



City Council

Council Chambers, City Hall
6911 No. 3 Road

Monday, May 28, 2012
7:00 p.m.

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ITEM

MINUTES

1. *Motion to adopt the minutes of the Regular Council Meeting held on Monday, 14, 2012* (distributed previously).

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AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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

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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. 24.)

4. *Motion to rise and report.*

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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
- Commercial Vehicle Traffic - 16000 Blk of River Road
- City of Richmond: Response to Genetically Engineered Free BC Resolution
- Agricultural Advisory Committee 2011 Annual Report and 2012 Work Program
- Land use applications for first reading (to be further considered at the Public Hearing on Monday, June 18, 2012):
 - 22560, 22600, & 22620 Gilley Road – Rezone from (RS/1B) to (ZT11) (Kaiman Enterprises Co. Ltd. – applicant)
 - 4820 Garry Street – Rezone from (RS1/E) to (RS2/A) (Amrit Maharaj – applicant)
 - 23591 Westminster Hwy – Rezone from (RS1/F) to (SI) (City of Richmond – applicant)
 - Text Amendments to CCAP: Density Calculation Clarification for Minor Streets, Lanes, Mews, Parks, and Open Spaces not identified in Richmond’s DCC Program
 - 7431 Francis Road – Rezone from (ASY) to (RS2/E) (Avion Homes Ltd. – applicant)
 - 7840 Bennett Road – Rezone from (RS1/E) to (RI2) (Timothy Tse – applicant)
 - Telecommunications Antennas: Amendments to Zoning Bylaw 8500 and Development Application Fees Bylaw 7984
- Electric Vehicle - Community Charging Infrastructure Grant Funding Opportunity
- Recycling & Solid Waste Management - Together We’re Making Change Happen
- Green Cart Pilot Program Results
- 2012 Flood Protection Grant Program
- Permits for City Pump Stations

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- ICBC/City of Richmond Road Improvement Program - Proposed Projects for 2012
- Proposed Parking Strategy for Steveston Village

5. *Motion to adopt Items 6 through 23 by general consent.*



Consent
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6. **COMMITTEE MINUTES**

That the minutes of:

CNCL-15 (1) *the Community Safety Committee meeting held on Tuesday, May 15, 2012;*

CNCL-21 (2) *the General Purposes Committee meeting held on Tuesday, May 22, 2012;*

CNCL-29 (3) *the Planning Committee meeting held on Wednesday, May 23, 2012; and*

CNCL-41 (4) *the Public Works & Transportation Committee meeting held on Thursday, May 24, 2012;*

be received for information.



Consent
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7. **COMMERCIAL VEHICLE TRAFFIC – 16000 BLK OF RIVER ROAD**
(File Ref. No.) (REDMS No. 3240955)

CNCL-51

See Page **CNCL-51** for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

That the proposed control and enforcement measures related to commercial vehicles on River Road as outlined in the staff report titled Commercial Vehicle Traffic – 16000 Blk Of River Road (dated April 2, 2012, from the General Manager, Law & Community Safety), be endorsed.



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8. **CITY OF RICHMOND: RESPONSE TO GENETICALLY ENGINEERED FREE BC RESOLUTION**
(File Ref. No. 01-0370-01/2012-Vol01) (REDMS No. 3518727)

CNCL-55

See Page CNCL-55 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the City of Richmond hereby opposes the cultivation of genetically engineered plants and trees in the City of Richmond, with the exception of the 3 existing dairy farm GMO corn crops found prior to this Resolution, and that from this Resolution forward, no further GM crops, trees, or plants should be grown in the City of Richmond. This also includes GM fruit trees, all GM plants and shrubbery, GM vegetables, GM commodity crops and any and all field tests for medical and experimental GM crops;*
- (2) *That Option 1: Support Consumer Choice/Advocate for Strengthened Senior Government Management as described in the report titled “City of Richmond: Response to Genetically Engineered Free BC Resolution”, dated April 26, 2012, from the Interim Director, Sustainability and District Energy be endorsed;*
- (3) *That letters be sent on behalf of Council to the Prime Minister, Premier and leaders of the Federal and Provincial opposition, and copied to relevant Ministers in the Federal and Provincial governments, Richmond MPs and MLAs, Metro Vancouver, UBCM, the LMLGA, and the FCM, advising of these resolutions and requesting strengthened management of genetically modified plants, including the introduction of mandatory labelling requirements, more transparent assessment procedures and enhanced communication with the public; and*
- (4) *That the City of Richmond agrees to revisit this resolution as pertinent new information becomes available that affects this resolution.*



Consent
Agenda
Item

9. **AGRICULTURAL ADVISORY COMMITTEE 2011 ANNUAL REPORT AND 2012 WORK PROGRAM**
(File Ref. No.) (REDMS No. 3517976)

CNCL-67

See Page CNCL-67 for full report

PLANNING COMMITTEE RECOMMENDATION

That the 2012 Agricultural Advisory Committee work program be approved.



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10. **APPLICATION BY KAIMAN ENTERPRISES CO. LTD. FOR REZONING AT 22560, 22600 AND 22620 GILLEY ROAD FROM SINGLE DETACHED (RS1/B) TO TOWN HOUSING (ZT11) – HAMILTON**

(File Ref. No. 12-8060-20-8750, **RZ 06-344606**) (REDMS No. 3519618)

CNCL-75

See Page CNCL-75 for full report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8750, for the rezoning of 22560, 22600 and 22620 Gilley Road from “Single Detached (RS1/B)” to “Town Housing (ZT11) - Hamilton”, be referred to the June 18, 2012 Public Hearing.



Consent
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11. **APPLICATION BY AMRIT MAHARAJ FOR REZONING AT 4820 GARRY STREET FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/A)**

(File Ref. No. 12-8060-20-8825, **RZ 11-582830**) (REDMS No.3374326)

CNCL-113

See Page CNCL-113 for full report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8825, for the rezoning of 4820 Garry Street from “Single Detached (RS1/E)” to “Single Detached (RS2/A)”, be introduced and given first reading.



Consent
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12. **APPLICATION BY CITY OF RICHMOND FOR REZONING AT 23591 WESTMINSTER HWY. FROM SINGLE DETACHED (RS1/F) TO SCHOOL & INSTITUTIONAL USE (SI)**

(File Ref. No. 12-8060-20-8880/8881, **RZ 12-601319**) (REDMS No. 3482714)

CNCL-125

See Page CNCL-125 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Bylaw No. 8880 to amend the Official Community Plan Bylaw No. 7100, by repealing the existing land use designation in Schedule 2.14 (Hamilton Area Plan) for 23591 Westminster Hwy. and by designating it “Community Facilities”, be introduced and given first reading;*
- (2) *That Bylaw No. 8880, having been considered in conjunction with:*
- (a) *the City’s Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

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is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;

- (3) *That Bylaw No. 8880, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Bylaw No. 8881, for the rezoning of 23591 Westminster Hwy. from “Single Detached (RS1/F)” to “School & Institutional Use (SI)” be introduced and given first reading.*



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13. **CITY CENTRE AREA PLAN (CCAP) TEXT AMENDMENTS: DENSITY CALCULATION CLARIFICATION FOR MINOR STREETS, LANES, MEWS, PARKS, AND OPEN SPACES NOT IDENTIFIED IN RICHMOND’S DEVELOPMENT COST CHARGE (DCC) PROGRAM**

(File Ref. No. 12-8060-20-8888, 08-4045-20-10/2012-Vol 01) (REDMS No. 3517757)

CNCL-155

See Page CNCL-151 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Official Community Plan Amendment Bylaw No. 8888, which amends Official Community Plan Bylaw No. 7100 by making text amendments to Schedule 2.10 (City Centre Area Plan) to clarify the intent of the Plan in respect to lands voluntarily dedicated or otherwise transferred to the City by developers for use as “minor streets” (i.e., as designated under the Plan), lanes, mews, parks, and open spaces not identified in the Development Cost Charge (DCC) program for land acquisition purposes, and make clear that the City may, in its discretion on a project-by-project basis, include such lands in the calculation of “net development site” for the purpose of determining the maximum permitted floor area, be introduced and given first reading.*
- (2) *That Bylaw No. 8888, having been considered in conjunction with:*
 - (a) *the City’s Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; and*
- (3) *That Bylaw No. 8888, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.*



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14. **APPLICATION BY AVION HOMES LTD. FOR REZONING AT 7431 FRANCIS ROAD FROM ASSEMBLY (ASY) TO SINGLE DETACHED (RS2/E)**
(File Ref. No. 12-8060-20-8900/8901, **RZ 11-596457**) (REDMS No. 3518170)

CNCL-165

See Page **CNCL-165** for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Official Community Plan Amendment Bylaw No. 8900, to redesignate 7431 Francis Road:*
- (a) *from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw No. 7100 (Generalized Land Use Map); and*
 - (b) *from "Community Institutional" to "Low-Density Residential" in Attachment 2 to Schedule 1 of Official Community Plan Bylaw No. 7100 (Specific Land Use Map);*
- be introduced and given first reading;*
- (2) *That Bylaw No. 8900, having been considered in conjunction with:*
- (a) *the City's Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*
- is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw No. 8900, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Bylaw No. 8901, for the rezoning of 7431 Francis Road from "Assembly (ASY)" to "Single Detached (RS2/E)", be introduced and given first reading.*



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15. **APPLICATION BY TIMOTHY TSE FOR REZONING AT 7840 BENNETT ROAD FROM SINGLE DETACHED (RS1/E) TO INFILL RESIDENTIAL (RI2)**
(File Ref. No.: 12-8060-20-8902, **RZ 09-496145**) (REDMS No. 3496755)

CNCL-181

See Page **CNCL-181** for full report

PLANNING COMMITTEE RECOMMENDATION

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That Bylaw No. 8902, for the rezoning of 7840 Bennett Road from “Single Detached (RS1/E)” to “Infill Residential (RI2)”, be introduced and given first reading.



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16. **TELECOMMUNICATION ANTENNAS: AMENDMENTS TO ZONING BYLAW 8500 AND DEVELOPMENT APPLICATION FEES BYLAW 7984**

(File Ref. No.: 08-4040-01) (REDMS No. 3522269)

CNCL-203

See Page CNCL-203 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the proposed “Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8904,” concerning maximum heights for telecommunications antennas, be introduced and given first reading; and*
- (2) *That the proposed “Development Applications Fees Bylaw 7984, Amendment Bylaw 8905,” concerning fees for Telecommunications Antenna Consultation and Siting Protocol applications, be introduced and given first, second and third readings.*



Consent
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17. **ELECTRIC VEHICLE – COMMUNITY CHARGING INFRASTRUCTURE GRANT FUNDING OPPORTUNITY**

(File Ref. No. 10-6000-01) (REDMS No. 3514789)

CNCL-211

See Page CNCL-211 for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE RECOMMENDATION

That an application for a community electric vehicle charging plan and infrastructure grant be submitted to the Fraser Basin Council upon announcement of the availability of provincial funding for this work.



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18. **REPORT 2011: RECYCLING AND SOLID WASTE MANAGEMENT - TOGETHER WE'RE MAKING CHANGE HAPPEN**

(File Ref. No. 10-6370-01) (REDMS No. 3519135 v.3)

CNCL-217

See Page CNCL-217 for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION

That the “2011 Recycling and Solid Waste Management – Together We're Making Change Happen” annual report be endorsed and made available to the community through the City’s website and other communication medium.



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19. **GREEN CART PILOT PROGRAM RESULTS**

(File Ref. No. 10-6370-10-05) (REDMS No. 3521669 v.3)

CNCL-279

See Page CNCL-279 for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That based on the successful results of the Green Cart Pilot Program, staff report back on costs and options for an expanded cart-based collection program for a food scraps and organics recycling program for all townhome units in conjunction with introduction of a similar program for residents in single-family homes; and*
- (2) *That the Green Cart Pilot program be continued pending a determination by Council on actions relating to a permanent food scraps/organics recycling program for townhomes.*



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20. **2012 FLOOD PROTECTION GRANT PROGRAM**

(File Ref. No. 10-6045-01) (REDMS No. 3513301 v.4)

CNCL-295

See Page CNCL-295 for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the cost share agreements for the Williams Road Drainage Pump Station and the No. 1 Road North Drainage Pump Station which were approved for funding by the Province as part of the 2010 Provincial Flood Protection Program;*

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- (2) *That the following projects be endorsed for submission to the 2012 Provincial Flood Protection Grant Program:*
 - (a) *McCallan Drainage Pump Station Upgrade;*
 - (b) *No. 2 Road Drainage Pump Station Upgrade;*
 - (c) *Dike Upgrade and Raise, McCallan Road to No. 2 Road;*
 - (d) *South Dike Seismic Upgrade No. 4 Road to Shell Right of Way;*
 - (e) *Dike Upgrade at Nelson Road Drainage Pump Station;*
 - (f) *South Dike Upgrade Erosion Control Rip-Rap Replacement and Raise, No. 7 Road to ±1000 metres west;*
 - (g) *Dike Upgrade and Raise from Hollybridge Street to approximately 50 metres east of Dinsmore Bridge;*
- (3) *That should any of the above submissions be successful, the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the cost share agreements with the Province.*



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21. **PERMITS FOR CITY PUMP STATIONS**
(File Ref. No. 10-6340-01) (REDMS No. 3519553)

CNCL-301

See Page **CNCL-301** for full report

**PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION**

That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to sign Vancouver Fraser Port Authority (Port Metro Vancouver) Permits in the format shown in Attachment 1 as needed for the construction and operation of current and future City pump stations.



Consent
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22. **ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED PROJECTS FOR 2012**
(File Ref. No. 01-0150-20-ICBC1-01) (REDMS No. 3481661)

CNCL-307

See Page **CNCL-307** for full report

**PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION**

- (1) *That the list of proposed road safety improvement projects, as described in the report, be endorsed for submission to the ICBC 2012 Road Improvement Program for consideration of cost sharing funding; and*

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- (2) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements and the 2012 Capital Plan and 5-Year (2012-2016) Financial Plan be amended accordingly.*



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23. **PROPOSED PARKING STRATEGY FOR STEVESTON VILLAGE**
(File Ref. No. 10-6455-01) (REDMS No. 3501979 v.5)

CNCL-311

See Page **CNCL-311** for full report

**PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION**

- (1) *That Option 1 to retain free public parking on City-managed parking spaces in the Steveston Village area, as described in the report, be endorsed as a trial strategy and that staff report back on its effectiveness after the trial period in Fall 2012;*
- (2) *That Council send a letter to the Steveston Harbour Authority (SHA) and the Steveston Merchants Association expressing its support of the two parties working together to facilitate employee parking in the SHA lot on Chatham Street on a temporary basis from June 11 to September 30, 2012, as generally proposed in Attachment 2;*
- (3) *That staff be directed to negotiate the renewal of the City's licence of occupancy for 3771 Bayview Street with the Steveston Harbour Authority and report back on the outcome of these discussions as soon as possible;*
- (4) *That, as described in the report, staff be directed to:*
- (a) *develop short- and long-term streetscape visions for Bayview Street and Chatham Street and report back by the end of 2012; and*
 - (b) *undertake the supplementary improvements to support other travel modes.*
- (5) *That staff investigate the possibility of accommodating the parking needs of those that paid into the Steveston Parking Fund and report back.*



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CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

PLANNING COMMITTEE

Councillor Bill McNulty, Chair

24. **SUPPLEMENTAL REPORT: APPLICATION BY WESTERN MAPLE LANE HOLDINGS LTD. FOR REZONING AT 9160 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO MEDIUM DENSITY TOWNHOUSES (RTM3)**

(File Ref. No. 12-8060-20-8769, **RZ 10-516267**) (REDMS No. 3502618)

CNCL-327

See Page CNCL-327 for full report

PLANNING COMMITTEE RECOMMENDATION (Cllr. Au opposed)

- (1) *That Bylaw No. 8769, for the rezoning of 9160 No. 2 Road from “Single Detached (RS1/E)” to “Medium Density Townhouses (RTM3)”, be forwarded to Public Hearing, to be held on Monday, June 18, 2012; and*
- (2) *That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 14 of the Report to Committee dated June 17, 2011.*



PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

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



CNCL-431

Marie Fenwick, Executive Director, and Kim Evans, Chair, Gulf of Georgia Cannery Society, to present the Society's 2011 Annual Report and 2012 Business Plan.

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26. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

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PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-463

Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8759**
(7500, 7520, 7540, and 7560, RZ 10-519918)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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CNCL-465

Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8785**
(8540 No. 3 Road, RZ 09-499249)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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DEVELOPMENT PERMIT PANEL

27. RECOMMENDATION

See DPP Plan Package (distributed separately) for full plans

CNCL-467

- (1) *That the Chair's report for the Development Permit Panel meetings held on March 28, 2012, and January 25, 2012, be received for information; and*
- (2) *That the recommendations of the Panel to authorize the issuance of:*
- (a) *a Development Permit (DP 11-585139) for the property at 8399 Jones Road (formerly 7500, 7520, 7540 and 7560 St. Albans Road); and*
 - (b) *a Development Permit (DP 10-545013) for the property at 8540 No. 3 Road;*
- be endorsed, and the Permits so issued.*

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ADJOURNMENT

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Community Safety Committee

Date: Tuesday, May 15, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Derek Dang, Chair
Councillor Linda McPhail, Vice-Chair
Councillor Ken Johnston
Councillor Evelina Halsey-Brandt
Councillor Bill McNulty

Also Present: Councillor Chak Au
Councillor Linda Barnes

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on Tuesday, March 13, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, June 12, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

PRESENTATIONS

1. (1) Introduction of Inspector Bart Blachford, Richmond RCMP
Renny Nasset, OIC, Richmond RCMP, introduced Inspector Bart Blachford and provided a brief history of Insp. Blachford's service with the RCMP.

Community Safety Committee
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- (2) Corporal Dustine Rodier, Richmond RCMP, to present on the Specialized Victim Team

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Corporal Dustine Rodier, Richmond RCMP, spoke of the detachment's Specialized Victim Team (SVT).

In reply to queries from Committee, Cpl. Rodier provided the following information:

- the SVT works closely with Crown Counsel in an effort to have a high conviction rate for SVT case files;
- the SVT collaborates with the Criminal Investigation Unit regarding human trafficking files;
- four RCMP members are part of the SVT: two Corporals and two Constables;
- the majority of referrals received by the SVT are from the Ministry of Children and Family Development and the BC Children's Hospital; and
- when translation is required, the SVT works closely with other RCMP members who are fluent in the victim's language.

- (3) Introduction of Bob Alexander, BC Ambulance Service

Phyllis Carlyle, General Manager, Law & Community Safety, introduced Superintendent Bob Alexander, District 5, BC Ambulance Service.

Supt. Alexander provided a brief history of his work with the BC Ambulance Service.

The Chair advised that the matter of Replica Guns would be discussed as Item 5A.

LAW AND COMMUNITY SAFETY DEPARTMENT

2. **RCMP'S MONTHLY REPORT – FEBRUARY 2012 ACTIVITIES**
(File Ref. No. 09-5000-01) (REDMS No. 3490504)

RCMP'S MONTHLY REPORT – MARCH 2012 ACTIVITIES
(File Ref. No. 09-5000-01) (REDMS No. 3502620)

OIC Nasset advised that iPhone thefts continue to be a concern. In reply to queries from Committee, OIC Nasset advised that (i) the RCMP carryout targeted patrols for distracted driving; (ii) credit card skimming has tapered off significantly; and (iii) in order to reduce iPhone thefts, an iPhone needs to be of no value unless in the hands of the rightful owner.

OIC Nasset advised that the RCMP are informing the public on how these thefts are occurring in an effort to curb them.

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Discussion ensued regarding iPhone thefts and there was consensus among Committee members that a letter to the manufacturer of iPhones may be of value in expediting anti-theft options.

It was moved and seconded

- (1) *That the report titled "RCMP's Monthly Report – February 2012 Activities" (dated March 12, 2012, from the OIC, RCMP) be received for information; and*
- (2) *That the report titled "RCMP's Monthly Report – March 2012 Activities" (dated April 2, 2012, from the OIC, RCMP) be received for information.*

CARRIED

3. **PEDESTRIAN SAFETY CAMPAIGN 2012 UPDATE**
(File Ref. No. 09-5000-01) (REDMS No. 3492356)

John McGowan, Fire Chief, Richmond Fire-Rescue, accompanied by OIC Nessel, provided background information and highlighted that the initiative was well received by the public.

In reply to queries from Committee, Fire Chief McGowan and OIC Nessel advised the following:

- the RCMP take advantage of every opportunity to educate all members of the public on pedestrian safety;
- school-aged children are well trained on road safety precautions through various initiatives;
- statistics indicate that elderly pedestrians are the most victimized by collisions;
- ICBC's 'Learn to Drive Smart' manual is relatively up-to-date;
- cautionary markings on crosswalks may not be effective as many pedestrian collisions do not occur at marked crosswalks; and
- pedestrian safety is a regional concern.

It was moved and seconded

That the report titled 'Pedestrian Safety Campaign 2012 Update' (dated March 27, 2012, from the Fire Chief, Richmond Fire-Rescue and Officer in Charge, Richmond RCMP Detachment), be received for information.

CARRIED

4. **RICHMOND FIRE-RESCUE – FEBRUARY 2012 REPORT**
(File Ref. No. 09-5000-01) (REDMS No. 3499141)

RICHMOND FIRE-RESCUE – MARCH 2012 REPORT
(File Ref. No. 09-5000-01) (REDMS No. 3512357)

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It was moved and seconded

- (1) *That the staff report titled Richmond Fire-Rescue – February 2012 Report (dated March 22, 2012, from the Fire Chief, Richmond Fire-Rescue) be received for information; and*
- (2) *That the staff report titled Richmond Fire-Rescue – March 2012 (dated April 18, 2012 from the Fire Chief, Richmond Fire-Rescue) be received for information.*

CARRIED

5. COMMUNITY BYLAWS – FEBRUARY 2012 ACTIVITY REPORT
(File Ref. No. 12-8060-01) (REDMS No. 3494855 v.4)

COMMUNITY BYLAWS – MARCH 2012 ACTIVITY REPORT
(File Ref. No. 12-8060-01) (REDMS No. 3513531)

It was moved and seconded

- (1) *That the staff report titled Community Bylaws February 2012 Activity Report (dated March 20, 2012, from the General Manager, Law & Community Safety), be received for information; and*
- (2) *That the staff report titled Community Bylaws March 2012 Activity Report (dated April 17, 2012, from the General Manager, Law & Community Safety), be received for information.*

CARRIED

5A. BYLAW REGARDING REPLICAS GUNS
(File Ref. No.)

Discussion ensued regarding concerns related to the sale of replica guns in Richmond, and the lack of clarity in existing legislation.

OIC Nasset stated that replica guns appear very similar to real guns, causing concern on the part of the Richmond RCMP.

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

It was moved and seconded

That the matter of replica guns be referred to staff for investigation of a possible bylaw to control the sale of replica guns.

CARRIED

Community Safety Committee
Tuesday, May 15, 2012

6. **COMMERCIAL VEHICLE TRAFFIC – 16000 BLK OF RIVER ROAD**
(File Ref. No.) (REDMS No. 3240955)

Wayne Mercer, Manager, Community Bylaws, provided background information.

It was noted that the staff report titled *Commercial Vehicle Traffic – 16000 Blk of River Road* be available at an upcoming Planning Committee meeting, where several applications in this vicinity are anticipated to be presented.

In reply to queries of Committee, Mr. Mercer stated that the condition of the road is good; however if traffic were to increase significantly, there may be reason to be concerned with the wear and tear of the road. Also, Mr. Mercer stated that the installation of cameras, although an option are not recommended as they provide the public with a false sense of security.

It was moved and seconded

That the proposed control and enforcement measures related to commercial vehicles on River Road as outlined in the staff report titled Commercial Vehicle Traffic – 16000 Blk Of River Road (dated April 2, 2012, from the General Manager, Law & Community Safety), be endorsed.

CARRIED

7. **FIRE CHIEF BRIEFING**
(Oral Report)

Designated Speaker: Fire Chief John McGowan

Item for discussion:

Fire Chief McGowan stated that Fire Hall No. 2 participated in Doors Open Richmond and highlighted that approximately 800 people visited the site. He spoke of the various activities offered during the open house and noted that many of the public's questions were in relation to the building's numerous green features.

8. **RCMP/OIC BRIEFING**
(Oral Report)

Designated Speaker: Supt. Renny Nessel

Item for discussion:

OIC Nessel provided an update on the City Centre community police station and advised that a soft opening is anticipated for May 27, 2012. In reply to a query from Committee, OIC Nessel advised that bike and ATV patrols will be carried out throughout the summer months.

Community Safety Committee
Tuesday, May 15, 2012

9. **MANAGER'S REPORT**

Ms. Carlyle advised that RCMP and Fire-Rescue personnel will be at the upcoming Public Works Open House.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:06 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 15, 2012.

Councillor Derek Dang
Chair

Hanieh Berg
Committee Clerk



General Purposes Committee

Date: Tuesday, May 22, 2012

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 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Monday, April 16, 2012, be adopted as circulated.

CARRIED

COMMUNITY SERVICES DEPARTMENT

1. **CITY OF RICHMOND: RESPONSE TO GENETICALLY ENGINEERED FREE BC RESOLUTION**
(File Ref. No. 01-0370-01/2012-Vol01) (REDMS No. 3518727)

Margot Daykin, Sustainability Manager, Community Services, provided background information, and noted that genetically modified (GM) crops and food products in Canada are regulated at the federal level. Ms. Daykin also noted that currently there are no labelling requirements to identify products that contain genetically engineered (GE) ingredients.

General Purposes Committee

Tuesday, May 22, 2012

A discussion ensued about:

- the positions of the City's Advisory Committee on Agriculture (AAC), and the Advisory Committee on the Environment (ACE) with respect to genetically modified crops. It was noted that:
 - AAC was in support of: (i) education initiatives for GE product awareness; and (ii) initiatives by appropriate federal agencies to move towards labelling of products that contain GE ingredients; and
 - ACE was in support of: (i) the City in taking action that supports individual choice, and strengthens senior government management, including mandatory labelling, more rigorous testing, and educational programs to increase awareness; and (ii) a study on the economic impacts and benefits to Richmond;
- GE products making up approximately 60-70% of packaged food products, and a ban would impact food availability;
- the Richmond Food Security Society and GE Free BC Richmond Food Security Council's submission of an online petition (on file, City Clerk's Office) asking that Richmond City Council support a resolution to ban the growing of genetically modified crops within City limits. It was noted that there were 1025 signatures on the petition, of which approximately 200 were Richmond residents;
- a letter from Vancouver Coastal Health stating that there is no public health reason for a ban of genetically engineered trees, plants and crops;
- the definition of genetically modified plants, which is when DNA is taken from one species and inserted into another species;
- the process related to the approval of genetically modified seeds and plants for commercial distribution;
- the need for further information on GE products, as well as further input from the City's advisory committees;
- concerns related to how consumers may be purchasing genetically modified foods without knowing so; and
- concerns related to dated and limited information about GE products on government websites.

General Purposes Committee

Tuesday, May 22, 2012

At this point, the Chair asked for delegations from the audience:

Michelle Li, Richmond Resident, spoke in opposition to GE products, and requested the City to pass a resolution to protect future generations. She made reference to a study conducted on maternal and fetal exposure to pesticides associated to genetically modified foods in eastern townships of Quebec; and an article on genetically modified flax that had been contaminated (both on file, City Clerk's Office). In conclusion, the delegation requested City Council to consider the environmental health and economic benefits associated with a ban of GE products, and to adopt a resolution which other municipalities will follow.

Inga Hamley, spoke in opposition to GE products, and made reference to an article entitled *The Big GMO Cover-up*, written by Dr. Jeffery M. Smith (on file, City Clerk's Office). The article highlighted the dangers associated with genetically modified organisms (GMOs). She spoke about her belief that most scientists were prevented from raising issues related to GMO's due to the potential impacts on corporations, as well as trade agreements. She stated that the public was a guinea pig for a corporate agenda, and scientists who speak out on the issue are immediately blacklisted. Ms. Hamley noted that large biotech companies are left to determine if their own foods and products are safe, and expressed concerns about medical problems associated with GMOs, including childhood diseases, diabetes, damage to the liver, and an increase in allergies.

Robert Wager, Department of Biology, Vancouver Island University, spoke in favour of a scientific approach to the subject of GMOs, noting that he has been researching GM crops for over a decade, and has found that there are many prevalent myths on the subject. Mr. Wager then expressed his views and made the following statements:

- there is not one food regulatory body in the world that has found any harm from any GM crops;
- the idea that GM crops are not tested is completely false;
- the idea that GM crops represent a threat to reproductive organs is completely false; and
- there is no evidence of harm from consuming GM products.

In answer to a question, Mr. Wager advised that he does not receive compensation from any company associated with GM products. He also explained the difference between genetically modified and genetically engineered products, stating that modifying is when you change the DNA, and engineering uses techniques to move DNA from one species to another. Mr. Wager provided supporting scientific documents which are on file City Clerk's Office.

General Purposes Committee

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Tony Beck, Society for a GE Free BC, spoke in opposition to GE products, noting that GE Free BC is about supporting local sustainable agriculture and local farmers. He stated that the key to progress on sustainable agriculture is to offer farmers an alternative to GE crops that is financially viable and supports local community. Mr. Beck spoke to some points identified in the staff report, and spoke about safety and testing and the concerns related to cross pollination.

