may not be affected until the water level has risen within 0.9m of the land surface. In these cases the inadequate drainage is considered to begin when it rises above this level and end when it falls below this level.

For **some vegetable crops** flooding during the winter is acceptable and even desirable. For drainage areas that only service areas where these crops exist inadequate drainage would be considered to begin the water reached the field elevation.

Figure 2 shows a hydrograph produced for a 5-day storm. Many factors affect the shape of the hydrograph including the land use in the area and the pattern of the storm. Notice the precipitation bars at the top of Fig. 2 indicates high rainfall the last day of the event and less the previous days. This may be a typical pattern for the area producing a certain volume of rain. This same amount of rainfall could fall in equal amounts each day and this would produce a different hydrograph.

The example hydrograph shows the rise and fall of the water table due to the storm. For this situation the water level recedes below the root zone within 5 days.

To remove the runoff from the 10 year, 2 day storm, within 2 days in the growing period (summer).

The analysis for this criterion is similar to the analysis described for the 5-day 10-year storm to be removed in 5 days in the dormant season.

For this criteria the 2-day 10-year storm in the growing season is analyzed to determine the amount of water to be removed by the drainage system.

During the growing season the water has to be removed quickly, within 2 days, to prevent damage to the crop's development. Since plants breathe through their roots it is important that there is air in the soils and the soil is not saturated for long periods of time.

Between storm events and in periods when drainage is required, the base flow in channels must be maintained at a 1.2 m below field elevation.

In many situations the banks of the watercourse may have been built up over the years. This creates a berm along the watercourse, see fig. 3. Although the bank may be at an elevation of 1.2 m above the water the actual low point in the field may be 0.5 m below the bank (berm) level. This would leave only a 0.7 m free board. It is important to have a topographical survey of the area showing all low spots, ditch bottoms and water levels in the channel.

The freeboard is critical in the spring and fall when equipment needs to access the fields. The water level may be maintained higher in the summer if field and crop conditions are conducive to subirrigation.

Subirrigation is an option that should be left up to the individual farmer.

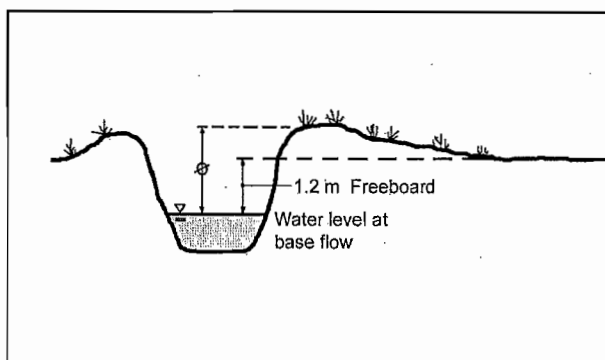


Figure 3 Determining Freeboard

The conveyance system must be sized appropriately for both base and design storm flows.

This criterion is to assure that all ditches and culverts are sized appropriately. In a number of regional drainage areas where the drainage is inadequate the problem is usually a culvert or channel that is too small to pass storm flows efficiently or a culvert installed too high.

Drainage Improvement Assessment for Agriculture

To conduct a proper drainage improvement assessment the following information should be provided for areas that do not meet the Agricultural Drainage Criteria.

- Delineate on a map the field areas that are capable of achieving 1.2m freeboard during non-storm situations.
- Delineate on a map the field areas that are capable of achieving only 0.9m freeboard during non-storm situations.
- If the 1.2m freeboard cannot be met within the time period stated after a storm, what water level in the ditches is achievable within the stated time period?
- If the 1.2m freeboard cannot be met within the time period stated after a storm, how long will it take to meet the 1.2m freeboard?
- If the 1.2 m freeboard cannot be met within a maximum of 12 hours in the summer or 24 hours in the winter after the cessation of flooding, create a map delineating the areas that meet 1.2m and 0.9 m of freeboard within the time period stated in the criteria. See fig. 4.

By providing this information in a report it is possible to assess the impact that the poorly drained areas will have on agriculture.

This information can help answer some of the most commonly asked questions and provides farmers with a clear picture of the drainage situation in their area.

The information indicates the severity of the impact.

Can the poorly drained areas support crops that are less sensitive to drainage conditions?

Is the land unfarmable?

The maps show the areas that are affected and how these areas relate to parcels of land that are farmed.

Does the poorly drained area negatively affect the entire parcel?

Does it make the parcel of land unproductive or too difficult to farm?

When planning drainage improvements this information gives an indication of which areas may benefit from drainage improvements and which areas may be too difficult to drain.

What is the cost / benefit ratio of improving drainage?