Rikshana Engineer, Richmond Resident, spoke in opposition to GE products, and expressed her views that GE products are about patents, monopoly, and control. She spoke about the health risks associated with aspartame, and stated that the regulatory process for aspartame had been side-tracked. She then spoke about scientists who had been silenced and put out of business for speaking out about the harms associated with GE products, and expressed concern about the rights of people who do not want to eat GEOs. In conclusion, Ms. Engineer stated that monopoly is destroying farmers' livelihoods.

Dag Falck, Organic Program Manager, Nature's Path Foods, spoke in opposition to GE products, and stated that he is responsible for the integrity of organic products for Nature's Path Foods, and visits farms and suppliers world wide to investigate GMO contamination. He advised that the introduction of GM canola has contaminated all canola, therefore, Nature's Path Foods has stopped using canola oil in cereal products. Mr. Falck requested that the City take this opportunity to pass a resolution on the matter, and take steps to collect all the information that is needed.

Arzeena Hamir, 8480 Dayton Court, spoke in opposition to GE products, and requested that the City ban the growing of GE crops for the following four reasons:

- the general public does not want to knowingly consume GE food. Approximately 60-70% of processed foods are genetically modified;
- declaring Richmond as "GE Free" would provide a branding opportunity for local farmers and food manufacturers;
- the 1025 name online petition (on file, City Clerk's Office) that had been submitted by Richmond Food Security Society and GE Free BC Richmond Food Security for Richmond to be GE Free suggests broad support in Richmond and worldwide; and
- new studies from Europe are indicating that genetically modified ingredients impact the long-term health of both animals and humans.

Larry Tolden, Richmond Resident, spoke in opposition to GE products, and expressed his view that the term "genetically engineered" was not appropriate, as the matter did not have anything to do with engineering, rather it was similar to "blasting bits of foreign DNA into a cell with a shotgun". Mr. Tolden requested City Council to consider the effects of GE crops on future generations, and not to let loose something harmful into the food supply.

General Purposes Committee

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Emily Pearson, Richmond Farmer, spoke in opposition to GE products, and stated that she was speaking on behalf of young farmers. Ms. Pearson spoke about health and economic viability in connection to GE products, as well as corporate power of large biotech companies. She advised that every GE seed being planted has chemicals that are going into the soil and water. With respect to economic viability, Ms. Pearson expressed concerns that as a farmer, she has no control over her neighbours' use of GE crops, which could cross contaminate her crops. She further noted that GMO patent holders have the right to come to her farm and check her crops, and if there has been cross contamination, they have the power to freeze her financial assets.

Michael Wolfe, 9731 Odlin Road, spoke in opposition to GE products, and made comments about biodiversity, monopolies and mono-culture. He stated that he found the term "symbolic gesture", as used in the staff report offensive. With regard to feedback from AAC and ACE, he expressed his opinion that both committees are "stacked in one direction". In conclusion, Mr. Wolfe spoke about creating sustainable agriculture to ensure that mono-cultures are avoided.

Wendy McDonnell, Richmond Resident, spoke in opposition to GE products, and stated that as a result of her academic studies, she had access to up and coming research on GE products. Ms. McDonnell advised that private companies are conducting the safety studies on GE products, and provided an example of a study which concluded that there were no adverse effects from feeding GE corn to dairy cows, however, the study only tested the milk. She further advised that independent studies found GE foods to be harmful to mammals. In conclusion, Ms. McDonnell expressed concerns about the GE corn crops in Richmond, and stated that she cannot grow corn for her children due to the risk of cross pollination. Ms. McDonnell provided a document on GM corn which is on file City Clerk's Office.

It was moved and seconded

- (1) *That Option 1: Support Consumer Choice/Advocate for Strengthened Senior Government Management as described in the report titled "City of Richmond: Response to Genetically Engineered Free BC Resolution", dated April 26, 2012, from the Interim Director, Sustainability and District Energy be endorsed; and*
- (2) *That letters be sent on behalf of Council to the Prime Minister, Premier and leaders of the Federal and Provincial opposition, and copied to relevant Ministers in the Federal and Provincial governments, Richmond MPs and MLAs, and Metro Vancouver requesting strengthened management of genetically modified plants, including the introduction of mandatory labelling requirements, more transparent assessment procedures and enhanced communication with the public.*

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The question on the motion was not called as discussion ensued about:

- the possible economic losses related to genetically modified crops, and how such crops may jeopardize the future of all farm businesses in Richmond;
- the need for transparency and awareness with regard to what is being grown in Richmond;
- concerns related to super-weeds that are Round-up resistant, as a result of GE crops;
- education and enforcement related to genetically modified crops; and
- consideration of the proposed resolution from Genetically Engineered Free BC and Richmond Food Security which would state that the City of Richmond is opposed to the cultivation of genetically engineered plants and trees.

During the discussion, the following **amendment** was introduced:

That:

- (1) *Part (1) of the main motion be changed to Part (2), and that the following be added as Part (1):*

“That the City of Richmond hereby opposes the cultivation of genetically engineered plants and trees in the City of Richmond, with the exception of the 3 existing dairy farm GMO corn crops found prior to this Resolution, and that from this Resolution forward, no further GM crops, trees, or plants should be grown in the City of Richmond. This also includes GM fruit trees, all GM plants and shrubbery, GM vegetables, GM commodity crops and any and all field tests for medical and experimental GM crops.”

- (2) *Part (2) of the main motion be changed to Part (3), and amended to include further copies of the letter to UBCM, LMLGA, and FCM, which would read as follows:*

“That letters be sent on behalf of Council to the Prime Minister, Premier and leaders of the Federal and Provincial opposition, and copied to relevant Ministers in the Federal and Provincial governments, Richmond MPs and MLAs, Metro Vancouver, UBCM, the LMLGA, and the FCM, advising of these resolutions and requesting strengthened management of genetically modified plants, including the introduction of mandatory labelling requirements, more transparent assessment procedures and enhanced communication with the public”; and

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- (3) *the following be added as Part (4):*

"The City of Richmond agrees to revisit this resolution as pertinent new information becomes available that affects this resolution."

CARRIED

The question on the main motion, as amended, which now reads as:

- "(1) That the City of Richmond hereby opposes the cultivation of genetically engineered plants and trees in the City of Richmond, with the exception of the 3 existing dairy farm GMO corn crops found prior to this Resolution, and that from this Resolution forward, no further GM crops, trees, or plants should be grown in the City of Richmond. This also includes GM fruit trees, all GM plants and shrubbery, GM vegetables, GM commodity crops and any and all field tests for medical and experimental GM crops;*
- (2) That Option 1: Support Consumer Choice/Advocate for Strengthened Senior Government Management as described in the report titled "City of Richmond: Response to Genetically Engineered Free BC Resolution", dated April 26, 2012, from the Interim Director, Sustainability and District Energy be endorsed;*
- (3) That letters be sent on behalf of Council to the Prime Minister, Premier and leaders of the Federal and Provincial opposition, and copied to relevant Ministers in the Federal and Provincial governments, Richmond MPs and MLAs, Metro Vancouver, UBCM, the LMLGA, and the FCM, advising of these resolutions and requesting strengthened management of genetically modified plants, including the introduction of mandatory labelling requirements, more transparent assessment procedures and enhanced communication with the public; and*
- (4) That the City of Richmond agrees to revisit this resolution as pertinent new information becomes available that affects this resolution,"*

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (6:06 p.m.).

CARRIED

General Purposes Committee

Tuesday, May 22, 2012

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Tuesday, May 22, 2012.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office



Planning Committee

Date: Wednesday, May 23, 2012
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, Vice-Chair
Also Present: Councillor Linda McPhail
Call to Order: The Chair called the meeting to order at 4:00 p.m.

It was agreed by Committee that the order of the Agenda would be changed, and that Item 3. would be discussed after Items 1. through 11. were discussed.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, May 8, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, June 5, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. AGRICULTURAL ADVISORY COMMITTEE 2011 ANNUAL REPORT AND 2012 WORK PROGRAM

(File Ref. No.) (REDMS No. 3517976)

In response to queries, Terry Crowe, Manager, Policy Planning advised that: (i) the issue of soil deposition in the ALR will be looked at by the Agricultural Advisory Committee in 2012, in association with Metro Vancouver; and (ii) in July, 2012, staff will report to Planning Committee regarding the Richmond Agricultural Viability Strategy Update.

It was moved and seconded

That the 2012 Agricultural Advisory Committee work program be approved.

CARRIED

2. APPLICATION BY KAIMAN ENTERPRISES CO. LTD. FOR REZONING AT 22560, 22600 AND 22620 GILLEY ROAD FROM SINGLE DETACHED (RS1/B) TO TOWN HOUSING (ZT11) – HAMILTON

(File Ref. No. 12-8060-20-8750, RZ 06-344606) (REDMS No. 3519618)

Brian Jackson, Director of Development, provided background information and advised that since the application was presented at the May 16, 2011 Public Hearing, several elements of the proposed development had been revised.

It was moved and seconded

That Bylaw No. 8750, for the rezoning of 22560, 22600 and 22620 Gilley Road from "Single Detached (RS1/B)" to "Town Housing (ZT11) – Hamilton", be referred to the June 18, 2012 Public Hearing.

CARRIED

3. SUPPLEMENTAL REPORT: APPLICATION BY WESTERN MAPLE LANE HOLDINGS LTD. FOR REZONING AT 9160 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO MEDIUM DENSITY TOWNHOUSES (RTM3)

(File Ref. No. 12-8060-20-8769, RZ 10-516267) (REDMS No. 3502618)

Please see Page 6 of these Minutes for action on this item.

4. APPLICATION BY AMRIT MAHARAJ FOR REZONING AT 4820 GARRY STREET FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/A)

(File Ref. No. 12-8060-20-8825, RZ 11-582830) (REDMS No. 3374326)

In accordance with Section 100 of the *Community Charter*, Councillor Linda Barnes declared herself to be in a potential conflict of interest, as she owns property in the Garry Street area, and left the meeting at 4:06 p.m.

Planning Committee

Wednesday, May 23, 2012

It was moved and seconded

That Bylaw No. 8825, for the rezoning of 4820 Garry Street from "Single Detached (RS1/E)" to "Single Detached (RS2/A)", be introduced and given first reading.

CARRIED

Councillor Barnes returned to the meeting at 4:07 p.m.

5. **APPLICATION BY CITY OF RICHMOND FOR REZONING AT 23591 WESTMINSTER HWY. FROM SINGLE DETACHED (RS1/F) TO SCHOOL & INSTITUTIONAL USE (SI)**

(File Ref. No. 12-8060-20-8880/8881, RZ 12-601319) (REDMS No. 3482714)

In response to a query, Mr. Jackson advised that following the design process an operator for the new daycare facility will be selected.

It was moved and seconded

(1) *That Bylaw No. 8880 to amend the Official Community Plan Bylaw No. 7100, by repealing the existing land use designation in Schedule 2.14 (Hamilton Area Plan) for 23591 Westminster Hwy. and by designating it "Community Facilities", be introduced and given first reading;*

(2) *That Bylaw No. 8880, having been considered in conjunction with:*

(a) *the City's Financial Plan and Capital Program;*

(b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;

(3) *That Bylaw No. 8880, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*

(4) *That Bylaw No. 8881, for the rezoning of 23591 Westminster Hwy. from "Single Detached (RS1/F)" to "School & Institutional Use (SI)" be introduced and given first reading.*

CARRIED

6. **CITY CENTRE AREA PLAN (CCAP) TEXT AMENDMENTS: DENSITY CALCULATION CLARIFICATION FOR MINOR STREETS, LANES, MEWS, PARKS, AND OPEN SPACES NOT IDENTIFIED IN RICHMOND'S DEVELOPMENT COST CHARGE (DCC) PROGRAM**

(File Ref. No. 12-8060-20-8888, 08-4045-20-10/2012-Vol 01) (REDMS No. 3517757)

Planning Committee

Wednesday, May 23, 2012

It was moved and seconded

- (1) *That Official Community Plan Amendment Bylaw No. 8888, which amends Official Community Plan Bylaw No. 7100 by making text amendments to Schedule 2.10 (City Centre Area Plan) to clarify the intent of the Plan in respect to lands voluntarily dedicated or otherwise transferred to the City by developers for use as "minor streets" (i.e., as designated under the Plan), lanes, mews, parks, and open spaces not identified in the Development Cost Charge (DCC) program for land acquisition purposes, and make clear that the City may, in its discretion on a project-by-project basis, include such lands in the calculation of "net development site" for the purpose of determining the maximum permitted floor area, be introduced and given first reading.*
- (2) *That Bylaw No. 8888, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; and*
- (3) *That Bylaw No. 8888, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.*

CARRIED

7. APPLICATION BY AVION HOMES LTD. FOR REZONING AT 7431 FRANCIS ROAD FROM ASSEMBLY (ASY) TO SINGLE DETACHED (RS2/E)

(File Ref. No. 12-8060-20-8900/8901, RZ 11-596457) (REDMS No. 3518170)

In response to a query regarding secondary suites, Mr. Jackson advised that the majority of applicants opt to construct a secondary suite, and the minority submit cash in lieu, thereby increasing the number of secondary suites available in the City.

It was moved and seconded

- (1) *That Official Community Plan Amendment Bylaw No. 8900, to redesignate 7431 Francis Road:*
 - (a) *from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw No. 7100 (Generalized Land Use Map); and*
 - (b) *from "Community Institutional" to "Low-Density Residential" in Attachment 2 to Schedule 1 of Official Community Plan Bylaw No. 7100 (Specific Land Use Map);**be introduced and given first reading;*

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- (2) *That Bylaw No. 8900, having been considered in conjunction with:*
- (a) *the City's Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*
- is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw No. 8900, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Bylaw No. 8901, for the rezoning of 7431 Francis Road from "Assembly (ASY)" to "Single Detached (RS2/E)", be introduced and given first reading.*

CARRIED

8. **APPLICATION BY TIMOTHY TSE FOR REZONING AT 7840 BENNETT ROAD FROM SINGLE DETACHED (RS1/E) TO INFILL RESIDENTIAL (RI2)**

(File Ref. No.: 12-8060-20-8902, RZ 09-496145) (REDMS No. 3496755)

It was moved and seconded

That Bylaw No. 8902, for the rezoning of 7840 Bennett Road from "Single Detached (RS1/E)" to "Infill Residential (RI2)", be introduced and given first reading.

CARRIED

9. **APPLICATION BY VIRDI PACIFIC HOLDINGS LTD. FOR A ZONING TEXT AMENDMENT TO THE LIGHT INDUSTRIAL (IL) ZONING DISTRICT AT 16540 RIVER ROAD**

(File Ref. No.: 12-8060-20-8908, ZT 12-610945) (REDMS No. 3527767)

Mr. Jackson advised that the applicant has applied for the text amendment to the zoning district that applies to 16540 River Road in order to remove: (i) the restriction on the maximum number of commercial vehicles that can be stored on site; and (ii) the provision that identifies that commercial vehicles parked, or stored, on the site must be related to transporting agricultural produce in Richmond.

Mr. Jackson stated that the applicant had encountered problems with finding enough agriculture-related trucks in Richmond. He added that the provisions for dump trucks and refrigerated trucks would remain in place.

A brief discussion ensued between Committee and Mr. Jackson, especially on the chronology of events for the 16,000 Block of River Road, as well as other River Road applications of a similar nature, and as a result of the discussion the following **referral** motion was introduced:

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It was moved and seconded

That Bylaw No. 8908, to amend the "Light Industrial (IL)" zoning district, be referred back to staff.

CARRIED

10. TELECOMMUNICATION ANTENNAS: AMENDMENTS TO ZONING BYLAW 8500 AND DEVELOPMENT APPLICATION FEES BYLAW 7984

(File Ref. No.: 08-4040-01) (REDMS No. 3522269)

In response to a query, Mr. Jackson advised that the City's telecommunications protocol is given to companies who approach the City to enquire about the telecommunication antenna strategy.

It was moved and seconded

(1) *That the proposed "Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8904," concerning maximum heights for telecommunications antennas, be introduced and given first reading; and*

(2) *That the proposed "Development Applications Fees Bylaw 7984, Amendment Bylaw 8905," concerning fees for Telecommunications Antenna Consultation and Siting Protocol applications, be introduced and given first, second and third readings.*

CARRIED

11. MANAGER'S REPORT

No Manager's reports were given.

3. SUPPLEMENTAL REPORT: APPLICATION BY WESTERN MAPLE LANE HOLDINGS LTD. FOR REZONING AT 9160 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO MEDIUM DENSITY TOWNHOUSES (RTM3)

(File Ref. No. 12-8060-20-8769, RZ 10-516267) (REDMS No. 3502618)

The Chair advised that, at the conclusion of the discussion on the land use matter at 9160 No. 2 Road, and if at that time Committee's decision was to send it to the June 18, 2012 Public Hearing, the item would first go to the Monday, May 28, 2012 Council meeting. He then called upon Mr. Jackson, Director of Development, to provide background information on the application by Western Maple Lane Holdings Ltd.

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Mr. Jackson advised that Planning Committee discussed the rezoning application on July 5, 2011, and after that date the applicant had decided to revise the proposal, and then requested that the application be removed from the September 7, 2011 Public Hearing agenda. Mr. Jackson noted that on March, 29, 2012, Thomas Leung, Director, Western Maple Lane Holdings Ltd., hosted an open house, attended by 57 residents who live near the subject site, and that the majority of those at the open house had expressed their opposition to the proposal to permit the development of 18 three-storey townhouse units on the subject site.

Mr. Jackson described the following adjustments made to the application since it was first considered by Committee in July, 2011:

- area residents have expressed concerns regarding the location of vehicle access to the proposed townhouse development on Maple Road, and the applicant considered relocating the entry driveway from Maple Road to No. 2 Road, but decided to keep the entry driveway on Maple Road in consultation with City staff; the proposed driveway location on Maple Road has been shifted west, to reduce potential impacts on the single-family homes to the east of the subject site;
- in response to concern expressed by residents of the neighbourhood, that the design of the proposed townhouse units was not in keeping with the single-family residential character of the area, changes have been made so that the townhouse units fronting Maple Road resemble the appearance of large duplexes; and
- as a result of traffic safety issues expressed by residents of the neighbourhood, the applicant is committed to paying for the design and construction of traffic signals and staff supports signaling the Maple Road intersection as part of the development, for smoother traffic on No. 2 Road, and access from the Maple Road subdivision.

Mr. Jackson then addressed the issue of alternative land use of 9160 No. 2 Road, and advised that instead of townhouse units, the lot could accommodate seven single-family lots with rezoning, and if seven single-family homes were erected, it was possible to have seven secondary suites, a situation that could lead to fourteen families accommodated on the site.

Through the rezoning process, and the development permit process, staff can exert more control regarding trees on site, and additional landscaping for multiple family projects.

Mr. Jackson also stated that staff is not supporting any further intrusion into the Maple Road subdivision, as the development of townhouse units are limited to the City's arterial roads.

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In response to queries Mr. Jackson provided the following advice::

- regarding the diverters that were installed mid-block on Maple Road several years ago, in response to speed and traffic short-cutting on Maple Road, the diverters would remain on Maple Road; and
- regarding the height of the proposed townhouse units, townhouse unit developments are built at the existing grade, lower than surrounding streets, unlike single-family homes that require more fill to bring them up to the flood plain grade, and the profile of the proposed units will appear to be lower.

Victor Wei, Director, Transportation, addressed Committee and advised that Transportation Division staff had reviewed the traffic consultant's work, and in addition, due to safety concerns expressed by Maple Road residents, Transportation Division staff had conducted traffic counts and performed an operational analysis at the intersection of No. 2 Road and Maple Road.

The proposed development: (i) would generate nine or 10 cars during morning and afternoon commutes; (ii) would have a negligible impact on traffic operations; and (iii) delays would be marginally increased. Mr. Wei noted that the applicant is prepared to install traffic lights to reduce traffic delays.

A brief discussion ensued between Committee and staff and the following information was provided:

- traffic lights along No. 2 Road, including the lights the applicant is prepared to install, would be synchronized and would ease traffic flow;
- the proposed development meets the zoning bylaw requirements by having four visitor parking spaces, and the inclusion of two side-by-side, not tandem, parking spaces per unit;
- the issue of conversion of townhouse unit parking garages into residential space has been examined by staff and it was ascertained that if a townhouse unit resident converts parking space into residential space, the conversion voids the construction warranty and invalidates the construction protection for all units, so townhouse strata councils ensure that conversions do not occur; and
- staff has not received complaints, such as those expressed by Maple Lane neighbourhood residents, regarding townhouse units located at the corner of other arterial roads/neighbourhood roads in the City.

Wayne Fougere of Fougere Architecture Inc., 230 West Broadway, Vancouver, Architect for Mr. Leung's Western Maple Lane Holdings, provided the following details with regard to the proposed townhouse development:

- all proposed townhouse units feature three bedrooms;

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- the square footage of the units, ranging from between 1035 and 1421 square feet, ensure that all proposed units are affordable;
- the site layout has been revised and now has one four-plex, and seven duplexes, which is a significant change from the originally proposed layout;
- the entry driveway has been moved approximately 60 feet to the west of No. 2 Road, and if the entry driveway had provided access from No. 2 Road, it would have had a negative impact on nine units in the senior apartment building that is to the south of the subject site;
- the floor area of each proposed townhouse unit has been slightly reduced since the earlier design was presented;
- the project meets the intent of the Official Community Plan, and the applicant is not requesting any variances; and
- eight of the garages are slightly larger than the other 10 garages, and the eight larger garages could accommodate three small vehicles, such as Toyotas.

Richard Fernyhough, 9211 Romaniuk Drive, spoke in opposition to the application. He noted that almost 100% of the residents in the Maple Road neighbourhood have expressed opposition to the application for a myriad of reasons. He enjoys the quiet and safe nature of his neighbourhood. He believes that traffic on No. 2 Road is getting worse, and that a new set of traffic lights would not be effective.

Nick Loenen is President of the Christian Reformed Housing Society, No. 2 Road, and the Society is responsible for the 26-unit senior apartment building that is to the south of the subject site. He remarked that twenty years ago his Society applied to the City for rezoning to enable the construction of the apartment building. He was initially opposed to the application by Western Maple Lane Holdings, but the architect worked with the Society and the resulting reduction in the height of the proposed townhouse units, the change in the location of the windows, and the shifting of the entry driveway, the residents of the apartments are reasonably happy.

John Ptucha, 6420 Maple Road, spoke in opposition to the application. He did not want to see any change in the zoning, and preferred single-family detached homes to townhouse units. He stated opposition to densification, and said that townhouse units would create a dynamic change to the ambience enjoyed by residents of the area. He was not against development, but objected to a possible change in the zoning.

Mike Ng, 6091 Maple Road, spoke in opposition to the application. He believed that a new traffic light would not work, and noted that traffic along No. 2 Road is already "stop-and-go". He expressed concern regarding modification of townhouse units, and the resulting occupancy.

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Olivia Hau, 6491 Maple Road, spoke in opposition to the application. She wants the Maple Road neighbourhood preserved the way it is now, and favours single-family homes over townhouse units. She values how the neighbourhood children can safely walk to area schools, and believed that 18 townhouse units would increase traffic, and accidents. She described townhouse unit development as high density, not medium density, and stated that the design adjustments did not address the neighbours' concerns.

Paul Ly, 6571 Maple Road, spoke in opposition to the application. He believed that the architect should design residences that fit the single-family neighbourhood. 18 townhouse units do not fit the medium density definition because that number would increase the residential units in the area by 48%. He wanted trees on the subject site preserved, and questioned how the new traffic light could guarantee that access to the senior apartment building would not be blocked by a line of traffic.

Trudy Lai, 6571 Maple Road, spoke in opposition to the application. She said the Maple Road neighbourhood is quiet and serene and that residents want that environment to remain. She believes that townhouse units do not conform to the character of the neighbourhood, and questioned why townhouse units were being considered for the area when densification was taking place in other parts of the City. She stated that the area's opinion was evident in the large number of letters of opposition, and the two petitions submitted by area residents.

Mr. B. Powell, 6360 Martiniuk Place, spoke in opposition to the application. He believed that some of the garages of some of the proposed townhouse units would be developed into a residential suite, or, that residents would use garages for storage, forcing cars to park on already crowded area streets. He has witnessed traffic accidents, and he believes a new traffic light on No. 2 Road would lead to more accidents. He questioned the small number of visitor parking spaces on the subject site, and also questioned why the proposed development included 18 townhouse units, instead of a lower number. Mr. Powell remarked that even if developers plant replacement trees, it does not mean the trees will remain.

In response to a query from Committee, Mr. Jackson advised that applicants must go through the development permit process, and as part of that process, they provide financial security for the survival of newly planted trees. Should those trees be removed, and if the City receives a complaint about the removal of trees, the City can approach the developer.

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Stephen Yick, 6113 Maple Road, spoke in opposition to the application. He was not against development, but believed that 18 townhouse units and four visitors parking stalls was inappropriate for the subject site. He believes that the zoning bylaw is out of date, and he avoids No. 2 Road because of the heavy volume of traffic. He showed Committee a map featuring individual homes in the Maple Road neighbourhood and that indicated residents that were opposed to the proposed development.

Ms. M. Chan, 5700 Maple Road, spoke in opposition to the application. She has been in the Maple Road neighbourhood for only a few months, but believes that, with no other townhouse units in the area, it was ridiculous to build 18 townhouse units on the subject site. She was concerned that the driveways are so close together, and that accidents in the No. 2 Road area would happen.

Justine Chan, Romaniuk Drive, spoke in opposition to the application. She noted that No. 2 Road is designated as a disaster response route, and questioned how increased traffic along No. 2 Road would affect rescue efforts if there were a disaster. She questioned how the installation of new traffic signals on No. 2 Road would improve traffic.

The applicant, Thomas Leung, 6431 Juniper Drive, addressed Committee and advised that the arterial road policy had been in place for many years, and that the type of development he planned at 9160 No. 2 Road encourages more walking to neighbourhood amenities such as shopping centres, and less traffic. He stated that City policy does not condone multi-family homes inside subdivisions, but townhouse developments on arterial roads create alternatives in the housing market.

Mr. Leung stated that in 2009 he purchased the subject site knowing that a townhouse development was permitted, and he pointed out that townhouse units had been built on Woodward, and others had been built on No. 2 Road at Williams Road.

He remarked that he has been a developer in the City since 1980 and he keeps in mind the benefit of his developments to the City. Mr. Leung added that he has tried hard to address the concerns expressed by residents of the Maple Road neighbourhood.

Discussion ensued between staff and Committee regarding: (i) the issue of parking on area roads; and (ii) without rezoning, the subject site could accommodate three very large single-family homes.

(Cllr. Steves left the meeting at 5:47 p.m., and returned at 5:50 p.m.)

In response to a query, Mr. Jackson advised that according to the arterial road policy, townhouse units are permitted, but not mandatory, at 9160 No. 2 Road, and other similar sites.

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At the conclusion of the discussion the following motion was introduced:

It was moved and seconded

- (1) *That Bylaw No. 8769, for the rezoning of 9160 No. 2 Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM3)", be forwarded to Public Hearing, to be held on Monday, June 18, 2012; and*
- (2) *That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 14 of the Report to Committee dated June 17, 2011.*

The question on the motion was not called as further discussion ensued among Committee. A comment was made that Committee had heard comments from delegates, and at the June 18, 2012 Public Hearing, delegates would be heard by all Council members. A further comment was made that if Committee did not forward the application to the Public Hearing, it meant changing the arterial road policy.

The Chair requested staff to provide: (i) a model of the proposed development featuring the access/egress driveway and the model would assist Council in visualizing the height of the proposed townhouse units and how it would look in relation to Maple Road and No. 2 Road; and (ii) a copy of a map featuring individual homes in the Maple Road neighbourhood, indicating residents who are opposed to the proposed development.

The question on the motion was then called and it was **CARRIED**, with Cllr. Chak Au **OPPOSED**.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (6:01 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, May 23, 2012.

Councillor Bill McNulty
Chair

Sheila Johnston
Committee Clerk



Public Works & Transportation Committee

Date: Thursday, May 24, 2012

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 18, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, June 20, 2012 (tentative date) at 4:00 p.m. in the Anderson Room

ENGINEERING AND PUBLIC WORKS DEPARTMENT

1. **ELECTRIC VEHICLE – COMMUNITY CHARGING INFRASTRUCTURE GRANT FUNDING OPPORTUNITY**

(File Ref. No. 10-6000-01) (REDMS No. 3514789)

In reply to queries from Committee, Suzanne Bycraft, Manager, Fleet & Environmental Programs, provided the following information:

- currently the City has three electric vehicles, the Chevrolet Volt, in its fleet;
- staff are in the process of installing proper charging infrastructure at City Hall and at the Works Yard;

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- it is unlikely that staff would encounter 'range anxiety' as staff business is conducted within the City's boundaries; also, the Volts are equipped with backup gasoline tanks, thus have extended driving range;
- one of the City's electric vehicles has approximately 5000 kilometres and it is still on its first tank of gas;
- staff anticipate the funding call to be announced by the end of May 2012; and
- once the funding call has been announced, staff will have one month to submit a grant application.

Peter Mitchell, 6271 Nanika Crescent, member of the City's Parking Advisory Committee, commented on the proposed initial community charging infrastructures points, noting that community centres may not be the most suitable sites for such infrastructure. He noted that if the City's goal is to encourage people to visit Richmond, staff should consider installing this infrastructure at major shopping centres and rapid transit hubs. He stated that City Hall is an ideal location for such infrastructure and that such infrastructure would be better suited in the core of Steveston Village as oppose to adjacent to the Steveston Community Centre or Garry Point Park. Mr. Mitchell was of the opinion that such infrastructure would be under utilized at two of the proposed initial community charging infrastructures points: Hamilton Community Centre and Thompson Community Centre. He believed that the No. 3 Road corridor would be a more suitable site for these points. Also, Mr. Mitchell stated that local drivers of electric vehicles likely may not use their backup fuel, however the fuel of such vehicles must be used annually for maintenance reasons.

In reply to queries from the Chair, Ms. Bycraft stated that the proposed initial community charging infrastructures points are all on City property and as part of the project planning, staff would examine other areas to install such infrastructure. The proposed four locations were suggested merely to cover all the quadrants of the City. She noted that as part of the planning process, staff would examine how the City would partner with other groups such as major shopping centres. Also, Ms. Bycraft stated that staff would consult with the City's Parking Advisory Committee in relation to this proposal.

In reply to a query from Committee, Joe Erceg, Acting Deputy Chief Administrative Officer, stated that there are several developments currently underway that have electric vehicle charging infrastructure.

It was moved and seconded

That an application for a community electric vehicle charging plan and infrastructure grant be submitted to the Fraser Basin Council upon announcement of the availability of provincial funding for this work.

CARRIED

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2. **REPORT 2011: RECYCLING AND SOLID WASTE MANAGEMENT - TOGETHER WE'RE MAKING CHANGE HAPPEN**

(File Ref. No. 10-6370-01) (REDMS No. 3519135 v.3)

Discussion ensued and Committee commended staff on the report and were pleased to see such positive statistical information. Committee requested that staff forward the report to the Richmond School District. Also, Committee noted that the staff report contains a lot of valuable information and as such, staff should highlight the findings of this report at every opportunity. In addition, Committee requested that staff create a one-page snapshot of the 'Tips for Residents.'

The Chair requested that as part of staff's communication exercise, staff present the report at an upcoming Council meeting.

Also, the Chair highlighted that although Richmond's population has grown, the City has decreased the amount of garbage sent to landfills. Discussion ensued regarding the savings of diverting garbage to landfills and the Chair noted that such information would be valuable.

It was moved and seconded

That the "2011 Recycling and Solid Waste Management – Together We're Making Change Happen" annual report be endorsed and made available to the community through the City's website and other communication medium.

CARRIED

3. **GREEN CART PILOT PROGRAM RESULTS**

(File Ref. No. 10-6370-10-05) (REDMS No. 3521669 v.3)

In reply to queries from Committee, Ms. Bycraft provided the following information:

- Metro Vancouver seeks to ban all food scraps from landfills by 2015, therefore there is potential that a program similar to the green cart program eventually be extended to commercial properties;
- throughout the pilot program, the cost of the green carts was borne by the City; and
- staff are establishing a reserve fund to support funding the cost of green carts; however, should the program continue on a permanent basis, staff would propose that the costs be recovered through user charges to those eligible for the service.

In reply to a query from the Chair, Ms. Bycraft stated that staff are recommending exploring the costs and options for an expanded cart-based collection program for a food scraps and organics recycling program for all townhome units in conjunction with the introduction of a similar program for residents in single-family homes and report back by Fall 2012.

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It was moved and seconded

- (1) *That based on the successful results of the Green Cart Pilot Program, staff report back on costs and options for an expanded cart-based collection program for a food scraps and organics recycling program for all townhome units in conjunction with introduction of a similar program for residents in single-family homes; and*
- (2) *That the Green Cart Pilot program be continued pending a determination by Council on actions relating to a permanent food scraps/organics recycling program for townhomes.*

CARRIED

4. **2012 FLOOD PROTECTION GRANT PROGRAM**

(File Ref. No. 10-6045-01) (REDMS No. 3513301 v.4)

The Chair thanked staff for organizing a meeting with Dutch representatives and Delcan staff in relation to information sharing regarding dykes.

Discussion ensued regarding a study on Sturgeon Banks by Sean Boyd, Science and Technology Branch, Environment Canada. It was noted that a copy of Mr. Boyd's report would be forwarded to staff for information.

It was moved and seconded

- (1) *That the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the cost share agreements for the Williams Road Drainage Pump Station and the No. 1 Road North Drainage Pump Station which were approved for funding by the Province as part of the 2010 Provincial Flood Protection Program;*
- (2) *That the following projects be endorsed for submission to the 2012 Provincial Flood Protection Grant Program:*
 - (a) *McCallan Drainage Pump Station Upgrade;*
 - (b) *No. 2 Road Drainage Pump Station Upgrade;*
 - (c) *Dike Upgrade and Raise, McCallan Road to No. 2 Road;*
 - (d) *South Dike Seismic Upgrade No. 4 Road to Shell Right of Way;*
 - (e) *Dike Upgrade at Nelson Road Drainage Pump Station;*
 - (f) *South Dike Upgrade Erosion Control Rip-Rap Replacement and Raise, No. 7 Road to ±1000 metres west;*
 - (g) *Dike Upgrade and Raise from Hollybridge Street to approximately 50 metres east of Dinsmore Bridge;*

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- (3) *That should any of the above submissions be successful, the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the cost share agreements with the Province.*

CARRIED

5. PERMITS FOR CITY PUMP STATIONS

(File Ref. No. 10-6340-01) (REDMS No. 3519553)

It was moved and seconded

That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to sign Vancouver Fraser Port Authority (Port Metro Vancouver) Permits in the format shown in Attachment 1 as needed for the construction and operation of current and future City pump stations.

CARRIED

PLANNING AND DEVELOPMENT DEPARTMENT

6. ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED PROJECTS FOR 2012

(File Ref. No. 01-0150-20-ICBC1-01) (REDMS No. 3481661)

It was moved and seconded

- (1) *That the list of proposed road safety improvement projects, as described in the report, be endorsed for submission to the ICBC 2012 Road Improvement Program for consideration of cost sharing funding; and*
- (2) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements and the 2012 Capital Plan and 5-Year (2012-2016) Financial Plan be amended accordingly.*

CARRIED

7. PROPOSED PARKING STRATEGY FOR STEVESTON VILLAGE

(File Ref. No. 10-6455-01) (REDMS No. 3501979 v.5)

Victor Wei, Director, Transportation, provided background information and thanked all those involved in the preparation of the proposed parking strategy for Steveston Village, noting that everyone involved had valuable input. Also, Mr. Wei advised that he was recently notified that the Steveston Harbour Authority approved the notion of long-term parking permits for Steveston Village employees.

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The Chair thanked all the stakeholders involved in the preparation of the proposed parking strategy for Steveston Village, in particular Robert Kiesman and Jim Van Der Tas.

In reply to queries from Committee, Mr. Wei, accompanied by Wayne Mercer, Manager, Community Bylaws, provided the following information:

- the City would not be involved with the proposed parking permits for Steveston Village staff as this initiative is a partnership between the Steveston Merchants Association and the Steveston Harbour Authority (SHA);
- Parks and Recreation staff anticipate reporting on the potential future use of the City-owned lot at 4320 Moncton Street (directly across the street from the Steveston Community Centre) at an upcoming Parks, Recreation and Cultural Services Committee meeting as they examine the long-term needs of the community centre;
- a dedicated officer for increased enforcement in Steveston Village is unique to the proposed parking strategy for Steveston Village;
- currently staff's primary focus is on Bayview Street and Chatham Street as these streets have the highest potential for parking reconfiguration; however, once staff embark of a streetscape vision exercise, staff would also examine other streets that would benefit from streetscape improvements;
- special event parking will also be examined as part of the streetscape exercise;
- if an average of fifteen tickets a day were issued in Steveston Village, the cost of the dedicated Bylaw Officer would be offset by the violation revenue; and
- the Steveston Parking Fund is active and currently has approximately \$300,000 in funds.

Discussion ensued and Committee suggested the following information also be considered: (i) if the two City-owned lots (Lots 9 and 10) were disposed of, the resulting revenue also be considered to redesign Chatham Street with angled parking; (ii) the City not retain the use of the lot owned by the SHA located at 3771 Bayview Street (Lot 11) and have that lot be pay parking as it is in the Village core and parking there is very convenient; (iii) existing parking regulations in residential neighbourhoods adjacent to Steveston Village should be strictly enforced, however perhaps not during special events such as the Salmon Festival; and (iv) as part of the streetscape visions for Bayview Street and Chatham Street, staff consider accommodating a tram route from the Steveston Community Centre to the Gulf of Georgia Cannery.

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Discussion further ensued and the Chair remarked that staff consider examining different hourly restrictions on Bayview Street and Chatham Street in light of the convenience of parking along Bayview Street. In addition, staff was requested to examine centre-street parking along Chatham Street.

Loren Slye, 11911 3rd Avenue, stated that as a Steveston resident, the parking adjacent to his home is rarely available to his guests on weekends as others visiting Steveston Village have occupied the space. Mr. Slye was of the opinion that three-hour parking would be more suitable for Steveston Village and stated that Bayview Street should remain as-is until the City addresses the dyking issues. Also, Mr. Slye commented on the Hepworth Building, noting that an opportunity to create parking adjacent to that site would be beneficial and aid in the protection and preservation of the building.

Jim Kojima, 7611 Moffatt Road, President of the Steveston Community Society, cited concerns related to parking at the Steveston Community Centre lot. He noted that many of those parking in the lot are neither users of the Centre nor of the Library. Mr. Kojima stated that he would like to see proper signage for that lot and that the parking regulations for that lot be enforced. He echoed Mr. Slye's comments regarding three-hour parking for Steveston Village and having Bayview Street remain as-is until the City addresses the dyking issues.

Pat Talmey, Steveston building owner, stated that he has been building in Steveston Village since 1965 and has periodically opted to pay into the Steveston Parking Fund in lieu of providing parking. As such, Mr. Talmey stated concerns related to restricted parking areas such as the proposed permit-only parking along the three north-south lanes. He stated that the City should consider a separate agreement related to parking permits for those that have paid into the Steveston Parking Fund.

Peter Mitchell, 6271 Nanika Crescent, commented on the previous delegates' request to expand parking from two-hour to three-hour, noting that the switch would require approximately 50% more parking spaces. He spoke of the misconception that there is a lack parking in Steveston Village and suggested that the City clarify and relay this information to the public accordingly. Also, Mr. Mitchell agreed with the suggestions put forth by Committee, but stated that parallel parking may be more suitable due to its ability to maintain view corridors versus the suggested angled parking. He was of the opinion that there was no reason to commence works along Bayview Street until the City determined its dyking strategy. Mr. Mitchell agreed with staff's comments regarding motorcycle parking, however did not believe that parking stalls should be utilized for additional bicycle parking.

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Linda Love, 3031 Williams Road, expressed her support for staff's comments regarding bicycle parking, noting that there is a lack of bicycle parking in Steveston Village. She spoke of the various users of the bicycle parking and commented on how cyclists navigate throughout Steveston Village. Ms. Love stated that bicycle parking in Steveston Village is neither safe for cyclists nor the pedestrians trying to manoeuvre around the cyclists.

The Chair summarized the various delegates' comments and in reply, Mr. Wei provided the following information:

- Steveston Village's dyking requirements will be part of the streetscape visioning exercise;
- staff have not yet determined where the proposed bike corrals would be installed, however when an exact location is identified, staff will take precautions in an effort to minimize impact on existing parking;
- staff have examined the possibility of three-hour parking and have determined that it is not feasible due to various factors such as (i) re-facing all the two-hour signage, (ii) creating confusion among the public and thus difficulty with enforcement; and (iii) the possibility of reverting back to two-hour parking at the conclusion of the pilot program;
- if the proposed recommendations are approved, staff would launch an expansive public awareness campaign to notify the public of the various parking changes;
- staff anticipate holding a meeting with staff at the Steveston Community Centre in an effort to address their concerns related parking;
- in regards to the future of Lots 9 and 10, the two properties could potentially be disposed of with the resulting revenue invested towards a joint partnership between a developer and the City to improve and consolidate parking for the public;
- the existing two-hour time limit from 9:00 a.m. to 6:00 p.m. should not affect the dinner crowd as in theory those parking from 4:01 p.m. onwards would not be restricted by the two-hour time limit; and
- staff can examine the numerous blips at the corners as part of the streetscape visioning exercise.

It was moved and seconded

- (1) *That Option 1 to retain free public parking on City-managed parking spaces in the Steveston Village area, as described in the report, be endorsed as a trial strategy and that staff report back on its effectiveness after the trial period in Fall 2012;*

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- (2) *That Council send a letter to the Steveston Harbour Authority (SHA) and the Steveston Merchants Association expressing its support of the two parties working together to facilitate employee parking in the SHA lot on Chatham Street on a temporary basis from June 11 to September 30, 2012, as generally proposed in Attachment 2;*
- (3) *That staff be directed to negotiate the renewal of the City's licence of occupancy for 3771 Bayview Street with the Steveston Harbour Authority and report back on the outcome of these discussions as soon as possible;*
- (4) *That, as described in the report, staff be directed to:*
 - (a) *develop short- and long-term streetscape visions for Bayview Street and Chatham Street and report back by the end of 2012; and*
 - (b) *undertake the supplementary improvements to support other travel modes.*
- (5) *That staff investigate the possibility of accommodating the parking needs of those that paid into the Steveston Parking Fund and report back.*

CARRIED

8. MANAGER'S REPORT

Mr. Wei referenced a memorandum dated May 17, 2012 regarding the Road Network Around the Alexandra Neighbourhood in the West Cambie Area (copy on file, City Clerk's Office).

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:20 p.m.).

CARRIED

Public Works & Transportation Committee

Thursday, May 24, 2012

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 24, 2012.

Councillor Linda Barnes
Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Committee

TO CS-MCU 15 2012

To: Community Safety Committee
From: Phyllis L. Carlyle
General Manager, Law & Community Safety
Re: Commercial Vehicle Traffic – 16000 Blk of River Road

Date: April 2, 2012

File:

Staff Recommendation

That the proposed control and enforcement measures related to commercial vehicles on River Road as outlined in the staff report (dated April 2, 2012 by the General Manager of Law and Community Safety) be endorsed.

Phyllis L. Carlyle

Phyllis L. Carlyle
General Manager, Law & Community Safety
(604.276.4104)

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		<i>Phyllis L. Carlyle</i>
RCMP – Richmond Detachment	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO Deputy YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

During the open Council meeting of February 28, 2011, Council considered and adopted the following resolution:

Enforcement matters related to trucks in the vicinity of 16540 River Road, on River Road or No. 7 Road, be referred to staff with a report back through the Community Safety Committee.

The City of Richmond has received ongoing complaints in the area of the 16000 block of River Road and No. 7 Road for a number of years. Numerous collaborative steps have been taken by the RCMP and City staff to alleviate these ongoing issues with some success but the residents in the area are still noticing speeding vehicles, vehicles crossing the center line to turn and, in particular, large commercial vehicles disobeying a no turning sign at No. 7 Road.

Analysis

Specifically, Council has in discussion identified the following items for consideration in this report:

1. Truck traffic on River Road
2. Overweight vehicles on River Road
3. Speeding vehicles on River Road
4. Trucks turning left from westbound River Road onto southbound No. 7 Road
5. Trucks crossing the solid center line and potentially into oncoming traffic

To mitigate some of these issues several measures have been taken by the City. The opening of the Nelson Road Interchange has triggered truck access restrictions in the area as well as speed reductions on Westminster Highway. These restrictions have become enforceable by the RCMP and City Bylaw Officers. This is in addition to the turning restrictions into and out of some businesses, weight restrictions and traffic calming speed humps already in place on River Road.

A number of these issues were referred to the RCMP for enforcement action with the collaborative assistance of the City's Community Bylaws staff. Several joint enforcement projects were undertaken by the RCMP and Community Bylaws in an attempt to address these issues.

River Road in the area of the 16000 block is a two-lane asphalt municipal roadway that allows for vehicle traffic in an easterly and westerly direction. The two opposing traffic lanes are divided by a double solid yellow line with a short section in the 19,000 block delineated by a broken centerline. The roadway for the most part from No. 6 Road easterly to No 7 Road and beyond has no shoulder and, in many areas, is bordered by a large, water-filled ditch on the south side and businesses or housing directly adjacent to the north edge. There is a single painted white line to define the roadway edges on both sides. The road surface is generally in good repair and is flat with some curves.

The area is not conducive to effective enforcement activities as there are very few areas to safely stop vehicles of any size especially large commercial vehicles.

In reference to the specific complaint areas:

1. Truck Traffic on River Road

This particular stretch of River Rd has several legitimate businesses along the south side most catering to or requiring the attendance of large commercial vehicles. There are also a number of like businesses on the north side. During the regular work week, a wide variety of commercial vehicles do utilize this roadway. The overwhelming majority access the area via northbound No. 6 Road and exit the area via the same route.

- Recommendation to retain present access on this issue.

2. Overweight vehicles on River Road

Between the intersections with No. 6 Road and No. 7 Road, there is no weight limit imposed on vehicles traveling on River Road. There is a 9-ton weight limit on River Road east of No. 7 Road for vehicles traveling through the area but this restriction does not apply to vehicles that are making local deliveries or pick ups. However, these vehicles are required to travel by the shortest route to the destination within the weight limited segment of River Road. As mentioned, the area does not allow for the safe stopping or weighing of vehicles due to the narrow roadways. In our enforcement activities there were no commercial vehicles stopped that did not have legitimate business on the roadway. Although there may be vehicles using this roadway that do not have business there, it is so sporadic that enforcement would have little affect on it.

- Recommendation to continue random enforcement of commercial vehicles in this area using RCMP and Community Bylaws staff.

3. Speeding vehicles on River Road

The speed limit on River Road between No. 6 Road and No. 7 Road is posted 50 km/h for all vehicles. East of No. 7 Road there is a speed limit of 30 km/h for commercial vehicles only and a small stretch of residential properties that is posted 30 Km/h for all vehicles. This residential area has several speed humps installed as well. Several roving and static speed enforcement operations have been conducted along River Road. A number of violations have been issued mostly to private vehicles with few large commercial vehicles found in violation. The number of speeding violations noted is relatively small compared with the number of vehicles traveling the roadway.

- Recommendation to continue random enforcement operations for speed limits along this portion of River Road.

4. Trucks turning left to southbound No. 7 Road (from westbound River Road)

Commercial trucks over 9t are permitted to turn left from River Road to No.7 Road (westbound to southbound). There is no signage in place to restrict this movement. However, because of the new weight restriction on Westminster Hwy (between No.6 Road and Nelson Road), any southbound commercial truck on No. 7 Road must turn right onto Cambie Road and head westbound so that they do not continue to Westminster Hwy. Appropriate regulatory signage to direct this movement was installed last year.

- Recommendation to continue active enforcement of regulations at No. 7 Road and Cambie Road.

5. Trucks crossing the center line and into oncoming traffic.

This is a common type complaint with large commercial vehicles. On multiple lane roadways it is less of a problem; however, people often complain about trucks occupying multiple lanes to negotiate turns. River Road at this location is very narrow and the driveways into many of the businesses are bordered by large ditches making entering and exiting these businesses quite difficult for large trucks. The *Motor Vehicle Act* permits large commercial vehicles to occupy oncoming and adjacent lanes in order to safely negotiate corners. Often this is the only way a vehicle can make turns without striking a fixed object or ending up in a ditch.

- Recommendation to continue on-going enforcement to ensure that large commercial vehicles are using this procedure in a safe and proper manner.

Financial Impact

None

Conclusion

The Richmond detachment of the RCMP will continue to provide collaborative enforcement on a random basis along with staff from Community Bylaws in order to regulate the use of River Road and connecting roadways by commercial vehicles.



Wayne G. Mercer
Manager, Community Bylaws
(604.247.4601)

WGM:wgm



City of Richmond

Report to Committee

TO GP - May 22 2012

To: General Purposes Committee
From: Cecilia Achiam, MCIP, BCSLA
Interim Director, Sustainability and District
Energy

Date: April 26, 2012
File: 01-0370-01/2012-
Vol01

Re: City of Richmond: Response to Genetically Engineered Free BC Resolution

Staff Recommendation

1. That Option 1: Support Consumer Choice/Advocate for Strengthened Senior Government Management as described in the report titled "City of Richmond: Response to Genetically Engineered Free BC Resolution", dated April 26, 2012, from the Interim Director, Sustainability and District Energy be endorsed; and
2. That letters be sent on behalf of Council to the Prime Minister, Premier and leaders of the Federal and Provincial opposition, and copied to relevant Ministers in the Federal and Provincial governments, Richmond MPs and MLAs, and Metro Vancouver requesting strengthened management of genetically modified plants, including the introduction of mandatory labelling requirements, more transparent assessment procedures and enhanced communication with the public.

Cecilia Achiam, MCIP, BCSLA
Interim Director, Sustainability and District Energy
(604-276-4122)

Att. 3

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Community Social Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Economic Development	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Environmental Sustainability	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

On June 28, 2010, Council made the following referral:

That the proposed resolution from Genetically Engineered Free BC (Attachment 1) be referred to staff and to the Richmond Agricultural Advisory Committee and other appropriate parties for comment, and to report back through Committee.

Council also requested that staff report back on the City's regulatory authority in relation to the resolution. This report supports Council's Term Goal of Sustainability and in particular, its specific goal pertaining to local food security:

Council Term Goal #8.2: "Continue to advocate for a coordinated regional approach to enhance local food security for Richmond and the region through policy development and initiatives such as community farms".

Background

Proposed Resolution from GE Free BC and Richmond Food Security Society

At the June 28, 2010 Council meeting, representatives from the Richmond Food Security Society and GE (Genetically Engineered) Free BC presented a proposed resolution for Council's consideration to be free of genetically engineered trees, plants and crops (**Attachment 1**).

The Resolution proposes 3 actions:

- "The Municipality of Richmond hereby opposes the cultivation of genetically engineered plants and trees in the Municipality of Richmond, with the exception of the 3 existing dairy farm GMO corn crops found prior to this Resolution, and that from this Resolution forward, no further GM crops, trees, or plants will be grown in the Municipality of Richmond. This also includes GM fruit trees, all GM plants and shrubbery, GM vegetables, GM commodity crops and any and all field tests for medical and experimental GM crops."
- "The City of Richmond agrees to revisit this resolution as pertinent new information becomes available that affects this resolution."
- "The City of Richmond shall forward copies of this resolution to the Federation of Canadian Municipalities, the Union of B.C. Municipalities, Interior Health, B.C. Ministry of Health, B.C. Ministry of Agriculture and Lands, B.C. Provincial Health officer, the Prime Minister of Canada, the Canadian Food Inspection Agency, Health Canada, CropLife Canada, Agriculture and Agri-Food Canada, local MLA and MP offices and any interested and related groups."

Genetically engineered is defined in the Resolution as the "direct manipulation of an organism's DNA using recombinant DNA technology". In more general language, the term is referring to the alteration of genetic material by "cutting out" genes from one organism and "pasting" them into another.

Minutes of Council meetings report that resolutions of a similar nature have been adopted by the Village of Kaslo, the City of Rossland, the City of Nelson and the Regional District of Powell River. No other municipalities in BC are known to have enacted policies on GE plants. Metro Vancouver has advised that it does not have statements or policies pertaining to GE plants and that this matter has not been included in their Food Systems Strategy. The Federation of Canadian Municipalities (FCM)

advises that they do not have any policy pertaining to GE as they do not consider it to be a local government issue.

About GE Plants, Trees and Crops

Genetically engineered plants (including trees and crops) are most often created to increase resistance to herbicides, pests or disease. GE plants are also being produced to support other purposes, including increasing nutritional value¹.

The majority of GE plants are being produced to support agriculture. GE foods were first put on the market in the mid-1990s. The four main genetically engineered crops are soybean, corn, canola and cotton. Between 1997 and 2010, the total surface area of land cultivated with genetically engineered plants has increased by a factor of 87, from 17,000 km² (4.2 million acres) to 1,480,000 km² (365 million acres). In 2012, 10% of the world's crop lands were planted with GE crops. The majority of this area is being cultivated in the United States. Other countries cultivating GE crops include Argentina, Brazil, Canada, India and China.

GE Controversy – Benefits and Concerns

There is much controversy about the relative benefits and risks of GE plants. Cited benefits of GE plants include human health, ecological and economic benefits such as:

- greater food production and reduced malnutrition
- increased economic gains and improved ability to produce affordable food
- lower ecological impacts from reduced use of pesticides and lower land requirements
- reduced contribution to climate change from lower pesticide use.

Expressed concerns include human health, ecological and economic risks such as:

- long-term threats to food production² and reduced self-reliance/sufficiency
- economic impacts to GE free farmers from contamination of non-GE crops and economic impacts to GE farmers from reduction in access to and affordability of seed stocks
- ecological impacts including adverse effects on biodiversity from contamination of wild plants and increased use of chemical products
- ethical uneasiness pertaining to “meddling” with evolution.

Review Findings

A global review of the science conducted in 2008 by the International Assessment of Agricultural Knowledge, Science and Technology for Development (IAASTD), found that: “there are a limited number of properly designed and independently peer-reviewed studies on human health.” The review concluded that to make significant contributions in the long term, “a substantial increase in public confidence in safety assessments will be needed; conflicts over the free-use of genetic resources must be resolved; and the complex legal environment ... will need further consideration”.

In 2011, the European Commission found that the “main conclusion to be drawn from the efforts of more than 130 research projects, covering a period of more than 25 years of research, and involving

¹ For example, Golden Rice is being developed to increase nutritional value of rice and reduce death and blindness in developing countries. The goal is to provide the seeds free of charge to small-scale farmers in developing countries.

² Concerns arise as a result of various considerations including the potential reduction in access to and affordability of seed stocks, emergence of new weed species and other unknown interactions given the current limited understanding of interactions between genes and local environments.

more than 500 independent research groups, is that biotechnology, and in particular GMOs, are not *per se* more risky than e.g. conventional plant breeding technologies”.

On their website, Environment Canada advises that as the cultivation of genetically engineered crops intensifies and expands, ecological risks, such as super weeds, pest resistance, and adverse effects on non-target organisms, are emerging yet scientists do not yet know what long-term impacts on biodiversity and ecosystem function could result.

GE Regulation

Global response to GE regulation differs, depending on the country. Some countries have enacted legislation restricting GE plant cultivation. Italy, for example, has a general ban on the cultivation of all GE crops and many other European countries have enacted bans against the cultivation of many different seed stocks. Over 4700 European local governments have passed GE free resolutions. Many countries have also enacted legislation requiring that products be labelled. The United States has adopted a principle of substantial equivalency which states that when GE crops or foods are equivalent in usage, nutritional content and allergenic properties, they do not require additional regulation.

In Canada, the regulation of genetically modified crops and food products is primarily done at the federal level. The Canadian Food Inspection Agency (CFIA) regulates plants and seeds, including GE crops. Health Canada is responsible for safety assessment and approval of genetically modified foods and is also responsible for certain food labelling with respect to health considerations (e.g., allergens, nutritional content). There is no labelling required to identify products that contain GE ingredients.

At the provincial level, the Province has jurisdiction over local health, environmental and agricultural issues, subject to federal regulations. With the matter being within senior (i.e. Federal / Provincial) government jurisdiction, there would be significant barriers to the implementation of local government regulations relating to GE products.

Analysis

Biotechnology is a growing, relatively new industry that is likely to develop more products and concerns in the future. At the same time, society is facing increasing demands and resource constraints³. Unfortunately, there remains little consensus on the relative benefits and risks of GE plants, and their contribution to sustainable agriculture and food production. It is recognized that not all GE plants are the same and like many challenges facing society, the specific benefits and risks depend on *how* something is being pursued. A key challenge for local government is to determine what, if any action, to take given the complexity of factors to consider.

³ Projections by the UN Food and Agriculture Organization (FAO) and the International Food Policy Research Institute (IFPRI) predict significant increases in global demand for food in order to keep pace with population growth and changing dietary habit. For example, livestock production needs to double to meet increasing demand for milk and meat by year 2020 and cereal production, for food and feed, needs to increase by 40 per cent. At the same time, land available for expanding agriculture is decreasing and water is becoming an increasingly scarce resource. Thus, more food needs to be produced per unit available land and per unit water.

Three options have been identified for Council's consideration:

1. Support consumer choice and advocate for strengthened senior government management *(recommended)*
2. Adopt a resolution, as a symbolic gesture
3. Take no action.