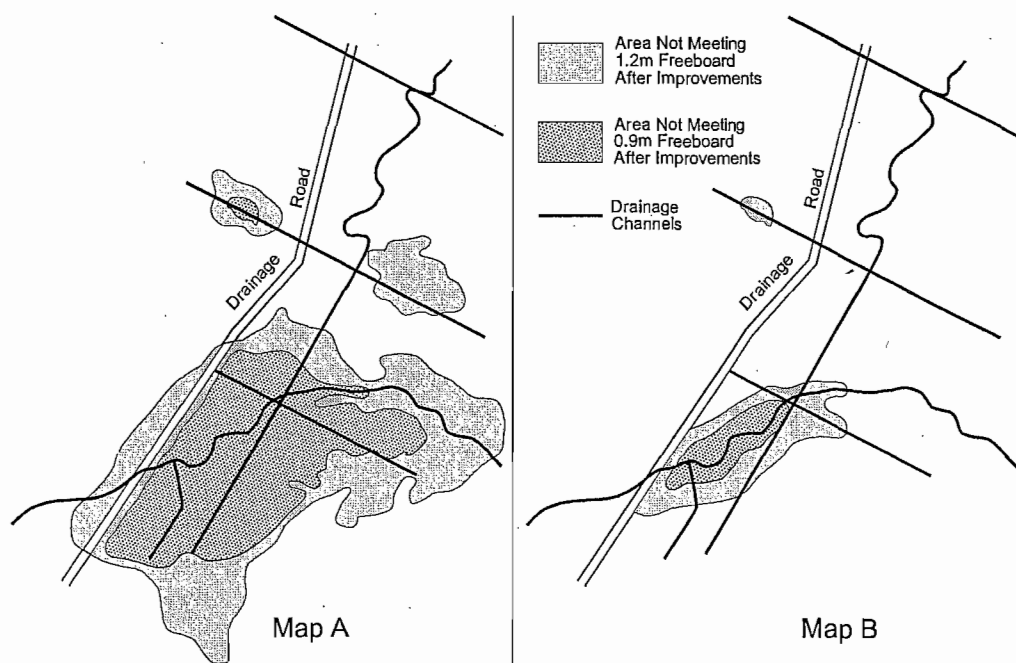


Figure 4 Regional Drainage Assessment Maps

Assessment Summary

Summarizing the affects of changes in the drainage system or drainage improvements in tabular and map form is a convenient method of displaying all the options. The table should include the changes that could be expected in flows, duration or saturation and the land area affected during the storm stage due to proposed changes in the watershed.

Regional overview of agricultural drainage

Figures 4 and 5 are examples of mapping the results of the drainage assessment. Figure 4, Map A and Map B, give an overall regional view of the areas that will still be affected after the proposed drainage improvements have been implemented. A map like this may also include lot boundaries. This map may then be used to show stakeholders which lands can reasonably be expected to be drained and which cannot.

Table 1 gives an example of summary information that may accompany these figures. The table may also contain other relevant information.

It is then possible to easily compare the options. The drainage improvements in Option B meet the agricultural drainage criteria in 95% of the drainage area. The areas not meeting the criteria only experience an extra day of flooding and have a 0.7m to 0.75m freeboard, which is acceptable for some crops. For Option A there will be some areas that do not meet the drainage criteria. However, the cost for Option A is quite a bit less than Option B.

The farmers and other stakeholders in the area can use this information to decide if the extra costs of the drainage improvements are justified.

Table 1 SUMMARY OF DRAINAGE IMPROVEMENTS AND COSTS		
	Option A	Option B
Description of work	Clean channels. Install small pump station	Clean and Improve channels. Install large pump stations.
For winter storm events		
Area not meeting 1.2 freeboard	92 ha	20ha
Area not meeting 0.9m freeboard	82 ha	11ha
% of area meeting drainage criteria	74%	95%
Freeboard achieved within criteria time period (within zone not meeting 0.9m freeboard)	0.4m	0.7m
Time required to meet the 1.2m freeboard*	9 days	6 days
For summer storm events (maps not shown)		
Area not meeting 1.2 freeboard*	85 ha	5 ha
Area not meeting 0.9m freeboard	75 ha	5 ha
% of area meeting drainage criteria	76%	98%
Freeboard achieved within criteria time period (within zone not meeting 0.9m freeboard)	0.7m	0.75
Time required to meet the 1.2m freeboard*	3 days	3 days
Economics		
Costs of Improvement	\$250,000	\$600,000
Benefits to Agriculture**	\$225,000	\$500,000

* This is assuming that the 1.2 m freeboard criteria is met when there are no storm events.

** Analysis by professional agriculture consultant. This includes improvements in crop yield, higher value crops, improved growing season, crop quality, management implications and any increases in production costs

How drainage affects individual properties

Figure 5 shows how poor drainage may affect a single property. It is important to consider not only the overall area within a region, but also how individual lots will be affected by drainage. Lot 1 in Figure 5 experiences poor drainage on over 75% the property, half of the property does not meet the 0.9m freeboard and possibly a third would not meet a 0.6m freeboard.

This property owner of Lot 1 may not be able to productively farm a large portion of their land under this drainage scenario. Lot 2 also experiences poor drainage while Lot 3 is not affected.

This information would be used to determine the agricultural productivity of an area. Lot 1 may not be farmed because it is not worth the management effort to put a small portion of land into production. In that case the entire area of Lot 1 would not be included in the area receiving benefits in the summary information.