Recommended Action - Option 1: Support Consumer Choice/ Advocate for Strengthened Senior Government Management

Staff are recommending that the City support facilitating the "right of choice" and advocate for strengthened senior government management at the Provincial and Federal levels who have jurisdiction and regulatory responsibility. In particular, the City would advocate for mandatory labelling of foods that contain GE ingredients. Some businesses, such as Richmond's Nature's Path, participate in a volunteer-based third party verification labelling program to identify non-GE products and help support individual choice. However, the lack of mandatory labelling means that it remains quite difficult for consumers to make personal choices and markets are less able to respond to consumer preferences. Because GE products are regulated through a complex institutional framework, it is difficult to access information and understand local implications. In addition to mandatory labelling, it is also recommended that the City advocate for more transparent assessment and approval procedures that better address community concerns and strengthened programs for communicating information with the public. The City would also continue to advocate that genetically modified foods be addressed regionally as part of Metro Vancouver's Food System Plan⁴.

In this option, the City would also advance local awareness initiatives to assist individuals in Richmond to make their own choice. While not a core City service, it is recommended that the City disseminate fact-based information across economic, ecological and social factors (risks and benefits) for a 1 year period to address, temporarily, current service gaps at senior levels. Initiatives would include activities such as providing web-site material and including information as part of existing City outreach programs.

There is the potential that by the City taking action, community expectations for greater local government involvement will increase. To reduce risks of increasing service expectations and associated costs for a matter that is a senior government responsibility, it is recommended that information pertaining to jurisdiction and management responsibility be a key component of the City's information activities.

There are no immediate significant financial implications with this option. Costs associated with initiatives for the proposed 1 year period could be absorbed within current operational budgets using existing temporary resources. Staff would review progress after the 1-year period and provide options for Council consideration. Any costs associated with future action options would be presented to Council as part of the progress review report and financing would be subject to future budget processes.

This option is recommended as it supports individual choice, supports informed market responses and seeks to strengthen government accountability at levels who have jurisdiction. This option also builds knowledge and understanding, preparing the City and the community to make informed decision-making into the future. This option is consistent with input received by the City's Agricultural Advisory Committee (AAC) and Advisory Committee on the Environment (ACE) (see following section).

⁴ It is noted that in 2011, Richmond Council requested that Metro Vancouver's Food System Plan incorporate consideration of strategies and actions for addressing genetically modified plants.

Option 2: Adopt a resolution, as a symbolic gesture (not recommended)

Richmond Council could adopt a resolution as a symbolic gesture, recognizing that any resolution would be extremely difficult to enforce given limitations in municipal jurisdiction and the limited ability to identify crops, plants and trees as genetically engineered.

Adopting a resolution may increase awareness of the issue and potentially increase the probability of strengthened action by the Province should other BC municipalities take similar action. A key concern is that by adopting a resolution, the City will be setting an unrealistic expectation that the City is taking action that is enforceable. It also means that the City will be taking a position on an issue rather than empowering local residents to make their own choices. This is likely to mean that limited City resources will be used to reduce confusion about the resolution rather than supporting initiatives that build local knowledge and support individual choice. This option also means that senior levels of government will not be taking responsibility for addressing concerns within their jurisdictions and over time, there could be increasing expectations on local governments. As such, this option could result in greater financial impacts for the City over time.

If Council elected to adopt a resolution, there would be two options:

1. Adopt the resolution proposed by GE Free BC and Richmond Food Security Society
2. Adopt a City-prepared resolution based on stating what the City supports (versus what the City does not support).

Adopting the resolution proposed by GE Free BC and Richmond Food Security Society is likely to increase awareness of the issue and potentially increase the probability of strengthened action by the Province should other BC municipalities take similar action. However, adopting the proposed resolution (even symbolically) is likely to generate significant confusion and concern for both advocates and opponents of GE products, and thereby, pose significant challenges for the City.

Alternatively, Richmond Council could adopt a revised resolution based on what the City supports rather than on what the City does not support. For example, a resolution could be prepared that would include language such as the City of Richmond supports the advancement of sustainable agriculture. In this manner, the City would not establish a false expectation that it was enforcing a restriction. This option is not recommended, however, given that the City already has policies in place which express Council's commitment and intentions pertaining to sustainability and to agriculture. The adoption of Option 1 would add to the City's existing commitments and make it clear that Richmond Council supports consumer "right of choice" without the need to prepare a separate stand-alone resolution that could potentially increase the polarization of community interests.

This option to adopt the resolution proposed by GE Free BC and Richmond Food Security Society is not recommended as it is likely to set unrealistic expectations and polarize community interests. This option will also mean that limited local government resources will likely be used to reduce confusion about the resolution rather than supporting initiatives that build local knowledge and support individual choice.

The option to adopt a revised resolution based on what the City supports is not recommended as the City has policies and planning processes in place which serve to integrate community interests through collaborative-based approaches and convey the directions and actions of what Richmond Council supports.

Option 3: Take no action *(not recommended)*

In this option, the City would not take any specific action pertaining to the management of genetically engineered plants, trees and crops. All management would be left to senior levels of government who have jurisdiction. A significant advantage of this option is that it does not add a new service area to local government and thereby, it enables the City to focus on delivery of core City services. However, a key disadvantage of this option is that it does not support the City nor the community to become better informed about how to respond to a rapidly expanding industry.

This option has no direct cost implications for City services.

This option is not recommended because it leaves the City of Richmond and the Richmond community ill-informed and less equipped to contribute to decision-making in the expanding area of biotechnology.

Community Comments

The proposed resolution was brought forward by the Richmond Food Security Society and GE Free BC. Richmond Food Security Council has requested that community members sign an on-line petition asking that: "Richmond City Council support a resolution to ban the growing of genetically modified crops within City limits". At the time of report preparation, there were approximately 850 people who had signed the petition. It is not possible to identify the number of Richmond residents who had signed.

As requested by Council, the proposed resolution was brought to the City's Advisory Committee on Agriculture (AAC) and Advisory Committee on the Environment (ACE) for their input. The resolution was discussed and upon request, staff identified alternative action options that were being considered. A summary of key recommendations from the two advisory committees is provided below⁵. Additional comments provided by AAC and ACE are provided in **Attachment 2**.

The AAC adopted the following two motions at their meeting on April 12, 2012:

1. AAC is in favour of education initiatives in relation to GE product awareness.
2. AAC supports initiatives by appropriate federal agencies to move towards labelling of food and related products that contain GE ingredients.

At their April 18, 2012 meeting, ACE adopted the following two motions:

1. ACE supports the City in taking action that supports individual choice and strengthens senior government management, including mandatory labelling and strengthened assessments. This includes educational programs.
2. ACE also recommends that a study be conducted on the economic impacts and benefits to Richmond.

The action being recommended in this report (i.e., Option 1) is consistent with the recommendations by the City's advisory committees. Staff have not included a commitment to undertake a local economic study as suggested by ACE given the current lack of data pertaining to identifying GE products.

Upon request, Vancouver Coastal Health provided a letter to the City (**Attachment 3**).

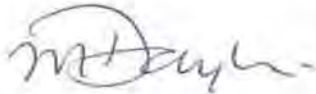
⁵ It is noted that the minutes from AAC and ACE will be adopted during the May meetings. A copy of this report and Council resolutions will be provided to both City advisory committees.

Financial Impact

None with the service levels and timeframe contained within Option 1. If the City elected to expand the delivery of outreach over longer timeframes, costs would be assessed and finances sought through subsequent budget processes.

Conclusion

There is a rapidly growing use of genetically modified plants in the production of feed and food crops and for other purposes. Unfortunately, there is major controversy over the relative benefits and risks. Significant barriers exist in the implementation of regulation at the local government level as a result of the matter being within senior (i.e., Federal/Provincial) government jurisdiction. This report recommends that the City of Richmond advance initiatives that empower individuals to make their own choices and advocate for strengthened management at senior government levels.



Margot Daykin, M.R.M.
Manager, Sustainability
(604-276-4130)

MD:md



Schedule 5 to the Minutes of the Regular meeting of Richmond City Council held on Monday, June 28, 2010.

Resolution for The Municipality of Richmond to be Free of Genetically Engineered Plants, Trees and crops.

WHEREAS, the City of Richmond Councilors retain the right and responsibility to "impose" requirements in relation to:

- (a) the health, safety or protection of persons or property;
- (b) the protection and enhancement of the well-being of its community in relation to nuisances, disturbances and other objectionable situations;
- (c) public health;
- (d) protection of the natural environment and animals;

WHEREAS, The City of Richmond's Official Community Plan states as a Goal in section 1.1 - VISION:

1. "The City of Richmond be the most appealing, livable, and well-managed community in Canada."
2. Statement from Richmond Resident: "I will enjoy a meal that features Richmond produce, and wonder why anyone would want to live anywhere else... Yes, this may be Utopia, but a journey starts with a single step - in the right direction!"
3. **Productive agricultural land** to justify retaining farmland; improvements to farming viability through better agricultural services; measures to reward productive farm use...

WHEREAS, genetically engineered (G.E.) foods have not been adequately tested by any federal agency for long-term impacts on human and environmental health;

WHEREAS, Health Canada has neither the ability or resources to test for long term impacts on health and environment, and relies on the data presented by the Corporations that hold the GM patents;

WHEREAS, it is currently not possible to prevent genetically engineered seeds and pollen flow from contaminating non-G.E. conventional and organic plants and trees, and wild plants.

WHEREAS, contamination from patented genetically engineered seeds undermines local farmers' independence and exposes them to legal challenges from biotechnology companies;

WHEREAS, the prohibition of genetically engineered plants and trees would ensure the integrity of conventional and organic plants and trees and give local producers access to a developing and prosperous Non-GE market;

WHEREAS, the regulation of genetically engineered plants and trees is a municipal and/or regional affair and in the public interest;

THEREFORE BE IT RESOLVED that The Municipality of Richmond hereby opposes the cultivation of genetically engineered plants and trees in the Municipality of Richmond, with the exception of 3 existing dairy farm GMO corn crops found prior to this Resolution, and that from this Resolution forward, no further GM crops, trees, or plants will be grown in The Municipality of Richmond. This also includes GM fruit trees, all GM plants and shrubbery, GM vegetables, GM commodity crops and any and all field tests for medical and experimental GM crops.



Resolution for The Municipality of Richmond to be Free of Genetically Engineered Plants, Trees and crops. Page 2 of 2

BE IT FURTHER RESOLVED that the The City of Richmond agrees to revisit this resolution as pertinent new information becomes available that affects this resolution.

BE IT FURTHER RESOLVED that The City of Richmond shall forward copies of this resolution to the Federation of Canadian Municipalities, The Union of B.C. Municipalities, Interior Health, B.C. Ministry of Health, B.C. Ministry of Agriculture and Lands, B.C. Provincial Health Officer, the Prime Minister of Canada, the Canadian Food Inspection Agency, Health Canada, CropLife Canada, Agriculture and Agri-Food Canada, local MLA and MP offices and any interested and related groups.

Definitions:

For the purposes of this resolution the following terms are defined accordingly:

(a) "Genetic Engineering and Modification / Genetically Engineered and Modified (G.E., G.M., G.M.O.)" refers to the direct manipulation of an organism's DNA using recombinant DNA technology. For the purposes of this resolution genetic engineering does NOT include traditional selective breeding, conjugation, fermentation, hybridization, in vitro fertilization, tissue culture, or marker assisted selection.

CONTACT:

April Reeves: 604 233 0781



Additional Comments from City's Agricultural Advisory Committee (AAC) and Advisory Committee on the Environment (ACE)

City's Agricultural Advisory Committee(AAC)

Additional comments provided by ACE members' include the following:

- the proposed GE free resolution unfairly targets producers and does not address other sectors which have much higher GE content (e.g., grocery stores, restaurants)
- even if adopted symbolically, the proposed resolution could have the potential to put agricultural producers out of business.
- education and awareness is supported over prohibition of GE products and concern was expressed about singling out farmers and/or producers through this approach.
- rather than looking at a negatively worded resolution (i.e. prohibition of GMO products), a better approach might be for the City to support a resolution that supports non-GMO product inputs and food
- the proposed GE free resolution, based on limited information and understanding of the issue and implications, is premature
- there should be agreement to:
 - oppose cross contamination between non-GE and GE crops; and
 - support improved education through labelling

City's Advisory Committee on the Environment (ACE)

Additional comments provided by ACE members' include the following:

- biotechnology is a new science, at the forefront of technology and is growing rapidly
- there have been reports of significant benefits and significant problems associated with biotechnology
- it is important to move carefully
- as a first step, before regulating GE plants, trees and crops, we need to be more knowledgeable and informed, and get information out to the community. This includes gaining a better understanding of the economic implications for Richmond, both the economic benefits of using GE products and economic impacts to farmers who are not.
- educational programming should be done with the guidance of experts and should focus on providing information on all aspects of the issue so that the community is fully informed of all aspects of the issue



VCH-Richmond Public Health
Health Protection
3rd Floor 8100 Granville Avenue
Richmond, BC V6Y 3T6

April 26, 2012

Margot Daykin
Manager, Sustainability
Sustainability Unit
City of Richmond
6911 No 3 Road
Richmond, BC
V6Y 2C1

Dear Ms. Daykin,

Re: Resolution for the City of Richmond to be Free of Genetically Engineered Trees, Plants and Crops

You requested comments from Health regarding the above resolution that was presented to Council.

Genetically engineered food products were first approved by Health Canada for use in Canada in 1994 – 18 years ago. It is estimated that currently at least 60% to 70% of the food products in grocery stores have some ingredients derived from genetically engineered organisms. The public has expressed concerns ever since their introduction. Underlying many of these concerns is an implied lack of confidence in the regulatory capacity of governments to safe guard human health and the environment with respect to genetically engineered organisms. However, there is no evidence that Health Canada approved GE foods and food crops are any less safe for human health than non-GE varieties.

There is no public health reason for a ban of genetically engineered trees, plants and crops as proposed in the resolution presented to Council. Deliberations regarding local policy actions are more appropriately framed around environmental and economic sustainability, as well as community choice. In addition, the possibility of unintended consequences from any course of action needs to be assessed.

We note in the resolution presented to Council that the proponent requested Council to forward a copy of the passed resolution, to Interior Health. While several communities in the Kootenays have passed similar resolutions, it is our understanding that Interior Health had no part in either drafting or endorsing those resolutions.

Sincerely,

Dalton Cross
Senior Environmental Health Officer – Richmond
Vancouver Coastal Health

3521708

Dr. James Lu
Medical Health Officer - Richmond
Vancouver Coastal Health



City of Richmond

Report to Committee

To: Planning Committee
From: Brian J. Jackson
Acting General Manager, Planning & Development
Re: **AGRICULTURAL ADVISORY COMMITTEE 2011 ANNUAL REPORT AND 2012 WORK PROGRAM**

To: Planning Comm. MAY 23, 2012

Date: April 24, 2012

File:

Staff Recommendation

That the 2012 Agricultural Advisory Committee work program be approved.

Brian J. Jackson, MCIP
Acting General Manager, Planning and Development

Att.

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

Staff Report

Origin

The Richmond Agricultural Advisory Committee (AAC) was established in 2003 upon completion of the Richmond Agricultural Viability Strategy (RAVS). A primary role of the AAC is to provide advice from an agricultural perspective to Council, City staff and other stakeholders on a range of issues and projects that impact agricultural activities in Richmond and to help implement recommendations contained in the RAVS.

This report summarizes the activities of the AAC in 2011 and recommends a 2012 work plan for Council consideration and approval.

Summary of 2011 Annual Report and Proposed 2012 Work Program

2011 Annual Report

Highlights of AAC activities in 2011 is summarized as follows (refer to **Attachment 1** for a detailed summary):

- Reviewed and provided comments on a variety of development proposals in and adjacent to the Agricultural Land Reserve (ALR) relating to buffering developments (residential and industrial) adjacent to agricultural areas, proposed soil fill operations and other ALR applications related to non-farm uses and minor ALR exclusions.
- Received updates from staff on various policy planning initiatives and provided feedback when necessary (i.e., 2041 OCP Update, Richmond Agricultural Viability Strategy Update).
- Provided feedback on documents and initiatives being undertaken by the Ministry of Agriculture and Lands and Metro Vancouver along with regulations being implemented that impact agricultural areas and/or activities.
- Received regular updates on major projects within the ALR and other infrastructure works related to improving agricultural viability throughout the City.

Proposed AAC 2012 Work Program

Highlights of the AAC 2012 Work Program is summarized as follows (refer to **Attachment 2** for a summary):

- Review and comment on development proposals in and adjacent to the ALR, forwarded to the AAC by City staff.
- Organize and host a Farm Tour in early fall 2012 to highlight agricultural related projects, initiatives and issues in Richmond with the objective of promoting agricultural awareness and education.
- Continue to provide feedback for ongoing policy initiatives (i.e., 2041 OCP Update; Richmond Agricultural Viability Strategy Update) and any new agricultural policy works that arise.
- Comment and receive regular updates on major projects and operational issues that enhance agricultural viability (i.e., drainage/irrigation) or impact use of agricultural land (i.e., road improvement projects).

AAC Review of the Richmond Agricultural Viability Strategy

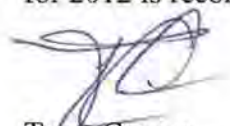
Through the 2041 OCP Update, the AAC undertook a comprehensive review of the Richmond Agricultural Viability Strategy (RAVS), including the Strategy's 64 recommendations through 2011 and early 2012. The reason for the review was that it has been nine years since Council approved the RAVS in 2003 and it is important for the AAC to review progress and examine existing recommendations in the Strategy and their priority moving forward and ensure coordination with the 2041 OCP update. A consolidated list of comments and feedback to update the RAVS has been agreed to by the AAC. Staff are currently working to update the RAVS and anticipate a report will be forwarded to Council for consideration by July 2012.

Financial Impact

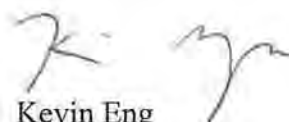
None.

Conclusion

The 2011 Annual Report for the AAC is submitted for information purposes and a work program for 2012 is recommended for approval.



Terry Crowe
Manager, Policy Planning



Kevin Eng
Planner 1

KE:cas

**2011 ANNUAL REPORT
AGRICULTURAL ADVISORY COMMITTEE**

Agricultural Advisory Committee 2011 Accomplishments

Projects	Results Expected	Accomplishments and Comments
Major Development Proposals	Agricultural perspective and advice to Council	<ul style="list-style-type: none"> Reviewed 7 development proposals related to proposed road opening in the ALR; developing buffers and review of adjacencies between residential and industrial project adjacent to agricultural lands; minor ALR exclusion; non-farm use proposals involving soil fill.
Richmond Policy Initiatives	Agricultural perspective and advise to Council	<ul style="list-style-type: none"> Undertook a comprehensive review of the Richmond Agricultural Viability Strategy and related 64 recommendations to update the Strategy based on comments and priorities identified and agreed to by the AAC. Received regular updates on the 2041 OCP Update. Received zoning information updates to clarify accessory uses (i.e., tennis court) as an accessory structure. Preliminary feedback on the existing No. 5 Road Backlands Policy. Provided feedback on new zoning regulations proposed for farm-based wineries. Provided feedback on Richmond protocol for telecommunications antenna and required consultation.
External Agency Policy Initiatives Requests for Feedback	Provide agricultural comments and perspectives to the agency (through council) when requested.	<ul style="list-style-type: none"> Reviewed and commented on the Ministry of Agriculture and Land initiative to review residential uses in the ALR and ultimate residential bylaw standard guideline developed by the Ministry.
Drainage/Irrigation Program for Agricultural Areas	Provide comments from an agricultural perspective	<ul style="list-style-type: none"> Received regular updates from Engineering Planning and Public Works on drainage and irrigation works undertaken in 2011 based on the approved Agricultural Drainage/Irrigation program in East Richmond. Information provided on available funding, proposed design/scope of works and construction timing and progress.
Major Transportation Projects	Provide comments and feedback from an agricultural perspective	<ul style="list-style-type: none"> Received regular construction updates on the Nelson Road Interchange project until completion and opening in late summer 2011. Received updates and provided feedback on the proposed works to widen Nelson Road (b/w Blundell Road and Westminster Highway) and Westminster Highway (b/w Nelson Road and McMillan Way).

Projects	Results Expected	Accomplishments and Comments
Public Awareness and Local Food Initiatives	Improved awareness and understanding of agriculture and its role in the community	<ul style="list-style-type: none"> Received information about the demand for residents in Richmond and Vancouver as well as other institutions looking for vacant, available farmland to undertake a variety of agricultural activities ranging from small plot agriculture to incubator plots for new farmers. Support provided to the Richmond Food Security Society to pursue grant funding to develop a "Richmond Foodlands Strategic Plan". Received information on local food events and initiatives as well as Provincial programs aimed at promoting and marketing BC agricultural products.
General Agricultural Related Issues	Identify specific projects and initiatives that impact agriculture	<ul style="list-style-type: none"> Received updates on activities of the Metro Vancouver Agricultural Advisory Committee. Received updates on the progress of the Metro Vancouver Regional Growth Strategy.

List of Development Proposals Reviewed in 2011

Application No.	Address of property	Proposed use
N/A	13160 Westminster Highway	Non-farm use proposal involving fill.
DP 11-566011)	Ecowaste industrial lands (East Richmond)	<ul style="list-style-type: none"> Proposal to open roads in and adjacent to the ALR to service the proposed light industrial development. Proposed ALR landscape screen to buffer industrial land uses from adjacent agricultural land.
DP 11-584282	9791/9811 Ferndale Road & 6071 to 6131 No. 4 Road	Landscape buffer screen for a multi-family residential development adjacent to the ALR.
AG 11-579881	16880 Westminster Highway	Non-farm use to permit an accessory food and beverage service lounge to the existing farm-based winery facility.
DP 10-556907	6311 to 6371 No. 4 Road	Landscape buffer screen for a multi-family residential development adjacent to the ALR.
AG 10-556907	11120 & 11200 No. 5 Road	Minor ALR exclusion for a commercial development at the southeast corner of Steveston Highway and No. 5 Road.
N/A	21660 River Road	Non-farm use proposal involving fill.

AGRICULTURAL ADVISORY COMMITTEE 2012 WORK PROGRAM

AAC Role in the Work Program

- Provide comments and feedback, from an agricultural perspective, to Richmond City Council and staff on works and services, development and major projects being undertaken in and adjacent to the ALR.
- Receive for information, reports and materials forwarded from external agencies (Ministry of Agriculture and Lands, Metro Vancouver, ALC, NGO etc.). Provide comments and feedback (through Council) when requested.
- Participate in public meetings and consult on work program projects.
- Continue to improve local agricultural awareness and education initiatives and take the lead role in organizing agricultural showcase events (i.e., Farm Tours).
- Receive regular updates on projects and works related to agriculture.
- Ensure that all City Divisions liaise with the AAC as early as possible on works deemed to have an impact on farming so that the Committee can be consulted. These proactive initiatives will help to inform agricultural stakeholders of forthcoming works and enable comments and feedback to be given where appropriate.

AAC Proposed 2012 Work Program

The following items are proposed to comprise the AAC work program for 2012

Projects	Results Expected	Objectives and Deliverables
Major Development Projects	Agricultural perspective and advice to Council	<ul style="list-style-type: none"> • Review development proposals forwarded to the AAC from Council or staff. • Ensure that the AAC is aware of all works (existing and proposed) in the ALR so that agricultural impacts can be examined and comments given where appropriate. • Request monitoring of Westminster Highway traffic by Transportation in response to opening of the Nelson Road interchange in summer of 2011 and follow-up with related projects (i.e., improved transit infrastructure along Westminster Highway). • Continue to receive updates and provide feedback to the City's project team for the Nelson Road and Westminster Highway widening project. • Review and comment on non-farm use (soil fill) applications forwarded to the AAC by Community Bylaw staff. Provide support to Community Bylaws and ALC staff to prevent unnecessary placement of fill on agricultural land.

Projects	Results Expected	Objectives and Deliverables
Richmond Policy Updates and Initiatives	Agricultural perspective and input	<ul style="list-style-type: none"> • Provide comments on the OCP 2041 update as required along with other concurrent policy studies and documents related to the update (i.e., ESA Update). • Receive, for information purposes, the updated Richmond Agricultural Viability Strategy and recommendations based on AAC comments provided previously.
Drainage and Irrigation	Agricultural perspective and input	<ul style="list-style-type: none"> • Receive regularly scheduled updates on funding, design and construction for proposed works in 2012 and 2013 related to agricultural drainage and irrigation. • For 2012, review proposed drainage and irrigation works involving: <ul style="list-style-type: none"> • Granville Road allowance between Sidaway to No. 6 Road. • Sidaway culvert crossing. • No. 8 Road lift station. • Engineering to undertake additional modelling based on existing works completed since the drainage/irrigation program was initiated in 2006 to help inform future projects. • Works are guided by the East Richmond Agricultural Water Supply Study.
Public Awareness and Local Food Initiatives	Improved awareness and understanding of agriculture and its role in the community	<ul style="list-style-type: none"> • Continue to receive information on and promote local food events and initiatives. • Organize and host a Farm Tour tentatively scheduled for early September 2012
Agricultural Data System	<ul style="list-style-type: none"> • Update agriculture related statistics based on current data figures. • Identify latest trends related to agriculture and how they impact the Richmond Agricultural Viability Strategy. 	<ul style="list-style-type: none"> • City staff to obtain latest information from various sources and report trends and findings to the AAC for information purposes. • Obtain updated land use inventory data from 2010 study undertaken by Ministry of Ag. & Lands/Metro Vancouver staff.

Projects	Results Expected	Results Expected
General Agricultural Initiatives	<ul style="list-style-type: none">• AAC perspective and input.	<ul style="list-style-type: none">• Where necessary, support the Richmond Food Security Society to develop a "Richmond Foodlands Strategic Plan" as a resource to help identify vacant agricultural land for farm use (i.e., small plot agriculture, incubator plots)
Agricultural Advisory Committee Membership review	<ul style="list-style-type: none">• AAC perspective and input.	<ul style="list-style-type: none">• Review committee membership and composition in conjunction with meeting operations.• Report to Council on any recommended changes to AAC membership composition if needed.



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

To: Planning Comm. MAY 23, 2012
Date: May 7, 2012

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 06-344606

Re: **Application by Kaiman Enterprises Co. Ltd. for Rezoning at 22560, 22600 and 22620 Gilley Road from Single Detached (RS1/B) to Town Housing (ZT11) – Hamilton**

Staff Recommendation

That Bylaw No. 8750, for the rezoning of 22560, 22600 and 22620 Gilley Road from “Single Detached (RS1/B)” to “Town Housing (ZT11) - Hamilton”, be referred to the June 18, 2012 Public Hearing.

Brian J. Jackson, MCIP
Director of Development

BJ:ke
Att.

FOR ORIGINATING DEPARTMENT USE ONLY

ROUTED TO:

Transportation
Engineering Planning
Sustainability Unit

CONCURRENCE

Y ☒ N ☐
Y ☒ N ☐
Y ☒ N ☐

**CONCURRENCE OF ACTING GENERAL
MANAGER**

Staff Report

Origin

Kaiman Enterprises Co. Ltd has applied to the City of Richmond for permission to rezone 22560, 22600 and 22620 Gilley Road (**Attachment 1**) from Single-Detached (RS1/B) to Town Housing (ZT11) – Hamilton zoning in order to permit development of a 35 unit townhouse project.

Public Hearing Referral - May 16, 2011

At Public Hearing on May 16, 2011, Richmond City Council referred the subject rezoning application back to staff and the applicant to review the following as it related to the proposed townhouse development:

“That the application by Kaiman Enterprises Co. Ltd. for a rezoning at 22560, 22600 and 22620 Gilley Road be referred back to staff for further review of the following:

- (i) Routing of traffic through the neighbourhood;*
- (ii) Soil and fill conditions in the neighbourhood generally, and specific to the proposed project;*
- (iii) Vehicle access to the site from Gilley Road during construction and on a permanent basis;*
- (iv) Other options for development of this site, including the pros and cons of the type of fill required for a townhouse project compared to construction of a single-family houses; and*
- (v) Parking and fill arrangements in existing townhouse developments in the Lower Westminster Area that have incorporated parking on the first level, underneath the residences.”*

Purpose

This report responds to and presents new information related to the May 16, 2011 Council referral and brings forward a revised townhouse rezoning proposal.

Revised Project Description

The proposal involves development of a 35 unit townhouse development in the Lower Westminster Sub-Area contained in the Hamilton Sub Area, which permits a variety of low-density residential land uses (single-family; multi-family).

Vehicle access to the subject site has been revised with all access to be from Gilley Road. The vehicle access is located at the northeast corner of the development. No vehicle access for the proposed townhouse development will be provided from either Turner Street or Rathburn Drive in response to the concerns from neighbourhood residents. The developer is required to dedicate land and design/construct the Turner Street and Rathburn Drive connection as part of the development proposal, which will complete the neighbourhood road system that services the single-family dwellings in this area. Therefore, the Rathburn Drive/Turner Street connection will be a significant upgrade to the local road system enabling improved access and traffic circulation for residents in the neighbourhood.

Gilley Road is able to accommodate all vehicular traffic generated from the development. Minor works will be undertaken along Gilley Road, which will be discussed in latter sections of this report.

Internal traffic circulation for the townhouse development is arranged to enable traffic flow through the development site and around a centrally located outdoor amenity space. A public walkway is also being secured through this development to provide pedestrian linkages from Rathburn Drive to Gilley Road that will improve neighbourhood connections in Hamilton.