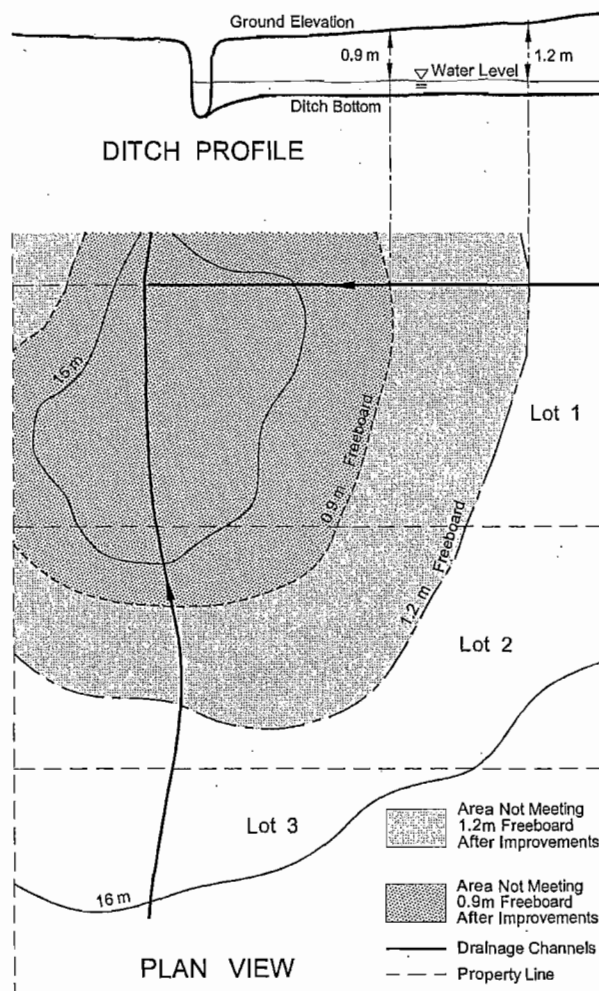


Figure 5 Regional Drainage Affecting Individual Property

References

- Lalonde, Vincent and Hughes-Games, Geoff. 1997. *B.C. Agricultural Drainage Manual*. B.C. Ministry of Agriculture, Food and Fisheries, Resource Management Branch, Victoria, B.C.
- Wilson, Ken. 1980. *Design Criteria for the Farm Drainage Outlet Assistance in the Lower Fraser Valley*. B.C. Ministry of Environment, Lands and Parks.

For further information on related topics, please visit our website

Resource Management Branch

www.agf.gov.bc.ca/resmgmt

Linking to our
Publications and Conceptual Plans



FOR FURTHER INFORMATION CONTACT

Janine Nyvall, Water Management Engineer
Phone: (604) 556-3113
Email: Janine.Nyvall@gems5.gov.bc.ca

RESOURCE MANAGEMENT BRANCH
Ministry of Agriculture, Food and Fisheries
1767 Angus Campbell Road
Abbotsford, BC CANADA V3G 2M3

May 22, 2013

to :

Office of the City Clerk
Richmond.

FAX : 278 - 5139

re : presentation to Council on May 27, 2013
regarding "Richmond's China Town".

I am enclosing for your information a letter to Mayor & Council dated May 14th, 2013, as well as copies of stamps that are available at post offices right now, picturing the gates to the 8 most prominent China Town's in Canada.

Sincerely : Erika Simm, Richmond
Tel: 604-273-3282
Fax: 604-273-3240

May 14th, 2013

to Mayor and Council
of the City of Richmond

from Erika Simm
Tel: 604-273-3282

Dear Mayor and Council,

a few weeks back there was a delegation to Council by two ladies about the "Chinese only" signs along No 3 Rd. After speaking with them myself they also voiced a concern about vacant investment houses in Richmond, which destroy neighbourhoods as we know them. I do understand their concerns. Being a person who seeks solutions to problems I took a while to think about it and. I think I found a good solution to the "Chinese only signs" issue. I ran the idea past several young Chinese persons, as well as Theresa Wat, who is the Liberal Candidate for Richmond Centre. They liked the idea. I think Magdalene Leung may be a person who also could have a good opinion on this if approached, and. I would love to discuss this idea with her:

In many major cities there are "China Towns," like the one in San Francisco, which I visited years ago, and which is a fantastic tourist destination! Vancouver also has a very distinct and central China Town, enhanced by old buildings and open market places. It is a destination, has been upgraded and is very interesting. It and San Francisco's China Town are distinct and different places. And they are both excellent tourist destinations.

Richmond has a China Town in the making. However, it has no character whatsoever like the other two. It is generic, bland and modern. Modern is good, but not generic and bland. So, it stands to reason that this area should be called what it is. Richmond's China Town. I would like to see Gates like in San Francisco, I would like to see Dragons and Lions, I would like to see colour, pocket parks with trees and plants like those in China, within walkable distances. I would like to see a distinct cultural character, cultural festivals, dragon dances, and so on, on a yearly basis for the world to see. A tourist destination, only 5 minutes by Sky train from the Airport to Aberdeen! If you call it what it is, and if you embellish it, then who cares if there are Chinese only signs. Then it is what it is: Richmond's China Town.

I would like to hear from you, or if you wanted to have a presentation to council from me. I think it is important to plant the seed for this idea. Thank you for your consideration.
Sincerely:

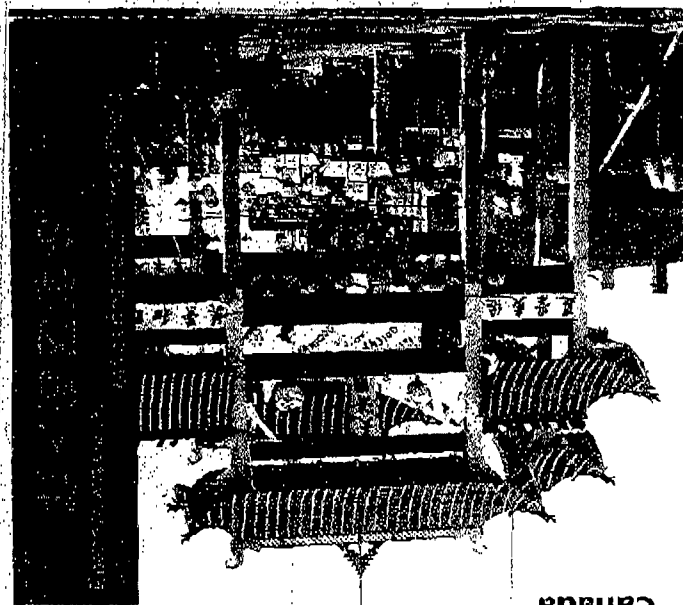
.....Erika Simm.....

Illustrated by regional artists, these eight gates stand watch over Canada's most prominent Chinatowns. On the cover, a temporary gate built in 1882, for visiting royalty and the Marquess of Lorne, 4th Governor General of Canada, adorns Victoria's Chinatown, one of Canada's oldest.

Huit artistes ont illustré les portails qui surplombent les plus importants quartiers chinois du pays. En couverture figure la porte du quartier chinois de Victoria, érigée temporairement en 1882 pour accueillir le marquis de Lorne, 4^e gouverneur général du Canada, et son épouse, la princesse Louise.

LOWE-MARTIN
Design : Hélène L'Heureux

Illustrations : Harvey Chan, Charles Vinh,
Renyi Lantano, Gabe Wong, Janice Wu,
Normand Cousineau, Albert Ng, Mark Helme



Canada
Permanent stamps /
Timbres permanents

8



CNCL - 312

PHONE NO. : 273 3282

FROM : ERIKA SIMM FAX 273 3240

May. 22 2013 12:34PM P3

Canada's most prominent China Towns:

Toronto
 Montreal
 Winnipeg
 Vancouver
 Edmonton
 Ottawa
 Mississauga
 Victoria



多倫多 Toronto Canada



滿地可 Montreal Canada



溫尼辟 Winnipeg Canada



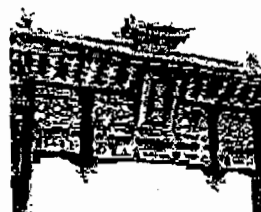
溫哥華 Vancouver Canada



愛蒙頓 Edmonton Canada



渥太華 Ottawa Canada



密西沙加 Mississauga Canada



維多利亞 Victoria Canada



Business Regulation Bylaw No 7538, Amendment Bylaw 9013

The Council of the City of Richmond enacts as follows:

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

Alexandra Road 8511 Unit 100

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

FIRST READING

APR 22 2013

SECOND READING

APR 22 2013

THIRD READING

APR 22 2013

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor


MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8918 (RZ 11-591939)
9091, 9111 AND 9131 BECKWITH 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 **INDUSTRIAL BUSINESS PARK (IB2)**.

P.I.D. 009-852-913

Lot 27 Section 22 Block 5 North Range 6 West New Westminster District Plan 13817

P.I.D. 009-852-921

Lot 28 Section 22 Block 5 North Range 6 West New Westminster District Plan 13817

P.I.D. 009-852-930

Lot 29 Section 22 Block 5 North Range 6 West New Westminster District Plan 13817

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8918**".

FIRST READING

JUL 23 2012

A PUBLIC HEARING WAS HELD ON

SEP 05 2012

SECOND READING

SEP 05 2012

THIRD READING

SEP 05 2012

MINISTRY OF TRANSPORTATION AND

INFRASTRUCTURE APPROVAL

SEP 20 2012

OTHER REQUIREMENTS SATISFIED

MAY 22 2013

ADOPTED

MAYOR

CORPORATE OFFICER





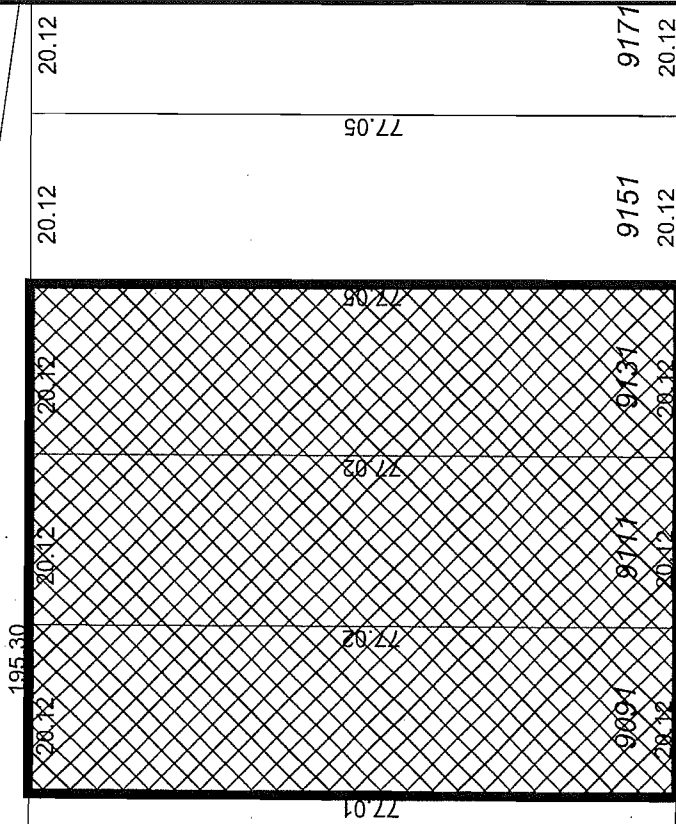
BECKWITH RD

RZ 11-591939

Original Date: 11/03/11

Revision Date:

Note: Dimensions are in METRES



279.47



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8930 (RZ 12-610058)
10180 Williams Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **COMPACT SINGLE DETACHED (RC2)**.