Townhouse building typologies consist of 3 storey massing (2 levels over parking) in duplex, triplex and fourplex configurations. Duplex unit types are concentrated along the Rathburn Drive/Turner Street frontage to be consistent with the existing form and character of existing single-family homes in the area. Due to the existing grade difference on the subject site (lower elevations along Gilley Road with higher elevations at Rathburn Drive/Turner Street), units that front onto Rathburn Drive/Turner Street will exhibit 2 storey massing as the first level parking will be concealed as a result of the grade difference. Please refer to **Attachment 2** for a preliminary site plan and elevations.

Findings of Fact

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

A copy of the staff report considered at May 16, 2011 Public Hearing is contained in **Attachment 4**.

Surrounding Development

To the North: Properties zoned Agricultural (AG1) in the ALR to the west and properties zoned Single-Detached (RS1/B) to the east on the north side of Gilley Road

To the East: A low-density townhouse development zoned Town Housing (ZT11) – Hamilton and properties zoned Single-Detached (RS1/F).

To the South: Properties zoned Single-Detached (RS1/B).

To the West: Properties zoned Single-Detached (RS1/B).

Project Response to Public Hearing Referral Items

This section responds to the referral arising from the May 16, 2011 Public Hearing.

1. Routing of traffic through the neighbourhood

The access/egress to the townhouse site previously proposed from Rathburn Drive/Turner Street has been removed, with all access to the development from Gilley Road. This development will still be required to dedicate land and complete all necessary road works to complete the Rathburn Drive/Turner Street connection, which improves traffic circulation to the existing single-family neighbourhood only. Works to complete the Rathburn Drive/Turner Street connection will be designed and constructed to meet the existing standard in the neighbourhood. The proposed townhouse development will not result in the routing of additional traffic through existing neighbourhoods and the proposed road improvements will benefit the neighbourhood.

2. Soil and fill conditions in the neighbourhood generally, and specific to the proposed project
The entire Hamilton Sub Area Plan (including the subject site and neighbouring residential areas) is in an area that requires a Flood Construction Level (FCL) for residential habitable space at 3.5 m. For existing residential developments in the surrounding neighbourhood, this results in two primary responses to accommodate residential development:
- Placement of fill on a development site to raise the overall grade elevation so that the concrete slab of the building/dwelling is able to be at or above the minimum 3.5 m FCL. This approach to development is predominant for existing single-family residential lots developed and constructed in the early to mid 1990's in the residential neighbourhood surrounding the subject site. As a result, single-family dwellings in the area utilize a combination of fill to raise the grade of the site and construction of crawl spaces to comply with the necessary FCL.
 - Low-density residential townhouse developments in the Lower Westminster Area portion of the Hamilton Area Plan have minimized the placement of fill on sites as these projects have garages at grade, which enables habitable space for the remainder of the dwelling unit to occupy the second and third floors. This approach involves minimal placement of fill on the development site to permanently raise the site grade.

The surrounding neighbourhood also contains a number of sites and single-family dwellings that have minimal modifications to the grade elevation as these buildings were developed prior to the establishment of minimum flood construction level requirements.

A majority of the site is at or near the elevation to Gilley Road and minimal soil fill has occurred. Existing structures and dwellings on the site were demolished in 2007 and a thin layer of sand has been placed and graded level. At the south edge of all three development parcels (fronting onto the future Rathburn Drive/Turner Street connection), the elevation increases significantly to meet the existing grade of the road and single-family residential subdivision (i.e., approximately 4.1 m geodetic).

The proposed 35 unit townhouse development is not undertaking any significant soil filling activity. As the townhouse building typology enables garages to be situated at grade, FCL requirements are complied with as the second floor (containing habitable space) meets or exceeds the 3.5 m FCL. The townhouse scheme utilizes the grade difference along the south adjacency of the site along the future Rathburn Drive/Turner Street connection by concealing the ground level parking for units fronting the future road and presenting two storey massing similar to surrounding single-family dwellings. Please refer to **Attachment 5** for an illustration of this grade difference.

3. Vehicle access to the site from Gilley Road during construction and on a permanent basis
A traffic and road impact study has been undertaken by the developers' Transportation Engineer to review use of Gilley Road as the subject site's means of access/egress during construction and on a permanent basis. This study confirmed that Gilley Road can accommodate construction traffic, vehicle traffic generated by the townhouse development and existing traffic generated from the 12 existing single-family lots that have direct access along this portion of Gilley Road west of Westminster Highway (Gilley Road is not a thru road west of Westminster Highway).

To address neighbourhood concerns about construction traffic, the developer is required to submit a Construction Parking and Traffic Management Plan to be reviewed and approved by City Transportation staff. In response to specific concerns raised, the following measures will be included in the plan:

- No construction related parking or staging of trucks on Gilley Road or in the surrounding neighbourhood.
- Dedicated areas for construction staff parking on sites/areas secured by the developer for this purpose.
- Dedicated construction loading/staging areas on the subject development site only.
- Construction vehicle access/egress is prohibited from utilizing Rathburn Drive or Turner Street.
- Construction vehicles will be required to travel at a reduced speed down Gilley Road.

The portion of Gilley Road west of Westminster Highway has designated Riparian Management Areas (RMA) (5 m) on both sides of the road in conjunction with the existing watercourses. The existing 5 m RMA designations on both sides of Gilley Road place limitations on the extent of road upgrades that can be implemented without having significant impacts to the watercourse and related habitat.

As a result, the following cross-section is proposed along Gilley Road that will be implemented from Westminster Highway to the development's entrance on Gilley Road (northeast corner of site). This cross-section minimizes impacts on the existing RMA's and facilitates upgrades to Gilley Road to accommodate minor road widening and an interim walkway.

- Minimum 6.1 m wide asphalt driving surface.
- Minimum 1.5 m wide asphalt pedestrian pathway (interim) along the south side of the road and north of the existing watercourse with appropriate pavement markings and/or delineators for the walkway and tie-in to the top-of bank of the canal.
- Minimum 0.6 m wide gravel shoulder tie-in to the existing watercourse on the north side of Gilley Road.
- The detailed design and construction of identified works to Gilley Road from the development site's access to Westminster Highway will be completed through a Servicing Agreement.

4. Other options for development of this site, including the pros and cons of the type of fill required for a townhouse project compared to construction of a single-family houses

All three properties under rezoning application have existing Single-Detached (RS1/B) zoning. Therefore, the lots have existing subdivision potential and could be developed into single-family lots similar to the pattern established in the neighbouring residential subdivision (which is also zoned RS1/B). Based on the size of the three subject properties, development of a minimum of 12 new single-family lots can be created based on existing zoning (i.e., 6 lots fronting Gilley Road and 6 lots fronting the future Rathburn Drive/Turner Road connection).

If single-family subdivision occurred as described, a significant amount of soil fill would be placed on the subject site in order to raise the elevation so that the habitable space for the

dwelling meets the 3.5 m FCL requirement. In conjunction with fill to raise the site's elevation, some habitable space may be situated over a crawl space to meet FCL requirements. The benefits associated with a single-family subdivision and raising the site significantly with fill is that the grade of the lots would be close to matching the existing residential lots fronting Rathburn Drive and Turner Street and FCL requirements would be met. Associated costs would be a resulting grade difference between the raised development site and existing lots fronting Gilley Road. Extensive amounts of fill to be placed on the development site to permanently raise the grade of the site also has the potential to settle over time due to the combined weight of the buildings and additional fill compressing underlying soils. This potential settling, over the long-term, could have negative impacts on the foundations and buildings developed on the subject site or on properties adjacent to the development site. The soil fill approach for single-family development may also result in the implementation of retaining walls adjacent to single-family developments to deal with the grade difference.

For a townhouse project, minimum additional fill is required to be placed on the development site permanently as the first level containing the garage and off-street parking would enable the second level, containing the habitable living space, to be situated at the 3.5 m FCL requirement. An advantage to this development approach is that new grade differences will not be introduced between the subject site and surrounding properties. The townhouse proposal will also be able to utilize the existing grade difference along the south edge of the site, which enables two storey building massing to be presented to the surrounding single-family neighbourhood as the first floor parking is concealed due to the subject sites lower elevation compared to Rathburn Drive/Turner Street. In summary, a townhouse proposal results in a significantly smaller amount of permanent fill to be placed on the site when compared to a single-family development.

In addition to any permanent fill to be placed on the development site for either a single-family or townhouse development, temporary preload materials will need to be placed in addition to fill to raise the site as part of the required site preparation prior to construction. An alternative means of site preparation utilized in Hamilton has been the placement of piles throughout the development site. However, concerns have been raised by residents through this rezoning application about the potential impacts site piling will have. As a result, the applicant will not be undertaking piling as a method of site preparation. For the townhouse proposal, the applicant plans to:

- Minimally raise the base elevation of the site from approximately 0.8–1.0 m (existing) to 1.75 m.
- Temporarily place 2–3 m of materials on top of the base elevation as part of the site preload preparations for townhouse development. This material will be removed once preload activities are completed.

5. Parking and fill arrangements in existing townhouse developments in the Lower Westminster Area that have incorporated parking on the first level, underneath the residences

Virtually all of the recent townhouse developments in the Lower Westminister Area of Hamilton have implemented parking/garage space (i.e., tandem parking configuration) on the first level, with second and third levels containing the living/habitable space. For this type of residential townhouse development, the amount of fill placed on property is minimal. In

most cases, townhouse development sites will match the existing elevation of the fronting street/sidewalk; therefore resulting in minimal differences in grade.

This model of townhouse development in the Lower Westminster Area has developed adjacent to existing single-family dwellings, City parks and other townhouse developments. Each development integrates well with surrounding land uses as elevation increases to the site are kept at a minimum and the site transitions to the public road/sidewalk or neighbouring development are achieved without the need for retaining walls/terraces or sloping of grade. In some cases, townhouse developments are next to existing retaining walls that have been implemented as a result of permanent fill placed on properties to increase elevation.

Public Correspondence Received Since May 16, 2011 Public Hearing

One piece of correspondence has been received from the property owners of land whose backyard is adjacent to Gilley Road (north side), which has vehicle access to Fraserbank Place (refer to **Attachment 6**). In the emails to City staff, the resident notes concerns about the following land use issues related to the rezoning proposal:

- Concern about the change in the proposal to enable vehicle access to the development from Gilley Road.
- Concerns about the existing width of Gilley Road and no sidewalks.
- Lack of parking on Gilley Road when compared to an abundance of parking available in the Rathburn Drive/Turner Street neighbourhood.

The revised development proposal proposing vehicle access from Gilley Road has been reviewed and approved by Transportation Division staff. Minor upgrades involving 6.1 m road widening and provisions for a 1.5 m paved pathway (interim) on the south side of Gilley Road are proposed along Gilley Road, which also does not involve extensive modification to the existing watercourses and habitat.

Staff Comments

Policy Planning

The revised 35 unit townhouse development, with vehicle access provided from Gilley Road, complies with the Hamilton Sub Area Plan (Lower Westminster Area) designation for residential redevelopment on the subject site.

Transportation

The applicant's transportation consultant reviewed the establishment of a vehicle access to the development from Gilley Road in coordination with Transportation Division staff. As a result of this review, minor upgrades are proposed to Gilley Road, which is supported for use by the proposed development.

Engineering Planning

A servicing capacity analysis to review City systems has been completed and approved by the City with no upgrades identified. All works to tie-in to City storm, water and sanitary systems are required to be done in accordance with the approved capacity analysis. A Servicing Agreement is required to be completed as a rezoning consideration for the proposed development

for the design and construction of off-site road works and upgrades (i.e., Rathburn Drive/Turner Street connection; Gilley Road works) and on-site pedestrian pathway works.

Environmental Sustainability

Along the subject site's Gilley Road frontage, there is an existing 5 m wide RMA associated with watercourses on both sides of the road. The development's on-site pathway and off-site Gilley Road works has been located and designed to incur minimal disturbance to existing RMA's.

As the above works will be undertaken within the 5 m RMA, the developer is required to engage a professional environmental consultant to review all proposed works and include recommendations for mitigation and enhancement of the RMA where applicable. All works within the RMA and proposed mitigation/enhancement measures is required to be approved by the Department of Fisheries and Oceans. The Servicing Agreement will include the RMA mitigation/enhancement strategy, as approved by DFO.

Description of Works and Requirements for Revised Development

The following sections highlight new works and rezoning considerations associated with the proposed 35 unit townhouse development and summarizes the original rezoning considerations to remain in place (based on the rezoning considered at Public Hearing on May 16, 2011).

Gilley Road Upgrades

Completion of a Servicing Agreement (prior to final adoption of the rezoning) is required to design and construct the following road cross-section along Gilley Road from the development's vehicle access to Westminster Highway:

- Minimum 6.1 m wide asphalt driving surface.
- Minimum 1.5 m wide asphalt pedestrian pathway (interim) along the south side of the road and north of the existing watercourse with appropriate pavement markings and/or delineators for the walkway and tie-in to the top-of bank of the canal.
- Minimum 0.6 m wide gravel shoulder tie-in to the existing watercourse on the north side of Gilley Road.

On-Site Pedestrian Pathway

A new east-west running pedestrian pathway along the north edge of the subject site (adjacent to the Gilley Road frontage) is proposed. This will be a permanent pathway established on the development site connecting to the proposed north-south running pathway proposed along the western edge of the site. The "L" shaped walkway will facilitate a connection from the completed portion Rathburn Drive, through the development site and onto the interim pathway established along Gilley Road through the associated upgrades.

To secure this pathway through the development site, a 4.5 m wide public-rights-of-way statutory right-of-way is required as a rezoning consideration along the entire west and north edge of the subject site and the Servicing Agreement will address design and construction. The pathway design will consist of a minimum 2.5 m wide hard surface pathway with appropriate landscape buffering. The public-right-of-passage statutory right-of-way will be required to be registered with Land Titles to allow public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport. The

agreement will also specify that the maintenance of the surrounding landscaping and related elements (fencing) along with the general upkeep of the pathway (i.e., snow, ice, debris removal; walkway upkeep in a safe condition) will be by the future strata corporation. The City will maintain the hard surface portion of the walkway.

To accommodate this walkway along the north edge of the development site, townhouse units are setback 7.5 m from Gilley Road to allow sufficient space for the 4.5 m pathway right-of-way and front yard space for the residential units.

The 1.5 m wide pathway established off-site along the south side of Gilley Road that provides a connection from the public pathway established on the subject site out to Westminster Highway is a interim measure to facilitate improved connections (for pedestrians and other non-motorized means of transport) to the area east of Westminster Highway/Gilley Road intersection (containing the community centre, elementary school and commercial services). The long-term solution is to establish a pathway located solely on development sites to the east that would run adjacent to Gilley Road between the subject properties and Westminster Highway (similar to the east-west running public pathway proposed in this townhouse proposal). Once a contiguous public pathway has been established on development sites that connect from the north-south running walkway (from Rathburn Drive) to Westminster Highway, the interim pathway on Gilley Road can be removed and the entire paved road width can be utilized for vehicle travel.

New Rezoning Considerations

The following is a summary of new rezoning considerations resulting from the current townhouse proposal (refer to **Attachment 7** for a consolidated list of new and existing rezoning considerations for the proposed development).

- Through the City's Servicing Agreement process, design and construct road upgrades along Gilley Road from the vehicle access to the site to Westminster Highway to establish a 6.1 m wide asphalt driving surface, 1.5 m wide asphalt pathway, appropriate delineation measures between the road and pathway and gravel shoulders on both sides of the road.
- Registration of a legal agreement to secure the 4.5 m wide public-rights-of-passage statutory right-of-way for a pedestrian pathway running along the entire north edge of the site along with design and construction of the pathway to the appropriate standard through the City's Servicing Agreement process.

Rezoning Considerations that Remain Unchanged from May 16, 2011 Public Hearing

The following is a summary of existing rezoning considerations that remain unchanged and attached to the development (see **Attachment 7**). These rezoning considerations are required to be completed prior to final adoption of the rezoning amendment bylaw.

- Consolidation of the three subject sites and land dedication (approximately 12.2 m wide) for the southern portions of 22560 & 22600 Gilley Road for the Rathburn Drive/Turner Street connection.
- Registration of a legal agreement to secure the 4.5 m wide public-rights-of-passage statutory right-of-way for a pedestrian pathway running along the entire west edge of the site.
- Submission and approval of a Servicing Agreement to design and construct:
 - The Rathburn Drive/Turner Street connection.
 - Public pathways (north-south/east-west).

- Removal of all existing driveway culvert crossings along the subject site's Gilley Road frontage and installation of a new culvert crossing along Gilley Road for the townhouse development.
 - Installation of an oil grit sump infrastructure associated with the on-site drainage system to filter storm water from the development site.
 - RMA mitigation and enhancement for all works in or adjacent to the RMA along Gilley Road, based on the environmental consultant's recommendations and approved by the Federal Department of Fisheries and Oceans.
- Voluntary contributions (in the applicable amount) to the City's affordable housing, public art and cash in lieu of indoor amenity space fund.
- Registration of the appropriate legal agreements to:
 - Secure a Flood Plain Covenant (with a minimum FCL of 3.5 m).
 - Secure the ALR landscape buffer along Gilley Road.
 - Restrict the conversion of off-street tandem parking areas to habitable space.
- Approval from the Ministry of Transportation and Infrastructure.

Summary Analysis

Modifications to the townhouse site plan have been undertaken to remove the access from Rathburn Drive/Turner Street, implement an access to Gilley Road at the northeast corner of the site and provisions for a public pedestrian pathway running along the north edge of the site (adjacent to Gilley Road) connecting to a public pathway proposed along the west edge of the site.

Revisions to provide access to the development from Gilley Road responds directly to neighbourhood concerns about routing of traffic through the single-family residential area south of the site. This townhouse project will not result in any additional traffic volume in this neighbourhood and improves the existing road network through the new Rathburn Drive/Turner Street connection to be completed by this development.

Use of Gilley Road for vehicle access to the townhouse site has been reviewed and approved by Transportation Division staff. Minor upgrades will be undertaken to slightly widen the paved driving area and create a interim public walkway on the south side of the road while also taking into account the existing RMA's to ensure road works result in minimal impact to the watercourses.

In response to comments arising from the May 16, 2011 Public Hearing, the following has been confirmed:

- 2-3 m of temporary fill material will be placed on the subject property as part of the pre-load site preparation for the proposed townhouse development.
- No piling will be undertaken as part of the site preparation.
- A townhouse development will result in less permanent fill/soil materials placed on the site when compared to a single-family subdivision and redevelopment.
- The existing grade difference of the subject site being approximately 3 m below the higher grades of the road and dwellings to the south along Rathburn Drive and Turner Street benefits the proposed townhouse site plan as the change in elevation enables the first floor of the units fronting the future Rathburn Drive to be concealed; therefore resulting in 2 storey massing immediately adjacent to existing residential dwellings.

- This approach to site preparation and minimum amounts of permanent fill placed on property to raise elevation responds to concerns from the neighbourhood about impacts of fill and piling methods and related disturbances to surrounding properties.

Conclusion

The proposal to rezone the subject site to Town Housing (ZT11) – Hamilton zoning to permit a 35 unit low-density residential development has been revised to respond to the neighbourhood concerns and Council referral arising from the May 16, 2011 Public Hearing. Staff support the revised rezoning application.



Kevin Eng
Planner 1

KE:cas

Attachment 1: Location Map

Attachment 2: Preliminary Site Plan and Building Elevations

Attachment 3: Development Application Data Sheet

Attachment 4: Copy of Staff Report Considered at May 16, 2011 Public Hearing

Attachment 5: Diagram of Grade Differences on Subject Site

Attachment 6: Public Correspondence

Attachment 7: Rezoning Considerations



City of Richmond

GILLEY RD.

RATHBURN DR

PROPOSED REZONING

TURNER ST

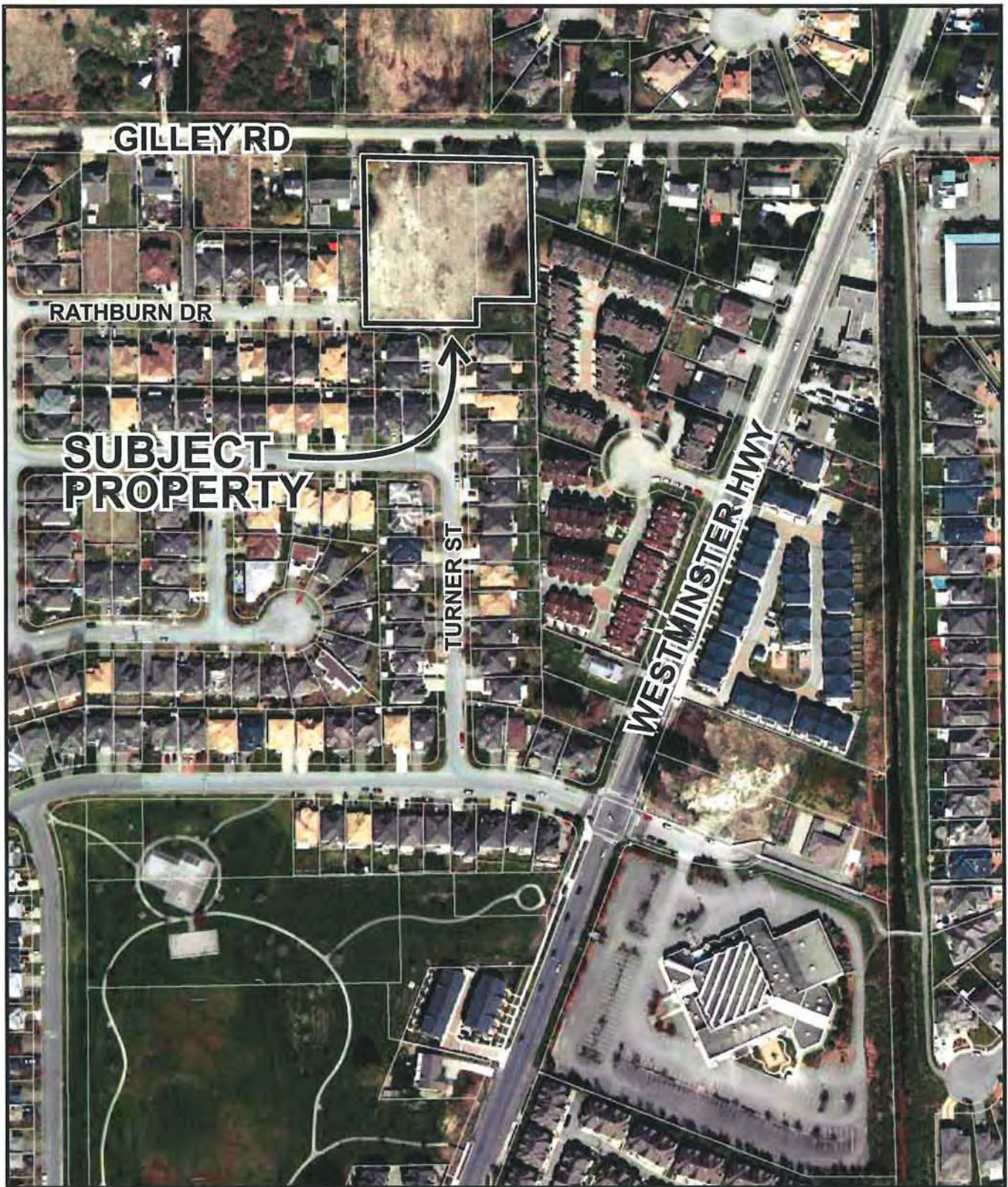
GILLEY RD

RZ 06-344606

Original Date: 08/23/06

Revision Date: 05/04/12

Note: Dimensions are in METRES



RZ 06-344606

Original Date: 08/23/06

Amended Date: 05/04/12

Note: Dimensions are in METRES

ATTACHMENT 2





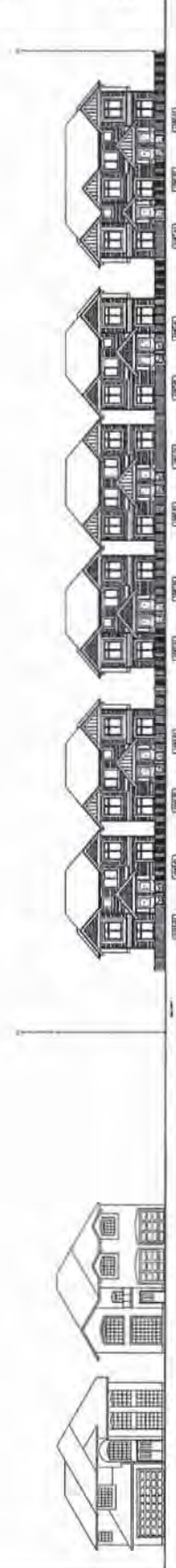
NORTH ELEVATION STREETSCAPE (GILLEY ROAD)

[illegible]

IN UNIT TOWNHOUSE
DEVELOPMENT

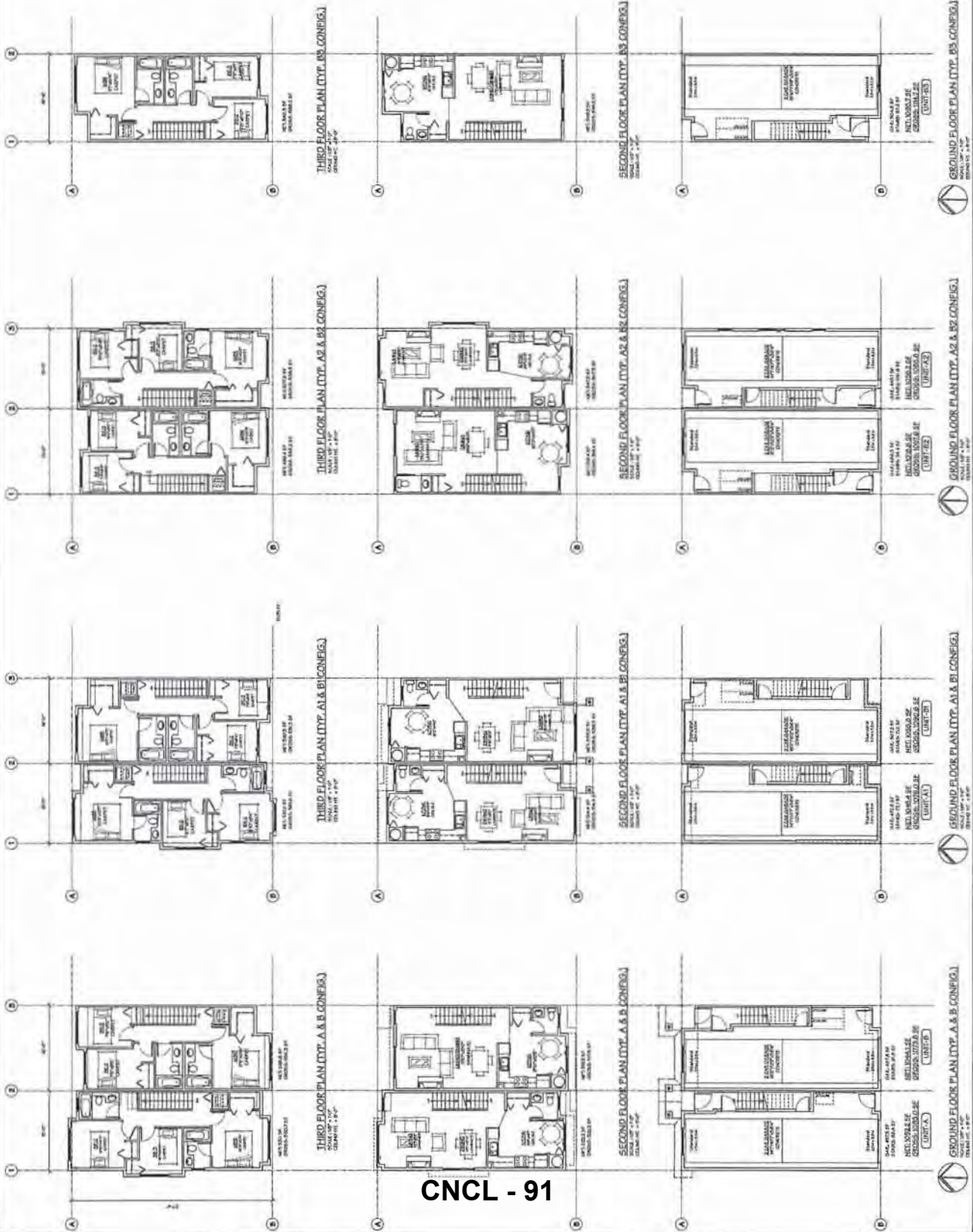
**Yamamoto
Architecture Inc.**

STREETSCOPE

[illegible]

SOUTH ELEVATION STREETSCAPE (RATHBURN DRIVE)

TYP. UNITS



CNCL - 91

NO.	DATE	REVISION
1	08/11/11	ISSUED FOR PERMIT

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 WWW.YAMAMOTOARCH.COM

TYP. UNIT FLOOR PLAN

SCALE	1/8" = 1'-0"
DATE	08/11/11
PROJECT	1000 10TH AVENUE
UNIT	A2.0
REVISION	01
DESIGNED BY	YAMAMOTO ARCHITECTURE INC.
CHECKED BY	YAMAMOTO ARCHITECTURE INC.
DATE	08/11/11



City of Richmond

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

Development Application Data Sheet

RZ 06-344606

Attachment 3

Address: 22560, 22600 and 22620 Gilley Road

Applicant: Kaiman Enterprises Company Ltd.