P.I.D. 000-658-073

Lot 27 Block 1 Sections 26 and 35 Block 4 North Range 6 West New Westminster District
Plan 18549

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8930"**.

FIRST READING

SEP 10 2012

A PUBLIC HEARING WAS HELD ON

OCT 15 2012

SECOND READING

OCT 15 2012

THIRD READING

OCT 15 2012

OTHER REQUIREMENTS SATISFIED

MAY 22 2013

ADOPTED

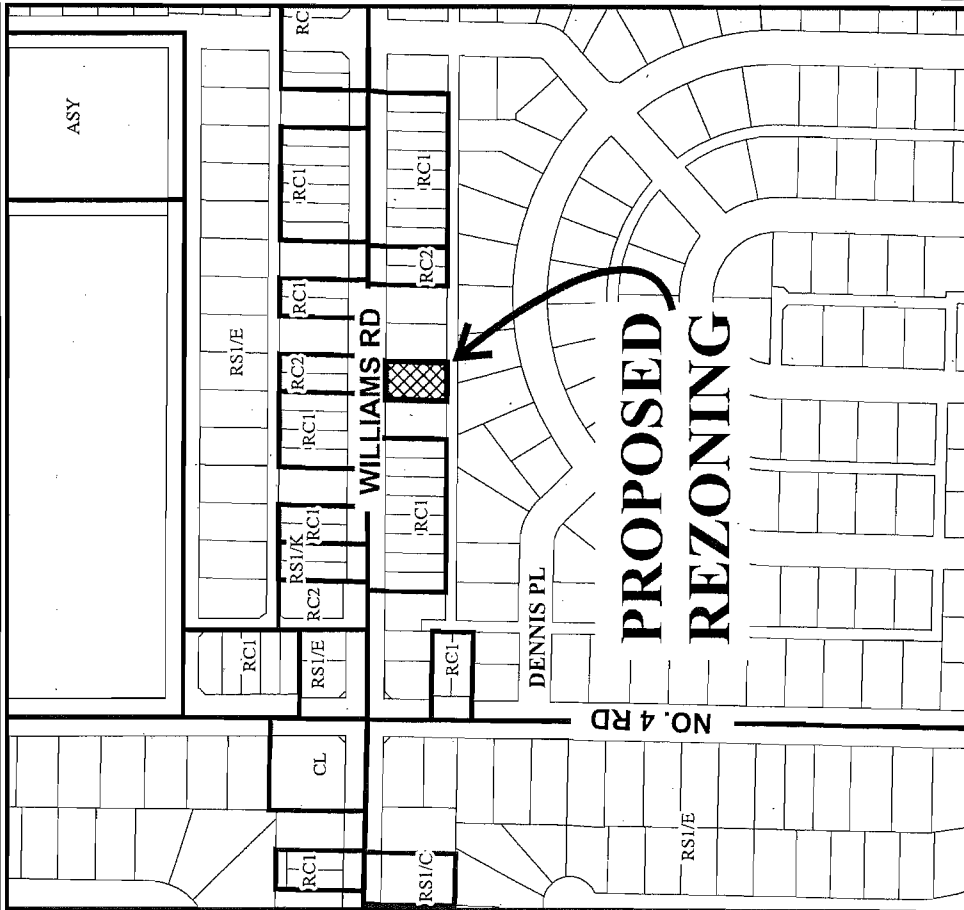


MAYOR

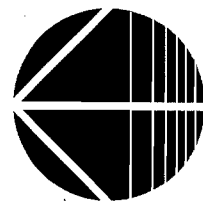
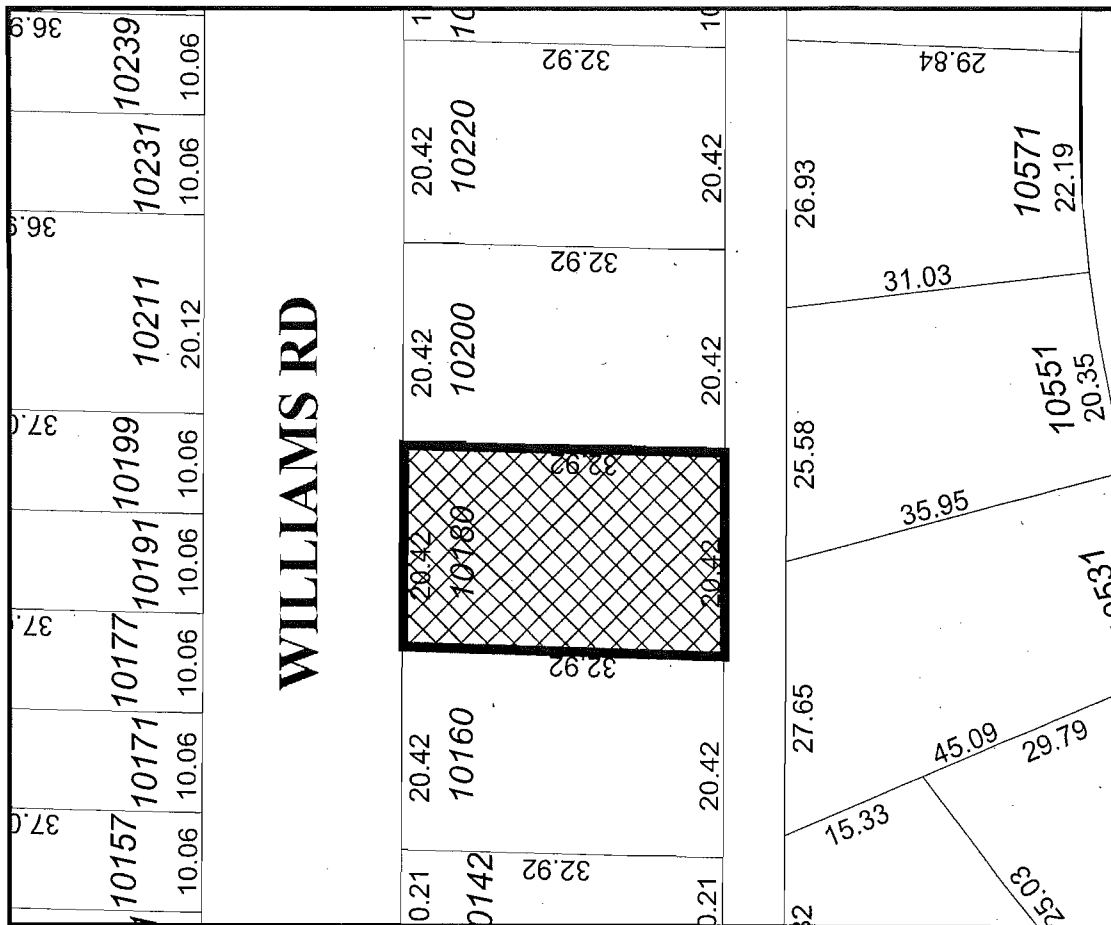
CORPORATE OFFICER



City of Richmond



CNCL - 318



RZ 12-610058

Original Date: 05/23/12

Revision Date:

Note: Dimensions are in METRES



**Development Permit Panel
Wednesday, May 15, 2013**

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.

1. Minutes

It was moved and seconded
*That the minutes of the meeting of the Development Permit Panel held on Wednesday,
April 24, 2013, be adopted.*

CARRIED

2. Development Permit 09-506645
(File Ref. No.: DP 09-506645) (REDMS No. 3550302)

APPLICANT: Timothy Tse

PROPERTY LOCATION: 7840 Bennett Road

INTENT OF PERMIT:

1. To permit the construction of two (2) back-to-back duplexes on a site zoned "Infill Residential (RI2)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to permit a 0.83 m building projection beyond the vertical height envelope.

Applicant's Comments

Timothy Tse and Keith Ross, Landscape Architect, gave a brief overview of the project highlighting the following salient points:

1.

Development Permit Panel

Wednesday, May 15, 2013

- there have been approximately 14 front to back orientated duplex units developed in the area due to lot width;
- the proposed development is compatible in character, form, scale and material to the existing duplex buildings in the area providing a consistent streetscape;
- the variance requested will permit the construction of a gable roof facade that is consistent with other similar projects in the area;
- the landscape design is uniform with the neighbourhood;
- an existing Honey Locust tree on the adjacent property will be protected throughout the construction phase;
- the rear yards are completely fenced and contain a patio, small planting area and privacy screening from the front units;
- individual unit entrances are visible from the public street and delineation of public to private areas is achieved through the use of fences, gates, and landscape features; and