Planning Area(s): Hamilton Sub Area Plan – Lower Westminster

	Existing	Proposed
Owner:	Kaiman Enterprises Ltd.	No change
Site Size (m²):	6,441 m ² for combined three properties	5,776 m ² (consolidated lots minus road dedications)
Land Uses:	Single-family zoned lots – vacant	Low-density townhouses
OCP Area Plan Designation:	Small and Large Lots Single-Family Residential; Two Family Residential; Townhouse Residential; & Institutional	<ul style="list-style-type: none"> Complies with Townhouse Residential. Complies with 25 units per acre maximum
Zoning:	Single-Detached (RS1/B)	Town Housing Hamilton (ZT11)
Number of Units:	N/A – Vacant	35 units
Other Designations:	Riparian Management Area – 5 m along Gilley Road frontage	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	25 upa identified in Hamilton Area Plan – Lower Westminster	24 upa	none permitted
Floor Area Ratio:	Max. 0.6 FAR	0.6 FAR	none permitted
Lot Coverage – Building:	Max. 35%	35%	none
Setback – Gilley Road Front Yard (m):	Min. 6 m	7.5 m	none
Setback – Rathburn Drive Front Yard (m):	Min. 6 m	6 m	none
Setback – Side & Rear Yards (m): West	None	4.5 m	none
Setback – Side & Rear Yards (m): East	None	3 m	none
Height (m):	10.6 m	9.73 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	70 (R) and 7 (V) per unit	70 (R) and 7 (V) per unit	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	No provisions	35 stalls parked in tandem	variance requested
Amenity Space – Indoor:	n/a	Cash-in-lieu	none
Amenity Space – Outdoor:	6 m ² per unit	210 m ²	none

Other: N/A

STAFF REPORT



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** March 30, 2011
From: Brian J. Jackson **File:** RZ 06-344606
Director of Development
Re: Application by Kaiman Enterprises Co. Ltd. for Rezoning at 22560, 22600 and 22620 Gilley Road from Single Detached (RS1/B) to Town Housing (ZT11) – Hamilton

Staff Recommendation

That Bylaw No. 8750, for the rezoning of 22560, 22600 and 22620 Gilley Road from "Single Detached (RS1/B)" to "Town Housing (ZT11) - Hamilton", be introduced and given first reading.

Brian J. Jackson
Director of Development

BJ:ke
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Kaiman Enterprises Co. Ltd. has applied to the City of Richmond for permission to rezone 22560, 22600 and 22620 Gilley Road (**Attachment 1**) from Single-Detached (RS1/B) to Town Housing (ZT11) – Hamilton zoning in order to permit development of a 35 unit townhouse project.

Project Description

The subject properties, located in the Hamilton Area, are contained in the Lower Westminster Sub-Area where land uses permit a variety of low-density residential developments. This project facilitates the completion of Rathburn Drive and Turner Street that would service the proposed townhouse project and surrounding single-family residential subdivision in the neighbourhood. Vehicle access to the proposed townhouse development will be from the newly constructed Rathburn Drive/Turner Street connection. No vehicle access will be provided from Gilley Road. The project will have townhouse units fronting Gilley Road to the north and Rathburn Drive/Turner Street to the south. Townhouse buildings range from duplex to fourplex 3 storey building typologies that are arranged around a centrally located outdoor amenity area. Please refer to **Attachment 2** for a preliminary site, building elevation and landscape plan.

A public pedestrian pathway along the west side of the subject site is being secured through this development. This will enable a direct connection between the residential subdivision and Gilley Road, which will facilitate improved pedestrian movements to the community services and shopping centre located to the east of Westminster Highway and Gilley Road intersection.

Findings of Fact

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

Surrounding Development

To the North: Properties zoned Agricultural (AG1) in the ALR to the west and properties zoned Single-Detached (RS1/B) to the east on the north side of Gilley Road

To the East: A low-density townhouse development zoned Town Housing (ZT11) – Hamilton and properties zoned Single-Detached (RS1/F).

To the South: Properties zoned Single-Detached (RS1/B).

To the West: Properties zoned Single-Detached (RS1/B).

Related Policies & Studies

Official Community Plan – Hamilton Sub Area Plan

The subject sites are located in Hamilton and subject to the land use policies and designations applicable to this sub area. Residential growth and redevelopment is permitted in the area of Hamilton that is generally located south of Gilley Road along Westminster Highway.

This area is contained in the Lower Westminster Area Plan of Hamilton (**Attachment 4**), which identifies a variety of permitted residential land uses ranging from single-family, duplex and townhouse. The low-density townhouse project complies with the land use designation for this Area of Hamilton.

The Lower Westminster Area Plan includes additional density limitations that range from 11 to 25 units per acre (upa). The subject site's proposed density is 24 units per acre developed at a floor area ratio of 0.6. This complies with the area plan and is consistent with the development density of a number of recent townhouse projects that have been constructed in the area.

A 700 unit maximum is also identified in the Lower Westminster Area Plan applicable to all new residential development. Currently, there are a total of 532 units that have been built (or approved for development through rezoning) in the Lower Westminster Area Plan. Based on this figure, the development proposal complies with the overall unit maximum and permits additional growth (approximately 133 units) on the remaining properties that have not redeveloped.

Agricultural Land Reserve Buffer

The OCP also contains guidelines for providing an appropriate buffer to developments that are adjacent to or across from the Agricultural Land Reserve (ALR). For this proposal, Gilley Road separates the subject site from the ALR area. The OCP guideline for buffers where there is a separating road requires a minimum 5 m (16.5 ft.) buffer distance measured from the edge of the curb or road. The subject proposal's frontage along Gilley Road will generally be maintained with upgrades to install a 1.5 m walkway (existing open ditch/Riparian Management Area to remain). All buildings are also setback a minimum of 6 m (20 ft.) from Gilley Road. The combined width of the building setback and existing frontage to be maintained along the south side of Gilley Road enables sufficient space to meet OCP ALR buffer guidelines. The Development Permit application will detail the on-site landscape scheme to be implemented on the development site.

Riparian Management Area

A 5 m Riparian Management Area (RMA) exists along the subject site's Gilley Road frontage. The 5 m RMA is associated with a watercourse/canal located on the north and south sides of Gilley Road. The watercourse consists of an open canal where storm water drains from the road and fronting properties. Immediately fronting the development site, the open canal contains some existing mature trees, driveway crossings and existing shrubbery and vegetation.

A survey has confirmed the location of the 5 m RMA setback line (measured from top of bank). The site plan indicates that no works associated with the townhouse development (buildings and/or landscaping) encroaches into the 5 m RMA.

Forthcoming works along Gilley Road will likely be located within the 5 m RMA. These works are associated with the following:

- Pedestrian walkway works on the south side of Gilley Road and associated walkway crossing over the watercourse at the northwest corner of the development site.
- Removal of existing driveway crossings.
- Potential removal of trees and vegetation.

Further review of the impact of these works along with any measures of protection during construction on the RMA will be undertaken along with the necessary consultation with and approval from external agencies (Department of Fisheries and Oceans) through the Development Permit and Servicing Agreement process. Recommended mitigation measures will also be examined as part of the RMA assessment.

Consultation

Agricultural Advisory Committee (AAC)

The rezoning proposal was referred to the AAC for review and comment in July 2007 as the subject site is located adjacent to the Agricultural Land Reserve (ALR) to the northwest. Gilley Road currently consists of a paved road, gravel/grass shoulders and ditches on both sides that separates the existing residential development to the south and agricultural areas to the north. The AAC had no objections to the project and supported the proposed buffer area within the 6 m setback along Gilley Road. Some concerns were noted about the alignment of the proposed pedestrian pathway running along the west edge of the development, which would increase the potential amount of pedestrian traffic adjacent to agricultural areas.

Staff reviewed the location of the pedestrian pathway through the site based on AAC concerns and recommend that the public walkway be maintained on the west side of the site for the following reasons:

- Gilley Road provides an existing separation between the development and ALR lands. The road, in conjunction with open ditches on both sides, serves as a significant buffer to discourage potential trespassing onto farmland for pedestrians walking along Gilley Road.
- An existing walkway approximately 100 m west of the subject sites already provides pedestrian access for the single-family residences south of Gilley Road. The provision of a publicly accessible walkway through the development site will potentially reduce the exposure distance between farmland and pedestrians walking along Gilley Road, which will further minimize opportunities to trespass onto agricultural areas.
- The proposed location of the walkway on the west edge of the site is the optimal location to ensure maximum visibility and usage by pedestrians.

Further details about the composition of the walkway and ALR landscape buffer will be determined through the forthcoming Development Permit application, which will also be reviewed by the AAC.

Public Input

Correspondence Received

Correspondence identifying questions and concerns about the land use proposal and related impacts is contained in **Attachment 5**. Throughout the processing of the rezoning application, staff responded to a number of inquiries relating to the status of the application and concerns about site works and preparation activities on the subject properties.

Staff Response to Public Comments

The following are staff responses to concerns raised in the received correspondence:

- **Land use issues and growth** – The subject site is located in an area where residential redevelopment has been approved in accordance with the density and unit/per acre figures identified in the Lower Westminster portion of the Hamilton Sub Area Plan.
- **Routing of traffic through single-family residential neighbourhood** – The proponent has submitted a Traffic Impact Assessment in relation to the rezoning application, which has also been reviewed and approved by the Transportation Division.

The assessment concluded that the proposed access (from the newly constructed Rathburn Drive/Turner Street) and surrounding road network is sufficient to accommodate the townhouse development.

Concerns were also noted about the intersection at McLean Avenue and Westminster Highway, which is one of the access/egress points to and from the neighbourhood and townhouse site. The signal at McLean Avenue and Westminster Highway was recently upgraded to a fully signalized intersection to minimize queuing along McLean Avenue and improve traffic improvements in and out of the neighbourhood.

- **Gilley Road (Access, parking and pedestrian walkway)** – Concerns were noted about use of Gilley Road as an access and parking to the townhouse development. The vehicle access will be from the south of the subject site through the newly constructed Rathburn Drive and Turner Street. Vehicles will not travel down Gilley Road to access the townhouse site. The subject development also has 7 on-site visitor parking stalls, which complies with City requirements.

A pedestrian pathway will be provided along the Gilley Road frontage that connects to the north-south pathway located on the west side of the site. These works will facilitate improved pedestrian infrastructure for travel from the single-family residential neighbourhood and townhouse site to the commercial shopping centre, community centre and elementary school located on the east side of Gilley Road/Westminster Highway intersection.

- **Forthcoming Construction Activities** – Concerns were also noted about the impact of construction activities, geo-technical issues, site preparation and construction related traffic.

In relation to concerns about vibrations and related impacts to surrounding properties due to construction activities associated with site foundation work, the proponent has consulted a geotechnical engineer. There is a significant drop in elevation (approximately 2.5m) from the grades of Rathburn Drive at the southern portion of the site to Gilley Road to the north. As a result, the overall development plan utilizes the existing grade difference to minimize significant modifications to the subject site's elevation. The proponent has indicated that the foundation for the townhouses will involve a concrete base poured over piles. To address these concerns, the applicant has indicated that piling activities will be monitored by a geotechnical

consultant who will also work with concerned neighbours to set up appropriate sensors. Depending on vibration generated from construction activities, measures can be taken to minimize impact (i.e., pre-auger pile holes).

Neighbourhood residents also noted concerns related to the condition of properties and site preparation activities that occurred through the processing of the rezoning application. In 2007, the applicant obtained the necessary permits to demolish the existing three single-family dwellings on the subject site due to site security, vandalism and trespassing.

Construction traffic and parking will be addressed through the "Traffic and Parking Plan During Construction" plan that is required to be submitted and approved to the Transportation Division prior to issuance of the building permit. This plan will address construction parking, deliveries and loading along with any requested road closures.

Examination of Issues and Analysis

Land Use Adjacency

The surrounding land uses consist of a mix of single-family dwellings and townhouses. Public road setbacks along Gilley Road and Rathburn Drive (to be constructed) will be a minimum of 6 m, which is consistent with surrounding residential developments. Side and rear yard setbacks throughout the townhouse site range from 3 m (for side yard adjacencies) and 4.5 m (for rear yards), which provide sufficient setbacks to neighbouring sites.

Transportation

The project will facilitate the completion and connection of Rathburn Drive to Turner Street, which will also be the primary vehicle access to the townhouse development site at the south end of the property. A Traffic Impact Assessment was submitted and approved by the Transportation Division in support of the townhouse development that concluded that the existing surrounding road network was sufficient to accommodate traffic generated by the project.

The townhouse project provides two parking stalls for each townhouse unit with a total of 7 visitor parking stalls, which complies with zoning bylaw requirements. 70 parking stalls are proposed in tandem arrangement, which will require a variance to be reviewed through the Development Permit. A restrictive covenant to ensure that tandem parking spaces are not converted to living spaces is required to be registered on title as a rezoning consideration. The internal drive-aisle is arranged to accommodate loading and fire-truck turning movements throughout the townhouse project.

Road Improvements

Completion and connection of Rathburn Drive and Turner Street will also be facilitated through this project. The southern portion (approximately 12.2m wide) of 22560 and 22600 Gilley Road will be dedicated to allow for construction of the necessary road works. The dedication and works will facilitate completion of a municipal standard road within a 17 m wide road right-of-way (8.5 m paved road, curb and gutter, 1.5 m sidewalk and related City services). The design and construction of the road works will be through the City's standard servicing agreement. No Development Cost Charge (DCC) credits are applicable to the identified road works. Land dedication and roadwork construction (through a Servicing Agreement) are rezoning

considerations to be completed as part of this development (**Attachment 6** – Consolidated list of Rezoning Considerations)

An undeveloped road end currently exists adjacent to the southeast corner of the subject site. This road end is not required for the connection of Rathburn Drive or Turner Street or for the extension of the street further to the east. Upon redevelopment, dedication and roadwork associated with the subject site, this dedicated road end will remain with the potential to develop into a single-family dwelling (currently zoned RS1/B). If initiated in the future, disposition of this dedicated road end will be undertaken by the Real Estate Services Division in accordance with the applicable Council process.

Pedestrian Improvements

North-South Public Walkway

A public pedestrian pathway on the west side of the development site is being secured through a public rights-of-passage (PROP) statutory right-of-way (ROW) to facilitate the implementation of a north-south walkway connecting Rathburn Drive with Gilley Road. The public rights-of-passage statutory right-of-way will be 4.5 m wide and secured as a rezoning consideration. Implementation and construction of the public walkway will be through a Servicing Agreement (secured as a rezoning consideration). The walkway design will consist of a minimum 2.5 m wide hard surface pathway with landscape buffering on each side. The public right-of-passage statutory right-of-way will be required to be registered with Land Titles to allow public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport. The agreement will also specify that the maintenance of the surrounding landscaping and related elements (i.e., fencing) along with general upkeep of the walkway (i.e., snow, ice, debris removal; walkway upkeep in a safe condition) will be by the future strata corporation. The City will maintain the hard surface portion of the walkway.

Public Walkway – Gilley Road

Works along the subject site's Gilley Road frontage are also proposed as part of this development proposal to improve pedestrian related infrastructure. Establishment of a separated pedestrian walkway along Gilley Road will connect to the public north-south running walkway through the development site. Pedestrian related upgrades along Gilley will facilitate improved movements to the area east of Gilley Road/Westminster Highway intersection, which is a focus of commercial, community and school activities for the Hamilton Area.

Along the subject site's frontage, works will involve development of a 1.5 m wide asphalt walkway on the south side of Gilley Road, which will be separated from traffic by an appropriate concrete extruded curb. These works are contained within the City's existing road allowance and will be completed through a Servicing Agreement. When the area to the west of the subject properties redevelop, the remainder of the pedestrian walkway works along Gilley Road to the intersection at Westminster Highway will be implemented.

Engineering Capacity Analysis

Engineering capacity analyses have been completed and approved for City storm, water and sanitary sewer systems. Based on the findings capacity analyses, existing City systems have sufficient capacity to accommodate the proposed development. All works to tie-in to City storm, water and sanitary systems are required to be done in accordance with the approved capacity analysis.

Flood Construction Level

The Flood Construction Level is 3.5 m on the subject site. As a result, a Flood Plain Covenant is required to be registered on title that identifies a minimum Flood Construction Level of 3.5 m.

Servicing Agreement

Completion and approval of a Servicing Agreement is a rezoning consideration attached to the project. This servicing agreement will address works associated with the design and construction of:

- Roadwork associated with the Rathburn Drive and Turner Street connection.
- A 4.5 m wide public pedestrian pathway along the development site's west property line (with appropriate culvert crossing).
- A 1.5 m wide separated public pedestrian walkway along the south side of Gilley Road.
- Removal of any existing driveway culvert crossings along the subject site's Gilley Road frontage.
- Installation of an oil and grit sump infrastructure associated with the on-site drainage system to filter storm water from the development site.
- Any additional RMA mitigation and enhancement works based on the review by the appropriate professional consultant and conditions associated with environmental and Department of Fisheries and Oceans approval.

ALR Landscape Buffer

A landscape buffer is proposed along the subject site's Gilley Road frontage as a result of the ALR adjacency to the northwest. A more detailed landscape buffer scheme will be developed through the forthcoming Development Permit application. As a condition of rezoning, a restrictive covenant will be registered on title that indicates landscaping implemented along the north side of the development site's Gilley Road frontage cannot be removed or modified without City approval. The covenant would identify that the landscape planting is intended to be a buffer to mitigate the impacts of noise, dust and odour generated from typical farm activities. A 6 m setback along Gilley Road enables sufficient space to implement the necessary landscape buffer.

Tree Retention and Removal

A tree survey and accompanying arborist report was submitted and reviewed by City staff. A summary of tree removal and retention is provided in the following table:

	Total number of trees	Trees to be retained	Compensation required	Comments
On-site bylaw sized trees	17	0	34 trees	<ul style="list-style-type: none"> • All on-site trees to be removed have been recommended for removal by the consulting arborist. • 6 trees recommended for removal have been identified in poor health and not

				suitable for retention. <ul style="list-style-type: none"> 11 trees recommended for removal have been identified in poor health and within the proposed building locations.
Off-site Trees (Gilley Road)	8	TBD	TBD	Trees within City road allowance also within RMA. To be reviewed through Development Permit and Servicing Agreement application.
Off-site Trees (Neighbouring lots)	Cedar hedgerow	To be retained	N/A	Tree protection zone fencing to be installed

Based on the condition of trees, supporting arborist report and overall site plan, a majority of on-site trees will be removed. A total of 34 trees will need to be replanted for compensation. A preliminary landscape plan has been submitted to indicate that the minimum number of compensation trees can be accommodated within the development site. Review and finalization of the landscape plan will be undertaken in the forthcoming Development Permit application.

Affordable Housing

The subject rezoning was submitted in 2006 prior to the approval of the City's current Affordable Housing Strategy in May 2007. As a result, the City's Interim Affordable Housing Strategy applies to the development proposal that requires a voluntary contribution of \$0.60 per square foot of developable density. The developer has agreed to submit a voluntary contribution for cash-in lieu in the amount of \$22,388 based on the provisions of the Interim Affordable Housing Strategy, which will be secured as a rezoning consideration for the subject application.

Indoor and Outdoor Amenity Space

An outdoor amenity space is provided in a central location on the development site and meets size requirements based on the number of units in the project. Further design refinement and landscaping details will be reviewed through the forthcoming Development Permit application.

A voluntary contribution has been agreed to by the developer to provide cash-in-lieu of dedicated indoor amenity space. The contribution is based on \$1,000 per unit (\$35,000 total contribution based on 35 units). The voluntary contribution is being secured as a rezoning consideration.

Public Art Program

The developer has agreed to a voluntary contribution to the City's Public Art Fund. The contribution is based on \$0.60 per square foot of developable density (\$22,388 total contribution). The voluntary contribution is being secured as a rezoning consideration.

Development Permit Application

A Development Permit application will be required to undertake a review of the overall architectural form and character of the project, landscaping and urban design. The Development Permit application is required to be processed to a satisfactory level to fulfil the rezoning considerations attached to the proposal.

Specific issues for this project to be examined through the Development Permit application are as follows:

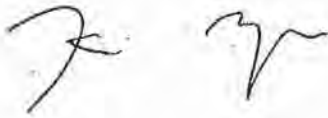
- Finalized design of the ALR landscape buffer along Gilley Road.
- Finalized design of the public walkway running along the west edge of the site.
- Opportunities to implement measures to improve sustainability (i.e., permeable pavers, native plantings, enhancements to the RMA).
- Minor variances for any proposed building projections into setbacks.
- Environmental and Department of Fisheries and Oceans approval for works within RMA and recommended mitigation/enhancement measures.

Financial Impact or Economic Impact

None.

Conclusion

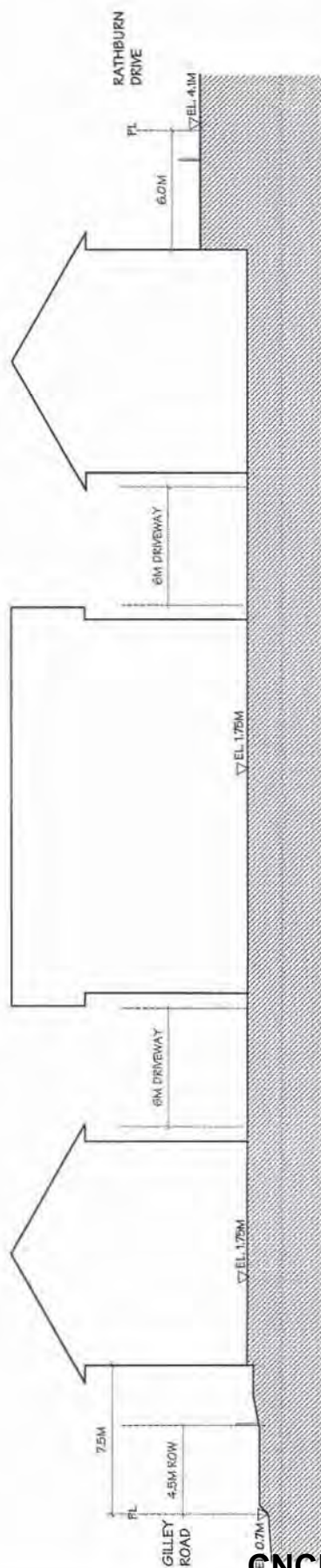
The application to rezone 22560, 22600 and 22620 Gilley Road to permit the development of 35 townhouse units complies with the OCP land use designation for the area and is similar to other forms of multi-family housing in the Hamilton Area. Staff recommend support of the rezoning application.



Kevin Eng
Planner 1

KE:cas

- Attachment 1: Location Map and Air Photo
- Attachment 2: Conceptual Development and Landscape Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Hamilton – Lower Westminster Sub Area Plan
- Attachment 5: Public Correspondence
- Attachment 6: Rezoning Considerations Concurrence



SITE SECTION

CNCL - 104

DATE	Sub ID	DESCRIPTION
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Contract: 76-107

TOY-HOUSE DEVELOPMENT

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E-mail: shrawan@math.berkeley.edu

Yamamoto
Architecture Inc.

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SITE SECTION

SCALE	1/8" = 1'-0"	PROJECT NO.	A3.1
DATE	APR. 10, 1913		
DRAWN BY			
CHECKED BY			
APPROVED BY			
PROJECT		PROJECT NO.	1014

Eng, Kevin

From: Eng, Kevin
Sent: Friday, 15 July 2011 13:48
To: 'Wendy Walker'
Cc: MayorandCouncillors
Subject: RE: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Hi Wendy,

Thank you for the email emphasizing your previous concerns and the additional comment about stability of home foundations in the neighbourhood.

At the public hearing, these concerns were brought up by other residents and as a result, the issues surrounding soil and fill conditions in the neighbourhood and specific to the proposed project are to be reviewed by staff and the applicant and addressed in any forthcoming application to be considered by Council.

Regards,
Kevin Eng
Policy Planning
 City of Richmond
 P: 604-247-4626 F: 604-276-4052
keng@richmond.ca

From: Wendy Walker [mailto:wgwalker@shaw.ca]
Sent: Friday, 15 July 2011 11:20 AM
To: Eng, Kevin; Wendy Walker
Cc: MayorandCouncillors
Subject: Re: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Dear Kevin,

Sorry - I meant to also mention that another main concern that brought everyone together at the meeting mentioned below was potential damage to homes in the area that might occur during the building process. Those present stated there are homes in their area that are sinking and some owners have had their homes slab jacked to stabilize them while others have visible signs of sinking. It was also mentioned that some properties have their homes and or yards sinking down towards the proposed development. During the parts of the discussion I was able to be part of this was discussed as a major concern far more than traffic flow or parking. This is definately a concern for us as stated in earlier communications.

Regards,

Wendy Walker

----- Original Message -----

From: Wendy Walker
To: Eng, Kevin
Cc: MayorandCouncillors
Sent: Thursday, July 14, 2011 4:05 PM

Subject: Re: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Dear Kevin,

Thank you for your reply. I was very disappointed when I learnt that the local residents who came to the last meeting focused their concerns only on the traffic routing. Just prior to the meeting at City Hall, there were a group of residents including myself that came together via email as we all had concerns about the townhouses. It was agreed we should all meet and I was asked by Carrie Murray to hold it at my house.

It was originally meant to discuss concerns that the the size of the townhouse development in the middle of single family homes was inappropriate. The question of access onto Gilley Road came up as an option to Turner and I said I was advised that access would definitely be via Turner which was also noted on the documents you had forwarded. There were many comments from those present about lack of parking in front of their homes when more than one neighbour had a family gathering at the same time. In addition, they all commented on the great many secondary suites in the homes in that area. As we live on a cul de sac I didn't see this as a major concern to perhaps have friends park 1/2 block away - it is a fact of life for us and many.

Even though everyone present spoke great English and I was the only person in the group that did not speak Chinese, the conversation switched largely to Chinese. I was asked if I thought the city would listen if they were vocal enough and I said I believed yes. I was then asked if I would draw up a petition as they said most people in the area would not come out or may not have enough English to understand the issue but they could get them to sign something. In good faith I did this. The final petition was translated to Chinese but the wording was also changed from what I put together and of course I don't know what the actual translation says. I don't know how many signatures were turned in via the petitions but I would question the validity of these.

Again, when I walk or drive through the area in question around Turner, there is always has plenty of street parking, easy access for passing, and very little pedestrian traffic. **I have also noticed most driveways are also usually empty though they have room for at least 2 cars each.** Given how quiet this area is, the width of the streets, sidewalks and available parking it is hard to believe that Gilley could ever be considered an option. I would suggest that everyone in concern take a road trip to see this section of Gilley Road if they haven't already done so. Especially when school is back in and the foot traffic increases, I cannot envision how Gilley could ever work as an option.

Regards,

Wendy Walker

----- Original Message -----

From: Eng, Kevin

To: wgwalker@shaw.ca

Cc: MayorandCouncillors

Sent: Thursday, July 14, 2011 3:06 PM

Subject: RE: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Hi Wendy and George Walker,

Thank you for the email and communicating your observations about the streets in the area and concerns about use of Gilley Road by the proposed townhouse development.

The rezoning application was referred by Richmond City Council at the May 16, 2011 Public Hearing with the direction to address a number of the concerns raised at the meeting. Two specific issues raised at Public Hearing are the routing of traffic through the neighbourhood and providing access to the proposed development from Gilley Road.

Staff and the applicant are in the process of reviewing these issues raised at Public Hearing by area residents and Council.

The rezoning application is required to proceed through the statutory rezoning process (including a Public Hearing).

Your email will be included in any forthcoming report on the application so that Council is aware of your comments and concerns.

Regards,

Kevin Eng

Policy Planning

City of Richmond

P: 604-247-4626 F: 604-276-4052

keng@richmond.ca

From: Wendy Walker [mailto:wgwalker@shaw.ca]

Sent: Wednesday, 13 July 2011 12:02 PM

To: Eng, Kevin

Cc: MayorandCouncillors; PlanningDevelopment

Subject: Re: 22560/22600/22620 Gilley Road Rezoning (RZ 06-344606)

Importance: High

Dear Kevin,

We were shocked to recently hear from a realtor that the rezoning of 22560/22600/22620 Gilley Road (RZ 06-344606) is going ahead with the traffic now being diverted to Gilley Road. **This is completely contrary to what we have been sent in attachments from the city. We have been verbally told in the past that Gilley was not an option.**

The original documents state that all traffic will be diverted via Turner Street. In speaking with the city they also advised that once the dead end near Turner was completed it would actually create a greater traffic flow on Turner.

We have heard complaints from residents on Turner and surrounding streets not wanting the additional traffic. They stated it was because many of their homes have secondary suites and in addition the majority have regular, large family gatherings that place a demand on parking. We have made it a point over the past several months to walk and drive through that area at various times of day and night on a very regular basis. It is a very quiet street and area. There is always has plenty of street parking, easy access for passing, no traffic blocks and very little pedestrian traffic.

Turner and other streets in that subdivision are 29.9 feet wide AND in addition they also have sidewalks that add to the safety of pedestrians.