- on site bicycle storage enclosures and parking spaces are provided.

Panel Discussion

In response to queries from the Panel it was noted that no common amenity space is proposed for the development and that there are a total of 3 parking spaces provided per duplex lot.

Staff Comments

Wayne Craig, Director of Development, advised that the development includes a servicing agreement for frontage improvements along Bennett Road (i.e. curb, gutter, boulevard and sidewalk improvements including culvert/ditch infilling) and the construction of the rear lane. The variance is consistent to other variances that have been granted in the area. There are 2 convertible units included in the proposal and all units have Aging-In-Place features.

Correspondence

Rob Bodnar & Norma Miller, 7800 Bennett Road (**Schedule 1**)

Development Permit Panel

Wednesday, May 15, 2013

Staff Comments

Mr. Craig acknowledged receipt of the correspondence from Mr. Bodnar and Ms. Miller and confirmed that there is no on-street parking on the north side of Bennett Road and that staff were advised by Community Bylaws that an average of 2 parking complaints are received each year for this area. It is standard procedure that the development drawings not include any proposed frontage improvements as the drawings are intended to reflect the on-site development. The clustering of trees in question at the northwest corner of the site are hedge and shrub plantings and not tree plantings. The last concern related to a desire to have an existing hydro and telephone pole removed; however, until the entire hydro line along Bennett Road has been placed underground BC Hydro is unlikely to remove individual poles.

Gallery Comments

None.

Panel Discussion

The Panel was in support of the project noting the compact design and use of the site.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of two (2) back-to-back duplexes at 7840 Bennett Road on a site zoned "Infill Residential (RI2)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to permit a 0.83 m building projection beyond the vertical height envelope.*

CARRIED

3. Development Permit 11-575759

(File Ref. No.: DP 11-575759) (REDMS No. 3820085)

APPLICANT: Oris Development (Kawaki) Corp.