Gilley Road is only 16 feet wide with no sidewalks and virtually no parking. It is difficult for two vehicles to often pass each other especially if one is a truck or such. I live on Fraserbank Place but my kitchen window looks over Gilley. Over the years I have witnessed many close calls as pedestrians have no choice but to walk on the road. There is a lot of foot traffic on Gilley from the sub division above especially during the school season and there are no sidewalks and minimal shoulders to walk on. It is a dead end street and also popular with people racing mini bikes and such and most vehicles travel above the speed limit - garbage trucks are amongst the worst.

The ditches are full of wild life including beavers and a year ago we found a dead beaver on the should that had been hit by a car. Gilley is already so unsuited to the amount of foot traffic given its width and other conditions it is unimaginable it could become a main access for the new homes.

We would like to request an update on the status of the development and do understand it is likely to go ahead. However, Gilley Road at a mere 16 feet, with no sidewalks, the ditches etc. is absolutely the wrong street for access. We live on a cul de sac where many neighbours also have family gatherings and we manage. These events do not reflect the true traffic/parking conditions.

Regards,

Wendy and George Walker

Rezoning Considerations

22560, 22600 and 22620 Gilley Road

RZ 06-344606

Prior to final adoption of Zoning Amendment Bylaw 8750, the developer is required to complete the following:

1. Consolidation of the 3 subject properties into one development parcel.
2. Provide a 12.2 m wide land dedication along the southern most portions of 22560 and 22600 Gilley Road to facilitate a road right-of way with a minimum width of 17 m.
3. Registration on title of a 4.5 m wide public rights-of-passage statutory right-of-way along the consolidated development site's west and north property line for the purposes of a public pedestrian walkway that includes the following provisions:
 - a. A minimum 2.5 m wide hard surface walkway is to allow public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport.
 - b. Maintenance of the surrounding landscaping and related elements (i.e., fencing) along with general upkeep of the walkway (i.e., snow, ice, debris removal; walkway upkeep in a safe condition) will be by the future strata corporation.
 - c. The City will maintain the hard surface walkway.
4. Submission of a report by a professional environmental consultant to review all proposed works in or adjacent to the existing 5 m RMAs. All works and mitigation/enhancement measures recommended by the developer's environmental consultant must be approved by the Department of Fisheries and Oceans prior to final approval of the Servicing Agreement.
5. Submission and approval of a Servicing Agreement* for the design and construction of the following works (No Development Cost Charge Credits available):
 - a. Rathburn Drive and Turner Street connection – works include, but are not limited to 8.5 m pavement width, curb & gutter on both sides of the road, 1.5 m wide sidewalk and boulevard. Road works are required to match and connect with existing road standard implemented for Rathburn Drive and Turner Street.
 - b. Pedestrian pathway within the 4.5 m wide public rights-of-passage statutory right-of-way running along the west and north edge of the consolidated development site to consist of a minimum 2.5 m wide hard-surface pathway, appropriate landscape buffering and fencing (i.e., 4 ft. maximum height). The design is also required to include a culvert crossing to Gilley Road at the northeast corner of the site in conjunction with the vehicle driveway access to the site.
 - c. Gilley Road upgrades between the vehicle access to the subject site and Westminster Highway to achieve the following road cross section:
 - i. Minimum 6.1 m wide asphalt driving surface.
 - ii. Minimum 1.5 m wide asphalt pedestrian pathway (interim) along the south side of the road and north of the existing watercourse. The pathway would be

delineated with pavement markings or other traffic devices (i.e., delineators or raised pavement markers). The 1.5 m wide pathway is required to be designed to accommodate vehicle travel.

- iii. Appropriate tie-in to the top-of bank of the canal on both sides of Gilley Road.
 - iv. Minimum 0.6 m wide gravel shoulder tie-in to the existing watercourse on the north side of Gilley Road.
 - d. Removal of all existing culvert crossings along the subject site's Gilley Road frontage and installation of a new culvert crossing along Gilley Road for the townhouse development.
 - e. Installation of an oil and grit sump infrastructure associated with the on-site drainage system to filter storm water from the development site.
 - f. Inclusion of mitigation and enhancement works to the RMA along Gilley Road as recommended by the professional environmental consultant's report and approved by the Department of Fisheries and Oceans.
6. Registration on title of a Flood Plain Covenant identifying a minimum Flood Construction Level of 3.5 m.
 7. Registration on title of a covenant that restricts the conversion of off-street parking areas to habitable space.
 8. Registration on title of a restrictive covenant that prevents the removal or significant modification of the 6 m wide landscape buffer screening along the development site's Gilley Road frontage, which is to be adequately maintained by the property owner for the purposes of mitigating against typical noise, dust and odour activities associated with adjacent agricultural operations.
 9. City's acceptance of a voluntary contribution of \$22,388 (\$0.60 per square foot of developable density) to the City's affordable housing fund.
 10. City's acceptance of a voluntary contribution of \$22,388 (\$0.60 per square foot of developable density) to the City's public art fund.
 11. City's acceptance of a voluntary contribution of \$35,000 (\$1,000 per unit) for cash-in-lieu of on-site indoor amenity space.
 12. Approval from the Ministry of Transportation and Infrastructure.
 13. Submission and processing of a Development Permit completed to a level deemed acceptable to the Director of Development.

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

1. Submission of a letter of credit for the appropriate amount based on the approved Development Permit landscape plan for the subject site.
2. Installation of tree protection fencing to the City's specification for the hedge located on the neighbouring property at the north-west corner of the site and engage a certified professional arborist to oversee, inspect and approve the installed tree protection fencing.

Prior to issuance of the Building Permit*, the developer is required to complete the following:

1. Submission and approval of a construction parking and traffic management plan to be provided to the Transportation Division that includes location for parking for services, deliveries, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (Ministry of Transportation and Infrastructure). The construction parking and traffic management plan is required to include the following provisions:
 - a. No construction related parking or staging of trucks on Gilley Road or in the surrounding neighbourhood.
 - b. Dedicated areas for construction staff parking on sites/areas secured by the developer for this purpose.
 - c. Dedicated construction loading/staging areas on the subject development site.
 - d. Construction vehicle access/egress is prohibited from utilizing Rathburn Drive or Turner Street.
 - e. Construction vehicles will be required to travel at a reduced speed down Gilley Road.

**Requires separate application submission*

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8750 (RZ 06-344606)
22560, 22600 & 22620 GILLEY 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 **TOWN HOUSING (ZT11) - HAMILTON**.

P.I.D. 003-911-985

Parcel "A" (Explanatory Plan 29178) Lot 2 Section 2 Block 4 North Range 4 West New Westminster District Plan 5334

P.I.D. 003-558-622

Parcel A (RD14733E) Lot 1 Except: Part Subdivided by Plan 79860, Section 2 Block 4 North Range 4 West New Westminster District Plan 5334

P.I.D. 010-724-915

Easterly Half Lot 1 Except: Part Subdivided by Plan 79860, Section 2 Block 4 North Range 4 West New Westminster District Plan 5334

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8750**".

FIRST READING

APR 26 2011

A PUBLIC HEARING WAS HELD ON

MAY 16 2011

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

To: Planning Comm. MAY 23, 2012
Date: April 26, 2012

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 11-582830

Re: Application by Amrit Maharaj for Rezoning at 4820 Garry Street from Single Detached (RS1/E) to Single Detached (RS2/A)

Staff Recommendation

That Bylaw No. 8825, for the rezoning of 4820 Garry Street from "Single Detached (RS1/E)" to "Single Detached (RS2/A)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

EL: rg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY <i>ACTING</i>		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Amrit Maharaj has applied to the City of Richmond for permission to rezone 4820 Garry Street (**Attachment 1**) from Single Detached (RS1/E) to Single Detached (RS2/A) in order to permit the property to be subdivided into two (2) single-family residential lots.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

The subject site is located on the south side of Garry Street, west of Railway Avenue. The surrounding area is an established residential neighbourhood consisting predominantly of newer single-family dwellings on small lots created through subdivision, with a few remaining older single-family dwellings on large lots. Other land uses also exist further west in the neighbourhood (i.e. institutional, multi-family, public open space).

Related Policies & Studies

Lot Size Policy 5471

The subject site is located within the area covered by Lot Size Policy 5471 (adopted by Council July 29, 2002) (**Attachment 3**). This Policy permits rezoning and subdivision of lots on this section of Garry Street in accordance with "Single Detached (RS2/A)". This redevelopment proposal would enable the property to be subdivided into two (2) lots, each approximately 9.75 m (32 ft.) wide and 387 m² (4,165 ft²) in area.

Affordable Housing

The Richmond Affordable Housing Strategy requires a suite on at least 50% of new lots, or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant has agreed to provide a voluntary cash contribution for affordable housing based on \$1 per square foot of building area for single-family developments (i.e. \$ 4,582). Should the applicant change their mind about the Affordable Housing option selected (prior to final adoption of the rezoning bylaw) to providing a legal secondary suite on one (1) of the two (2) future lots at the subject site, the applicant will be 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 will be a condition of rezoning adoption. This agreement will be discharged from Title on the lot without the secondary suite, at the initiation of the applicant, after the requirements are satisfied.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Public Input

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

Staff Comments

Tree Protection

A Certified Arborist's Report was not required as the site survey provided by the applicant confirmed that there are no trees on site. The three (3) trees on the adjacent property to the west, as shown on the topographic survey (**Attachment 4**), have been removed by the property owner of adjacent site as part of the redevelopment of 4800 Garry Street (RZ 10-508885 and SD 10-508886). The three (3) trees were approved for removal as part of the rezoning application.

Tree Planting

Council Policy 5032 encourages property owners to plant a minimum of two (2) trees per lot in recognition of the benefits of urban trees (minimum 6 cm calliper deciduous or 3 m high conifer). The applicant has agreed to plant and maintain a total of four (4) trees on the future lots [two (2) per future lot]. Prior to rezoning adoption, the applicant must submit a security in the amount of \$2,000 (\$500/tree) to ensure new trees are planted and maintained on-site.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicular access to the site at future development stage will be from Garry Street. The existing pedestrian cross walk on the frontage of the east half of the site will require some modifications in order to accommodate driveway access to the proposed east lot. The road works that will be required at future subdivision stage include, but not limited to, relocating the crosswalk and wheelchair ramps, curb extension reconstruction (north side of Garry Street), eradicating the existing crosswalk and restriping with thermoplastic paint at the new location, and relocating a street tree in front of the site. All of these works will be done through a City Works Order at the developer's cost.

Subdivision

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

Analysis

This is a relatively straightforward redevelopment proposal. This development proposal is consistent with Lot Size Policy 5471 and is located within an established residential neighbourhood that has a strong presence of small lots zoned Single Detached (RS1/A and RS2/A), created from larger lots. All the relevant technical issues have been addressed. Several remaining lots zoned Single Detached (RS1/E) along Garry Street have the potential to rezone and subdivide.

Conclusion

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with Lot Size Policy 5471, all applicable policies and land use designations contained within the Official Community Plan (OCP), and is consistent with the direction of redevelopment in the surrounding area. 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 of the application.



Edwin Lee
Planner 1
(604-276-4121)

EL:rg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5471
- Attachment 4: Topographic Survey/Proposed Subdivision Layout
- Attachment 5: Rezoning Considerations Concurrence

PROPOSED REZONING

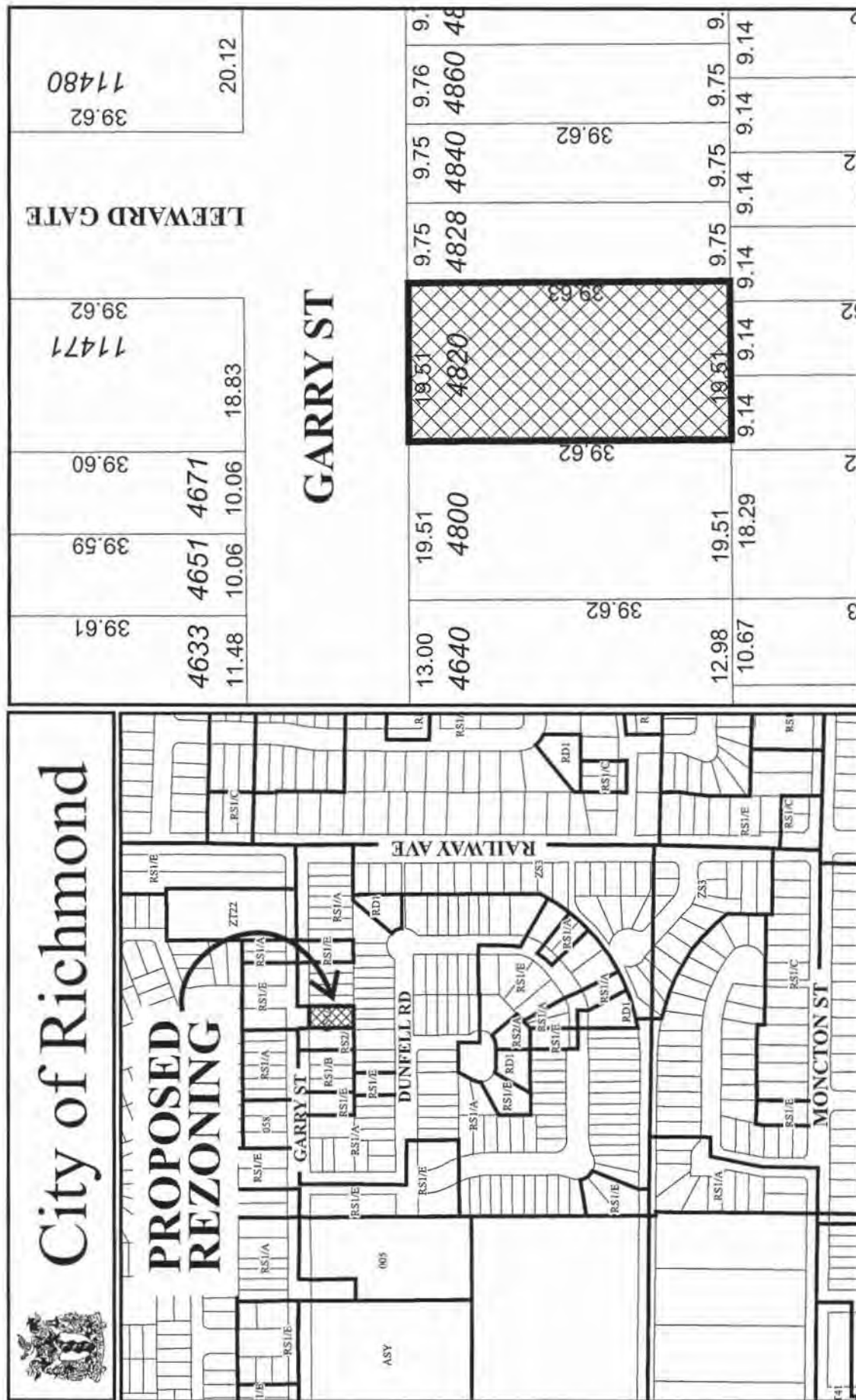


RZ 11-582830

Original Date: 07/19/11

Revision Date: 04/26/12

Note: Dimensions are in METRES





City of Richmond

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

Development Application Data Sheet

RZ 11-582830

Attachment 2

Address: 4820 Garry Street

Applicant: Amrit Maharaj

Planning Area(s): Steveston (Schedule 2.4)

	Existing	Proposed
Owner:	Amrit T Maharaj, Arti R Maharaj, Ambalika Maharaj	To be determined
Site Size (m ²):	Approx 774 m ² (8,332 ft ²)	Two lots – each approximately 387 m ² (4,165 ft ²)
Land Uses:	One (1) single-family dwelling	Two (2) single-family dwellings
OCP Designation:	Generalized Land Use Map designation – "Neighbourhood Residential"	No change
Area Plan Designation:	Single-Family	No change
702 Policy Designation:	Policy 5471 permits subdivision to "Single Detached (RS2/A)" along this section of Garry Street.	No change
Zoning:	Single Detached (RS1/E)	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 Coverage – Non-porous:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 20%	Min. 20%	none
Lot Size (min. dimensions):	270 m ²	387 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	Max. 2 ½ storeys	max. 2 ½ storeys	none

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



RZ 11-582830

Original Date: 07/20/11

Amended Date: 04/26/12

Note: Dimensions are in METRES



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council – July 29, 2002

POLICY 5471

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 2-3-7

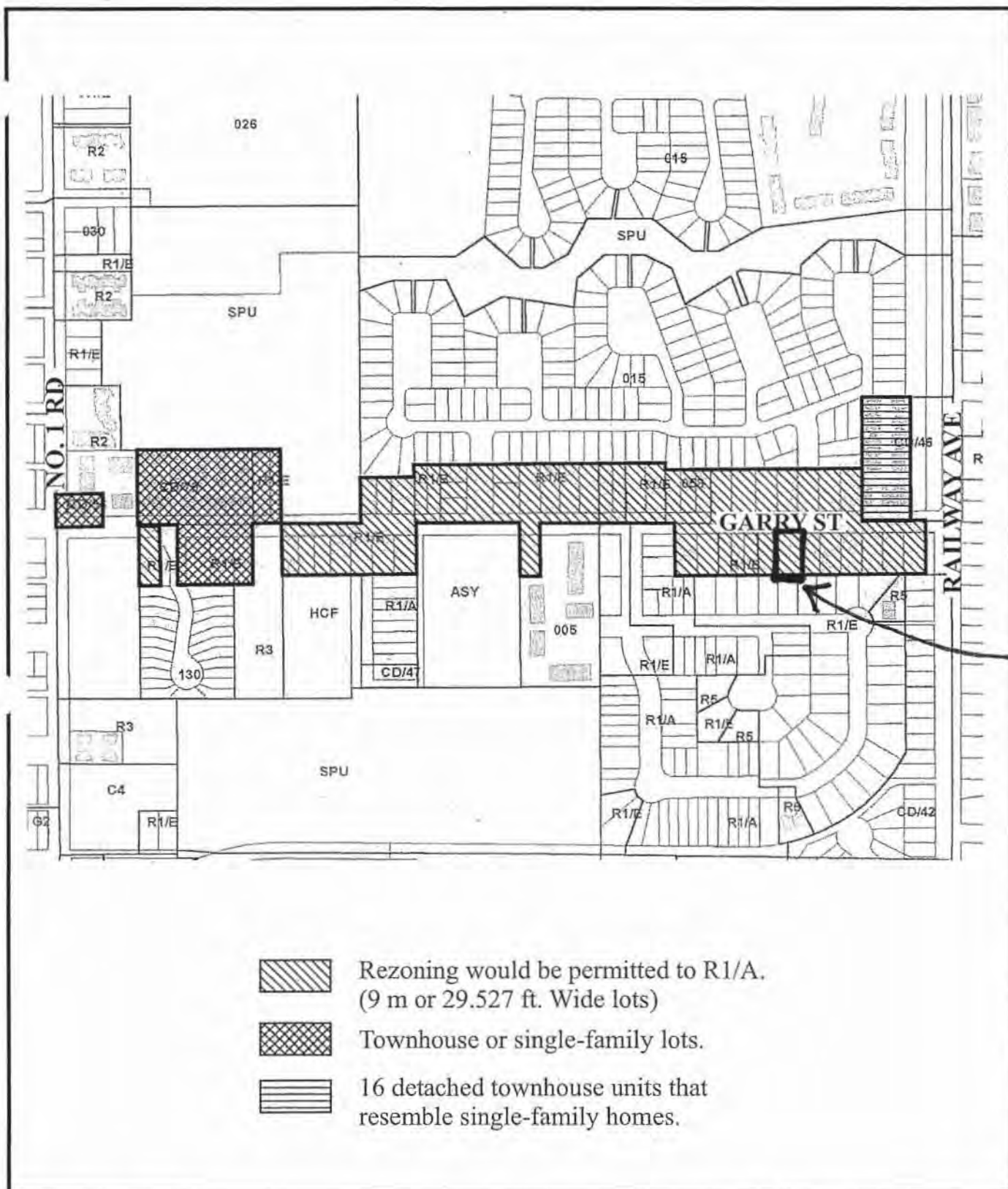
POLICY 5471:

The following policy establishes lot sizes for properties along **Garry Street, between No. 1 Road and Railway Avenue** (in a portion of Section 2-3-7):

That properties located along Garry Street between No. 1 Road and Railway Avenue, in a portion of Section 2-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District Subdivision Area A (R1/A) in Zoning and Development Bylaw 5300 provided that no new accesses are created onto Railway Avenue and No. 1 Road; and

That properties located at 4771, 4109, 4111, 4211, 4160, 4180, 4011 Garry Street and the north-westerly portion of 4200 Garry Street be deemed eligible for townhouse development; and

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



Rezoning would be permitted to R1/A.
(9 m or 29.527 ft. Wide lots)



Townhouse or single-family lots.



16 detached townhouse units that
resemble single-family homes.



Policy 5471 Section 02-3-7

Original Date: 07/29/02

Revision Date:

Note: Dimensions are in METRES

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 57 SECTION 2 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 31520

#4820 GARRY STREET,
RICHMOND, B.C.
P.I.D. 004-041-682

SCALE: 1:200

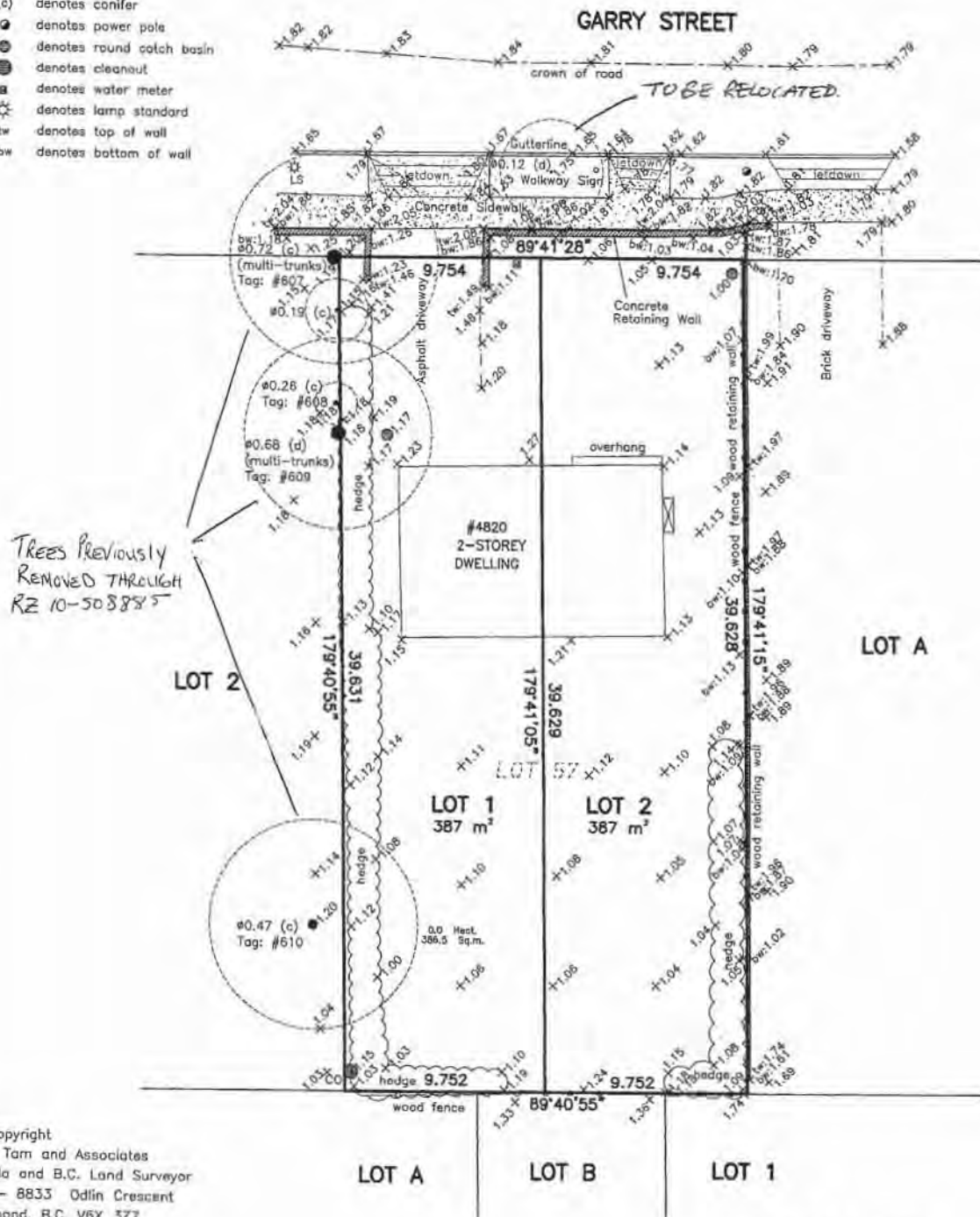
0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



LEGEND:

- (d) denotes deciduous
- (c) denotes conifer
- denotes power pole
- ⊙ denotes round catch basin
- CO denotes cleanout
- ⊠ denotes water meter
- LS denotes lamp standard
- tw denotes top of wall
- bw denotes bottom of wall



© 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. 4469
FB-181 P58-60
Drawn By: MY

NOTE:

Elevations shown are based on City of
Richmond HPN Benchmark network.
Benchmark: HPN #205,
Control Monument 77H4827
Located at CL Railway
Elevation = 1.044 metres

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

Johnson C. Tam
JOHNSON C. TAM, B.C.L.S.
MAY 16th, 2011.

DWG No. 4469-TOPO

CNCL-122



Rezoning Considerations

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

Address: 4820 Garry Street

File No.: RZ 11-582830

Prior to final adoption of Zoning Amendment Bylaw 8825, the developer is required to complete the following:

1. Registration of a flood indemnity covenant on title.
2. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family development (i.e. \$4,582.00) to the City's Affordable Housing Reserve Fund.

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

3. Submission of a Landscaping Security to the City of Richmond in the amount of \$2,000 (\$500/tree) for the planting and maintenance of four (4) new trees (minimum 6 cm calliper deciduous or 3 m high conifer, including a mix of coniferous and deciduous trees) on site.

Prior to Subdivision Approval, the developer must complete the following requirements:

1. Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.
2. Roadworks to be done at the developer's sole cost via City Work Order. Roadworks include, but not limited to, relocating the crosswalk and wheelchair ramps, curb extension reconstruction (north side of Garry Street), eradicating the existing crosswalk and restriping with thermoplastic paint at the new location, and relocating a street tree in front of the site.

Note: If on-site street tree relocation is not possible, a 2:1 replacement compensation will be required.

Note:

- 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.

[signed original on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8825 (RZ 11-582830)
4820 GARRY 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/E)**.

P.I.D. 004-041-682

Lot 57 Section 2 Block 3 North Range 7 West New Westminster District Plan 31520

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8825**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____ _____ _____ _____ _____ _____
--

CITY OF RICHMOND
APPROVED by HB
APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee

To: Planning Comm. MAY 23, 2012
Date: May 7, 2012

From: Brian J. Jackson
Director of Development

File: RZ 12-601319

Re: Application by City of Richmond for Rezoning at 23591 Westminster Hwy. from Single Detached (RS1/F) to School & Institutional Use (SI)

Staff Recommendation

That:

1. That Bylaw No. 8880 to amend the Official Community Plan Bylaw No. 7100, by repealing the existing land use designation in Schedule 2.14 (Hamilton Area Plan) for 23591 Westminster Hwy. and by designating it "Community Facilities", be introduced and given first reading.
2. That Bylaw No. 8880, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw No. 8880, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.
4. That Bylaw No. 8881, for the rezoning of 23591 Westminster Hwy. from "Single Detached (RS1/F)" to "School & Institutional Use (SI)" be introduced and given first reading.

Brian J. Jackson
Director of Development

BJ:dcb
Att. 6

FOR ORIGINATING DEPARTMENT USE ONLY

CONCURRENCE OF ACTING GENERAL MANAGER

Staff Report

Origin

The City of Richmond has applied for permission to rezone 23591 Westminster Highway from Single Detached (RS1/F) to School and Institutional Use (SI) in order to develop a new daycare facility. The subject property (see location map in **Attachment 1**) was dedicated to the City as part of the community contributions provided through the rezoning for the Translink Operations and Maintenance Bus Facility at 4111 Boundary Road (RZ 09-484669 adopted Oct 8, 2010). Translink also provided significant funds toward the site preparation and construction of the daycare facility.

Accommodating the proposed daycare use at the subject property necessitates an amendment of the land use designation in the Hamilton Area Plan (Land Use Map) to redesignate the site from "Residential (Mixed Multiple and Single-Family)" to "Community Facilities".

Project Description

The 2,287.5 m² site will be developed to accommodate a licensed child daycare facility approximately 315 m² (3,400 ft²) in size to provide care for up to 33 children: (e.g., one group of up to eight infants and toddlers and another group of up to twenty-five children of thirty months to school age). The site will remain City owned but the facility will be leased at nominal cost to a licensed non-profit child care provider to operate the facility.

The main building will consist of wood-frame modular units installed on a permanent concrete foundation with a crawlspace. A wood truss roof will be constructed on site. The site will be raised to ensure that the underside of the floor structure is above the flood plain elevation of 3.5m GSC.