PROPERTY LOCATION: 6160 London Road (formerly 6160 London Road and 13100, 13120, 13140, 13160 & 13200 No. 2 Road)

INTENT OF PERMIT:

1. To permit the construction of a mixed-use development containing 76 residential units distributed in three levels over a 1,311.0 m² (14,112 ft²) commercial ground floor level and on-site parking for 193 cars on a site zoned "Commercial/Mixed Use (ZMU20) – London Landing (Steveston)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:

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- a) reduce the west side required setback for columns supporting a roof forming part of the building from 1.8 m to 1.6 m and to 0.60 m at the corner of London Road and No. 2 Road; and
- b) reduce the required east side setback for a storey above the first storey from 7.0 m to 6.20 m for the second level of the building only.

Applicant's Comments

Dana Westermarck, Oris Development (Kawaki) Corp., Rob Whetter, Cotter Architects, and Joseph Fry, Hapa Collaborative, provided the following information regarding the salient features of the proposed development:

- the proposed development is directly associated to the design and construction of a waterfront public park and new dike along the south side of the site and the southern end of No. 2 Road;
- the reduction of the west side setback is for columns supporting a roof forming part of the building;
- the setback variance at the corner of London Road and No. 2 Road is due to the corner cut road dedication at London Road and No. 2 Road bringing the building closer to the property line;
- a Montessori School, music studio, and commercial units are proposed in building 'B' while a restaurant space and smaller commercial units wrap around building 'A';
- offsite servicing agreements associated with the development cover the following works: Waterfront Park, Dike, and frontage upgrades on London Landing and Dyke Road;
- the overhead hydro lines along No. 2 Road and London Road will be removed as part of the redevelopment;
- the 2 buildings have been designed to reflect local historical structures (i.e. cannery buildings) and storefronts that have evolved over time;
- the two buildings are separated by a north-south pedestrian Mews and public access of the Mews will be secured by a Public Right-of-Passage Right-of-Way; and
- the proposed development landscaping and open space design is interrelated with and influenced by the public open spaces to achieve a natural integration between the waterfront park/dike public spaces and the outdoor areas of the proposed development.

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Panel Discussion

In response to queries it was noted that public parking is provided within the buildings for the commercial spaces and is accessible at grade level. There are 9 additional public parking spaces along No. 2 Road and underground parking is provided for the buildings. It was further noted that the development will meet LEED Silver standards equivalency through standard features, such as, energy efficient lighting, Low E glazing systems, and eco-friendly paints and sealants. As well, the development proposes the integration of a Geothermal heating and cooling system. The development will be built out in one phase.

Staff Comments

Mr. Craig advised that the proposed development includes 45 Basic Universal Housing units.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel commended the exemplary efforts of the consultants and staff in re-creating a village at London's Landing and were in support of the project.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a mixed-use development containing 76 residential units distributed in three levels over a 1,311.0 m² (14,112 ft²) commercial ground floor level and on-site parking for 193 cars at 6160 London Road (formerly 6160 London Road and 13100, 13120, 13140, 13160 & 13200 No. 2 Road) on a site zoned "Commercial/Mixed Use (ZMU20) – London Landing (Steveston)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the west side required setback for columns supporting a roof forming part of the building from 1.8 m to 1.6 m and to 0.60 m at the corner of London Road and No. 2 Road; and*
 - b) *reduce the required east side setback for a storey above the first storey from 7.0 m to 6.20 m for the second level of the building only.*

CARRIED

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4. Development Permit 13-630025

(File Ref. No.: DP 13-630025) (REDMS No. 3839203)

APPLICANT: Traschet Holdings Ltd.

PROPERTY LOCATION: 9091, 9111 and 9131 Beckwith Road

INTENT OF PERMIT:

1. To permit the construction of two (2) equal-sized buildings with a total floor area of 43,150 ft² (4,009 m²) on a site zoned "Industrial Business Park (IB2)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the minimum parking lot drive aisle width from 7.5 m (24.6 ft.) to 6.7 m (22.0 ft.);
 - b) reduce the front yard setback to Beckwith Road from 3.0 m (10.0 ft.) to 1.5 m (5.0 ft.) for the buildings; and
 - a) reduce the east yard setback to the adjacent lot with an older single-family residence from 3.0 m (10.0 ft.) to 0.0 m (0.0 ft.).

Applicant's Comments

David Sanford, Sanford Design Group, & Rob Chetner, Trasolini Chatner Construction Development, gave a brief overview of the development as follows:

- the development proposes the construction of 2 small light industrial buildings on 3 existing lots to be consolidated;
- the buildings will be tilt-up concrete construction style with extensive storefront glazing to provide a commercial look to the development;
- the use of cultured stone and articulation by stepping the panels and entrances provide interest;
- the proposed development will meet LEED Silver equivalency;
- the project will include the development of a rear lane;
- enlarged landscape islands at the front of the buildings will provide great street presentation; and
- the loading area to the rear will be fenced to provide shielding.

Panel Discussion

In response to a query it was noted that the intended uses would be independent small business or light manufacturing.

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Staff Comments

Mr. Craig noted that the servicing agreement will include frontage improvements on Beckwith Road and the rear lane construction. The development will meet LEED Silver equivalency and provide for 2 electrical vehicle parking stalls.

Panel Discussion

Mr. Craig advised that the east yard setback variance is due to the property to the east being residential. A 0.0 metre setback would be permitted provided that adjacent property is not residential. The city has a letter on file from the residential property owner noting that there was no objection to the 0.0 m setback. Beckwith Road is intended to be redeveloped for industrial uses in keeping with the City Centre Area Plan.

Correspondence

None.

Gallery Comments

Helmut Ott, 9151 Beckwith Road, questioned how this proposal would affect any future redevelopment of his property. It was noted that the current project would not affect his redevelopment potential.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of two (2) equal-sized buildings with a total floor area of 43,150 ft² (4,009 m²) at 9091, 9111 and 9131 Beckwith Road on a site zoned "Industrial Business Park (IB2)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum parking lot drive aisle width from 7.5 m (24.6 ft.) to 6.7 m (22.0 ft.);*
 - b) *reduce the front yard setback to Beckwith Road from 3.0 m (10.0 ft.) to 1.5 m (5.0 ft.) for the buildings; and*
 - b) *reduce the east yard setback to the adjacent lot with an older single-family residence from 3.0 m (10.0 ft.) to 0.0 m (0.0 ft.).*

CARRIED

5. New Business

Development Permit Panel
Wednesday, May 15, 2013

6. **Date Of Next Meeting: Wednesday, May 29, 2013**

7. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 4:30 p.m.

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the
Development Permit Panel of the Council
of the City of Richmond held on
Wednesday, May 15, 2013.

Joe Erceg
Chair

Heather Howey
Acting Committee Clerk

**Schedule 1 to the Minutes of
the Development Permit
Panel Meeting of Wednesday,
May 15, 2013.**

14 May 2013

Development Permit and Variance – 09-506645
7840 Bennett Road

As owners of the adjacent lot (7800 Bennett), we are unable to support the variance application without resolution of the following items:

- 1) Page two, point one advises street parking is available on both sides of Bennett Road – this is not the case, as there is no parking on the whole north side of Bennett. As can be seen every day, people park their vehicles perpendicular to the road on both Bennett and Acheson, which is an eyesore and an indication that the adequacy of parking spaces has not been addressed. We encourage council to review the number of parking complaints received in this small area.
- 2) Page two, point three indicates that a sidewalk is anticipated, but the drawing on page 12 does not depict any sidewalk – only culverts. Without a sidewalk, perpendicular parking is far more likely to occur on this redeveloped lot.
- 3) Page two, point two advises of additional trees clustered in the north west corner of the west lot (as depicted on page 14). These trees will, with time, diminish the sunlight at the north end of 7800 Bennett. The proposed variance would also diminish the sunlight to our meager green space at the north end and provide an absolute blockage of sunlight to the dwelling (previously good natural light with only a six foot hedge). Therefore, we don't understand the staff comment that the variance would improve the streetscape.
- 4) Page two, point three advises that the utility pole at the west end could be removed, as it is inconsistent with the 16 adjacent lots to the west, which have no utility poles. Yet, there is no firm plan to remove the pole. We encourage the developer to work with BC Hydro, Telus and the City to confirm the removal of this pole, which detracts from the appeal of both 7840 and 7800 Bennett.

Frankly, all points west of 7840 Bennett are consistent with the official community plan. Council has a clear opportunity to extend its vision for the subdivision.

We are willing to meet with the developer, and a city representative, to address our concerns.

Rob Bodnar
Norma Miller
215 Creekside Drive
Saltspring Island V8K2E4





City of Richmond

Report to Council

To: Richmond City Council

Date: May 22, 2013

From: Joe Erceg, MCIP
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2013-Vol 01

Re: Development Permit Panel Meeting Held on May 15, 2013

Staff Recommendation

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

- i. a Development Permit (DP 13-630025) for the property at 9091, 9111 and 9131 Beckwith Road;

be endorsed, and the Permit so issued.

Joe Erceg, MCIP
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on May 15, 2013.

DP 13-630025 – TRASCHET HOLDINGS LTD. – 9091, 9111 AND 9131 BECKWITH ROAD
(May 15, 2013)

The Panel considered a Development Permit application to permit the construction of two (2) buildings with a total floor area of 4,009 m² (43,150 ft²) on a site zoned “Industrial Business Park (IB2)”. Variances are included in the proposal for reduced drive aisle width, front yard setback, and east side yard setback.

David Sanford, of Sanford Design Group, and Rob Chetner, of Trasolini Chatner Construction Development, gave a brief presentation of the proposal, including:

- The buildings will be tilt-up concrete construction with extensive storefront glazing to provide a commercial look to the development.
- Visual interest is provided, with the use of cultured stone, stepping the panels for articulation, and enlarged landscape islands at the front of the buildings.
- The loading area to the rear will be fenced to provide screening.

In response to a query it was noted that the intended uses would be independent small business or light manufacturing.

Staff supported the Development Permit application and requested variances. Staff noted that:

- The Servicing Agreement will include frontage improvements on Beckwith Road and the rear lane construction.
- The development will meet LEED Silver equivalency and provide for two (2) electrical vehicle parking stalls.
- The east yard variance is due to the property to the east being currently zoned residential. A 0 m setback would be permitted if the adjacent property is redeveloped for industrial use. The City received a letter from the residential property owner noting that there was no objection to the 0 m setback.
- The properties on Beckwith Road are intended to be redeveloped for industrial in keeping with the City Centre Area Plan.

Neighbour, Mr. Helmut Ott, addressed the Panel and questioned how this proposal would affect any future redevelopment of his property. It was noted that the current project would not affect his redevelopment potential.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel recommends that the Permit be issued.