In terms of site planning, the applicant's submission notes "the site will be developed with retaining walls, fencing, planting, site furniture, and hard and soft landscaping surfaces to provide play areas for children attending the daycare. Sidewalks and ramps graded to appropriate slopes will be provided to ensure the accessibility of the building and the play areas." Special attention has been given to minimize any grade differences between the building and the play areas.

The site plan provides for both covered outdoor play areas (approx. 57.3m² total) and open outdoor play areas (approx. 658.6 m² total). These play areas well exceed the BC Child Care Licensing requirements. The site will be fenced and landscaped to ensure child safety is maintained.

Bylaw requirements for both vehicle parking and bicycle parking are fully satisfied under the proposed site plan. The site will include ten regular sized parking stalls, one loading bay and a handicapped stall. Four of the stalls are in a tandem arrangement. Transportation staff are supportive of this arrangement since the tandem stalls will be used for drop off parking and will abut stalls used by the facility's employees. This arrangement will be self managed. Collectively, these stalls will accommodate the facility employees, the parent's drop off needs and on-site waste pickup / delivery needs of the facility. One Class 1 (indoor) and two Class 2 (outdoor) bicycle stalls are also provided.

The operation will conform to the BC Child Care Licensing Regulation in terms of the number of employees to children ratios. It is anticipated that the facility will typically operate with five employees with a maximum of eight employees on site at any one time to facilitate continuous care from 7:30 am to 6:00 pm subject to demand.

The construction program is being managed by the City's Project Development & Facility Services Department. Facilities staff are targeting the daycare facility to be operationally open by September, 2013.

The conceptual site plan is provided in **Attachment 2**. Although the building will be done through a design build process which could result in modifications, preliminary conceptual design plans are also included in **Attachment 2**.

No significant trees are located on the site. The conceptual landscape plan indicates that 16 trees are planned to be installed on site.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**). No Zoning variances are being requested with this application.

On December 19, 2011, Council resolved "That the Society of Richmond Children's Centres (SRCC) be endorsed as the operator of the City-owned child care facility to be constructed at 23591 Westminster Highway." The SRCC is a non-profit society.

Surrounding Development

To the North: A 30m wide treed linear park strip connecting to the North Arm of the Fraser River. North of the park strip is the 73,259m² Translink Operations and Maintenance Bus Facility (RZ 09-484669 adopted Oct 8, 2010 ; DP 10-535726 in circulation). The Translink site is zoned Light Industrial (IL).

To the East: Westminster Highway and Highway 91A.

To the South: Westminster Highway and a large 6,673m² vacant lot owned by the BC Transportation Financing Authority and zoned Single Detached (RS1/F).

To the West: Two large single family residential lots zoned Single Detached (RS1/F).

Related Policies & Studies

Official Community Plan Amendment

The Land Use Map in Schedule 2.14 (Hamilton Area Plan) of the Official Community Plan (OCP) currently designates the subject property for "Residential (Mixed Multiple and Single-Family)". As the intended use of this City owned site is to accommodate a licensed child daycare facility the more appropriate land use designation within the Hamilton Area Plan accommodating the use is "Community Facilities". The Staff recommendations include an amendment to the Land Use Map in the Hamilton Area Plan to redesignate the subject site to "Community Facilities". No other amendments to the Hamilton Area Plan are required.

Council Resolution

On June 28, 2010, Council adopted the following resolution related to the proposed child daycare facility:

That the Community Amenity Benefits negotiated through the TransLink site rezoning be used, as proposed in the Director of Development's report to Planning Committee dated December 10, 2009, for the establishment of a City-owned child care facility on the Community Amenity Lands given that, prior to opening the facility, staff have addressed safety concerns raised by the Hamilton Community Association in the following ways:

- 1. vehicular access to the Community Amenity Lands be situated at the north-east corner of the site on Westminster Highway;*
- 2. an asphalt walkway with extruded curb be provided on the north side of Westminster Highway, from the western edge of the Community Amenity Lands to Smith Crescent, at the estimated cost of \$45,000;*
- 3. a special crosswalk with advanced warning signage be installed on Westminster Highway at Smith Crescent, at the estimated cost of \$40,000;*
- 4. an extruded curb be installed between the existing eastbound travel lane and shoulder on the east side of Westminster Highway, from Smith Crescent to Gilley Road, to create a delineated walkway and cycling path at the estimated cost of \$70,000;*
- 5. a new bus stop for the westbound bus be located in close proximity to the Community Amenity Lands on Westminster Highway; and*
- 6. staff comment on the issues surrounding the pedestrian improvements on the north side of Westminster Highway.*

Although a response was provided for each of the above parts of the Council resolution in the report by the General Manager – Community Services (dated June 10, 2010, REDMS #2907876) the updated status of each part of this resolution is further addressed in the Analysis section of this report.

ConsultationHamilton Community Association

City staff from Project Development and Facility Services, Transportation and Planning and Development met with the board members of the Hamilton Community Association (HCA) on March 20, 2012. Staff presented the proposed site plan to the Board members, discussed planned facility capacity and planned road/pedestrian improvements both in front of the site and in other locations along Westminster Highway within Hamilton. Staff also provided information and responded to questions on how each of the safety concerns previously identified by the HCA were being addressed.

School District

Although this development project will not result in any increase in the number of new children to the area, basic information about the project was provided to the Richmond School District staff with a request for contact should they require any further information. To time of writing, no requests for additional information have been received from the School District.

Vancouver Coastal Health

Vancouver Coastal Health (VCH) representatives have indicated that they are aware of this project and are familiar with the proposed operator whom they know to be informed of the criteria for operating a licensed child daycare. VCH staff will continue to work with the City and the operator as this project develops but to date of correspondence VCH had no concerns with the project as proposed (pers. comm. Feb 28th, 2012).

Richmond Advisory Design Panel

Although a Development Permit is not required for this daycare facility as it is considered an “institutional use” the project was taken to the Advisory Design Panel on April 18, 2012, for informal comments and feedback primarily focused on the facility site planning. Comments provided by the Panel are shown in **Attachment 4**. The project Architect’s responses to each of the ADP comments are provided in **Attachment 5**.

Facilities staff have agreed to include the Panel’s comments with the Design Build Terms of Reference which will be put out to tender so that the prospective builder will have the opportunity to incorporate appropriate design changes into their submission to the extent possible given the project budget.

Overall, the ADP comments were complementary and focused on ideas to tweak the plans should the budget and site conditions permit.

Ministry of Transportation and Infrastructure (MoTI)

Preliminary Approval has been granted by MoTI (letter dated February 29, 2012) for one year pursuant to section 52(3)(a) of the Transportation Act. No other concerns or restrictions have been made by the Ministry.

Consultation with Adjacent Neighbour

City staff from Project Development and Facility Services met with the only adjacent residential neighbours (i.e. 23551 Westminster Hwy.) to the subject site on March 20, 2012. The expected development plan, site plan and construction schedules were outlined for the neighbours. As the subject site is being raised, up to a 2.24m (approx.) grade difference will exist between the daycare’s slab elevation and the existing grade of the neighbour’s property to the west.

Concerns for the neighbours include:

- Managing drainage impacts during preload and post construction given the expected grade differences between the properties.
- Ensuring that fencing on top of the retaining wall and the retaining wall itself will not look unattractive and meet both property’s needs.
- Potential impacts on their sanitary septic field. They had questions as to whether a sanitary connection to the City’s system was anticipated in the future.
- Whether the new linear park along their northern property line would be fenced.

Recognizing that each property owner is responsible for managing drainage on their own site, Facilities staff will be exploring options that would benefit both properties by incorporating perimeter drainage on the daycare site at the base of the future retaining wall.

Fencing at the top of the retaining wall must meet child safety requirements. Given that constraint however, Facilities staff have committed to meeting with the adjacent neighbours to look at some options for the fencing material that will address both parties needs. The retaining wall itself will consist of decorative Allen block to create an attractive appearance from the neighbour's property.

The neighbours have been advised that, at this time, there are no immediate plans to extend the sanitary sewer system to their property nor are there any plans to add new fencing along the linear park. Parks Staff have noted that there will be a defined pedestrian trail through the Park and that natural understorey growth within the 30 m wide strip will help confine pedestrian movements to the trail. Park Staff will, however, monitor the use of the area over time and reassess this issue if required in the future.

Project Development and Facility Services staff have, and will continue to work cooperatively with the neighbours to ensure that their concerns are addressed to the extent possible. They have also conveyed to the neighbours that, with their permission, a pre-construction building and property survey will be undertaken at the City's expense to ensure that any impacts upon the adjacent property as a result of the daycare site's construction can be readily identified and addressed.

Public Input

With exception to the above noted agencies and individuals, no further public input was sought for this application. It is noted, however, that the rezoning application is subject to a Public Hearing as part of the normal rezoning approval process. To time of writing, no correspondence has been received from the public regarding the project.

Staff Comments

No significant technical concerns were identified by staff regarding this project. As noted earlier, frontage works are to be completed by Translink under their rezoning considerations agreement. The timing for these works will need to be coordinated and completed prior to occupancy of the daycare site. Staff are working with Translink to ensure this is done.

The utility capacity analysis indicates that the development will not require storm, sanitary or water upgrades. Fire flow analysis will be required at building permit stage.

Analysis

Response Status To Council's Resolution

The text below provides the status responses to each of the six parts of the Council resolution of June 28, 2010.

1. *Vehicular access to the Community Amenity Lands be situated at the north-east corner of the site on Westminster Highway;*

Status: As indicated on the site plan in **Attachment 2**, the vehicle access has been located adjacent to the property line at the northeast edge of the site. Transportation staff have indicated that this location provides acceptable sight lines to traffic in both directions.

2. *An asphalt walkway with extruded curb be provided on the north side of Westminster Highway, from the western edge of the Community Amenity Lands to Smith Crescent, at the estimated cost of \$45,000;*

Status: This is a Capital Project that is scheduled to be completed later in 2013.

3. *A special crosswalk with advanced warning signage be installed on Westminster Highway at Smith Crescent, at the estimated cost of \$40,000;*

Status: The special crosswalk with advanced warning signal was installed in 2011 and was operational in March, 2012.

4. *An extruded curb be installed between the existing eastbound travel lane and shoulder on the east side of Westminster Highway, from Smith Crescent to Gilley Road, to create a delineated walkway and cycling path at the estimated cost of \$70,000;*

Status: The segment between Fraser Gate to Gilley Road is a Capital Project that will be completed later in 2012. The segment between Fraser Gate to Smith Crescent is a Capital Project that will be completed later in 2013.

5. *A new bus stop for the westbound bus be located in close proximity to the Community Amenity Lands on Westminster Highway; and*

Status: The new bus stop will be implemented in consultation with the Coast Mountain Bus Company. This is anticipated to be completed in late 2013.

6. *Staff comment on the issues surrounding the pedestrian improvements on the north side of Westminster Highway.*

Status: Included with the Rezoning Considerations for the Hamilton Translink Operations and Maintenance Facility (RZ 09-484669) was a requirement for frontage improvements on the north side of Westminster Highway to be undertaken as part of the Servicing Agreement. The frontage improvements are to include a 1.8m westbound bike lane and 2.0m paved and delineated walkway with extruded curb on the north side from Boundary Road to the western edge of the proposed daycare centre. Staff are currently working with Translink to ensure these elements are incorporated in their Servicing Agreement (SA 10-532629).

Flood Covenant / Flood Event Release

As the subject site will remain under City ownership a rezoning requirement for registration of a flood covenant was determined not to be required.

The submitted plans indicate that the proposed buildings will fully meet the City's current Flood Plain Designation and Protection Bylaw No. 8204 and the prescribed minimum 3.5m GSC Flood Construction Elevation.

Geotechnical Review

A geotechnical review was undertaken for the subject site. Based upon the findings from the geotechnical drilling, the site will required approximately 8 to 9 months of preloading to accommodate the facility.

Site Contamination

A site investigation report was undertaken by Golder Associates on September 2, 2010. Based upon their historical review of the site they concluded that the site is not an area of environmental concern with regard to the Environmental Management Act. No further investigation was warranted.

Tree Survey

The tree survey was undertaken as part of the overall site survey. A single tree of bylaw size was identified on the site under the survey. A review by the City's Tree Protection Officer indicated that the species was actually a multi-branching shrub species in very poor condition. A tree removal permit was not required for its removal and retention would affect site preloading activity. The landscaping plan for the site indicates approximately 16 trees will be added to the property.

Frontage Improvements and the Provision of Utility Services

Frontage improvements on Westminster Highway in front of the subject property are the responsibility of Translink as one of the conditions attached to the rezoning of the Hamilton Translink Operations and Maintenance Facility at 4111 Boundary Road (RZ 09-484669 adopted November 8, 2010). Translink representatives have been working closely with City staff on their Servicing Agreement (SA10-532629) submissions and are aware of their obligations regarding the daycare frontage works.

Per Translink's rezoning requirements, the frontage improvements along the daycare site on Westminster Hwy. will include a 1.8m westbound bike lane and 2.0m paved and delineated walkway with extruded curb on the road to the western edge of the daycare property. Utility connections will also be required as part of the Translink Servicing Agreement.

Based upon the submitted capacity analysis undertaken for the daycare project, storm, sanitary and water analyses were determined not to be required. A 75mm sanitary sewer forcemain is at the property line and can be connected to via a private pump station by the future contractors completing the site servicing. Connections for both water and storm sewer will come from the south side of Westminster Hwy. This design is to be included in the offsite works being done by Translink.

Staff have worked with Translink to coordinate the timing of the offsite works with the opening of the proposed child care facility.

Additional fire flow analysis is to be undertaken at the Building Permit stage once the building design has been confirmed.

Financial Impact or Economic Impact

None.

Conclusion

Staff are recommending support for the proposed daycare facility at 23591 Westminster Hwy. The proposed layout meets and exceeds the BC Child Care Licensing requirements and will help address a need for child care resources in the infant-toddler and pre-school age groups in Hamilton. The site has been will designed given the constraints of the site shape and the need to meet the flood construction elevation requirements and has been given general support by the Advisory Design Panel members.



David Brownlee
Planner 2

DCB:cas

Attachment 1: Location Map

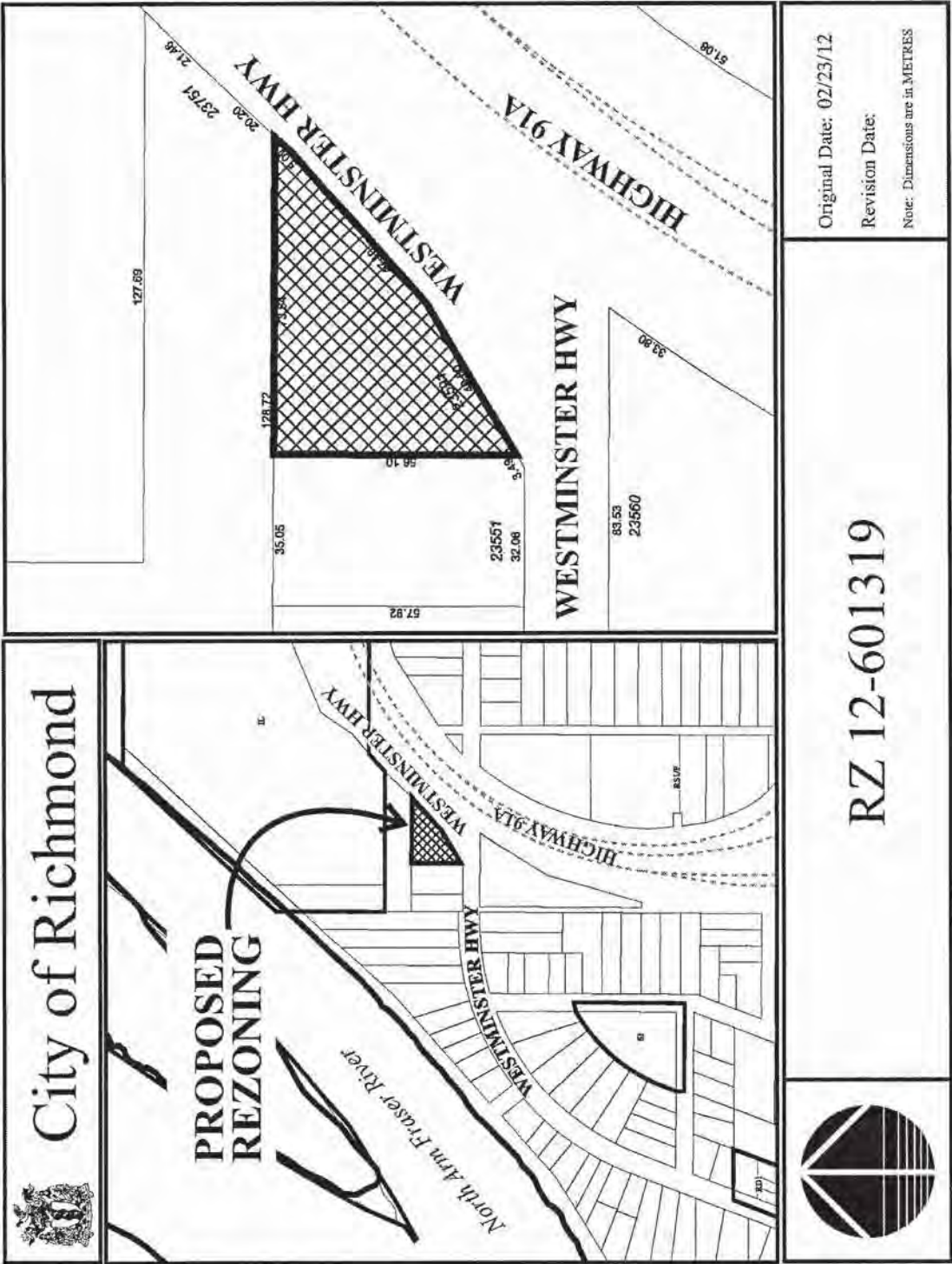
Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

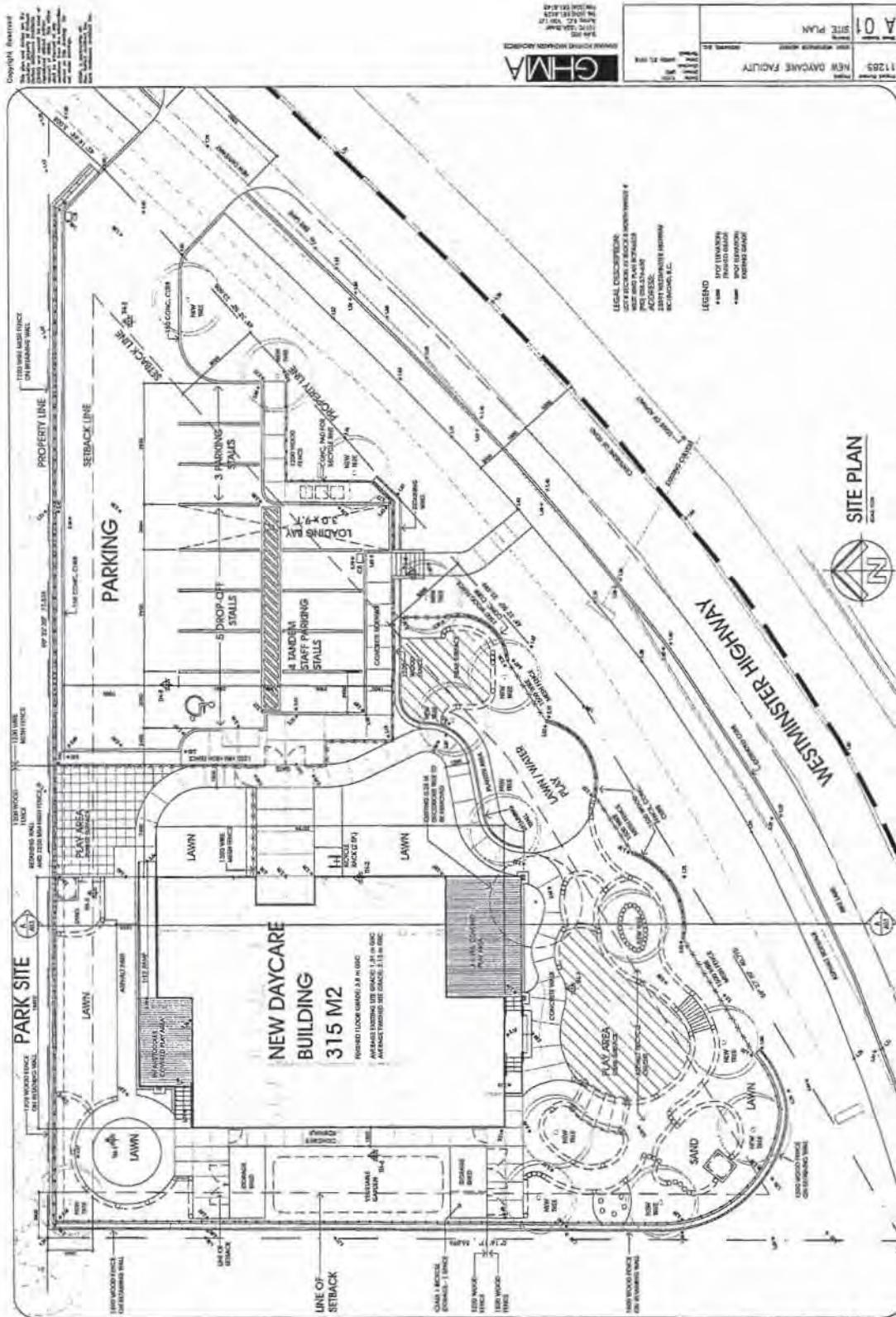
Attachment 4: Draft Minutes Advisory Design Panel April 18, 2012

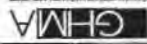
Attachment 5: GHMA Response to ADP Comments April 27, 2012

Attachment 6: Rezoning Considerations Concurrence





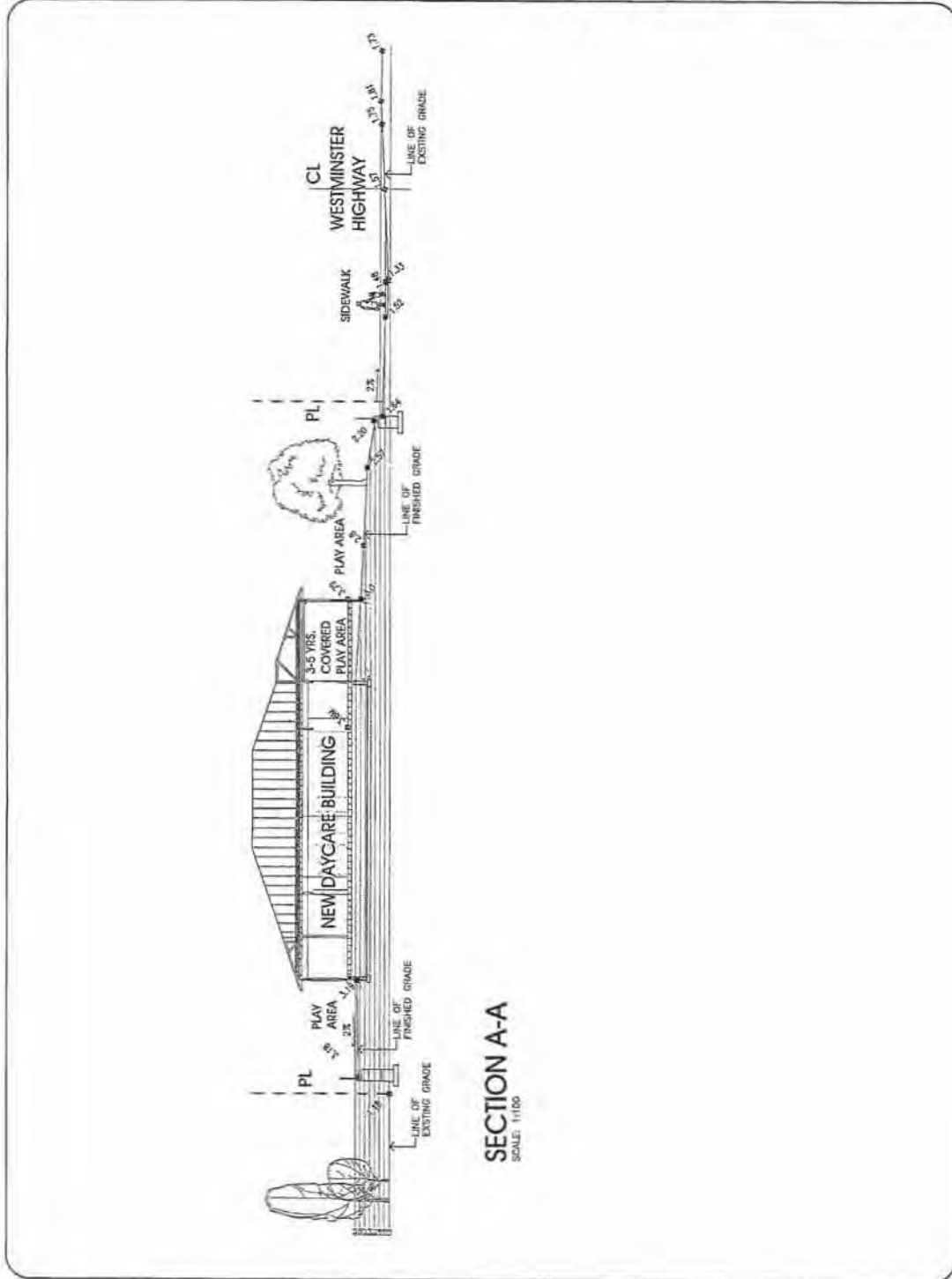


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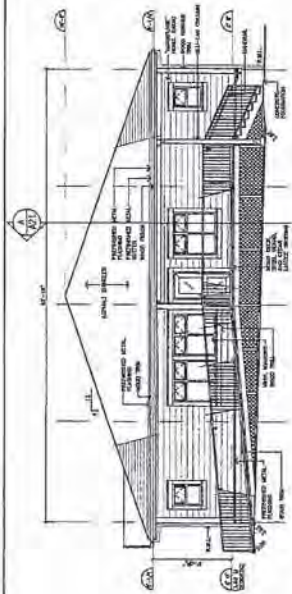
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Sheet Number A 03	Sheet Title REFERENCE SITE SECTION	Revision 1.0	Date 01.10.18



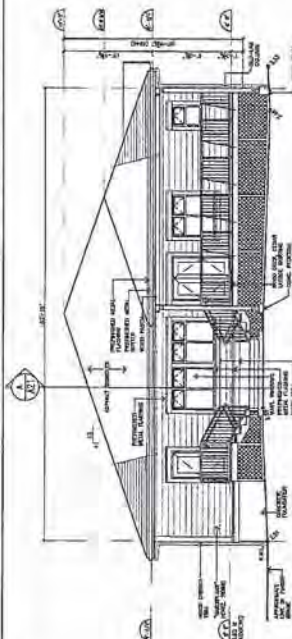
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GHMA
Geometric Highway Materials Association
1200 N. 1st St.
Suite 200
Tampa, FL 33604
Phone: (813) 241-1234
Fax: (813) 241-1235
Email: info@ghma.org

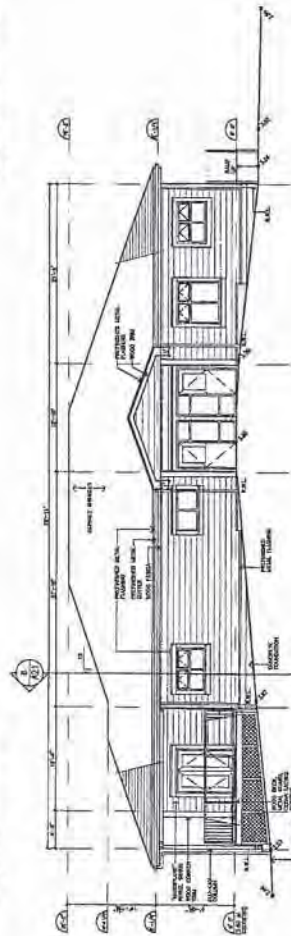
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Scale A 20	Reference Elevation REFERENCE ELEVATIONS
Sheet Number 11285	Sheet Title NEW DAYCARE FACILITY
Drawn By AL. KIRBY	Checked By AL. KIRBY
Scale 1" = 16'-0"	Scale 1" = 16'-0"



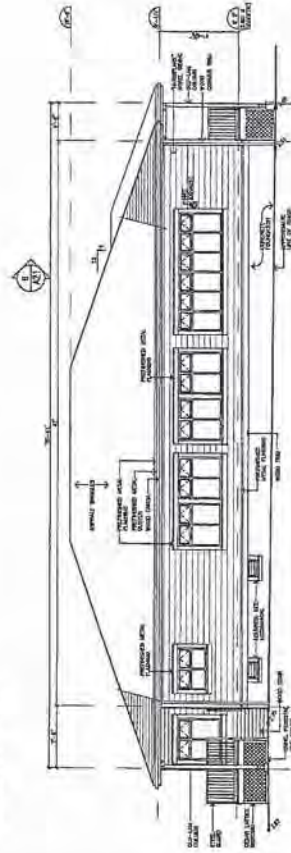
NORTH ELEVATION
SCALE 3/16" = 1'-0"



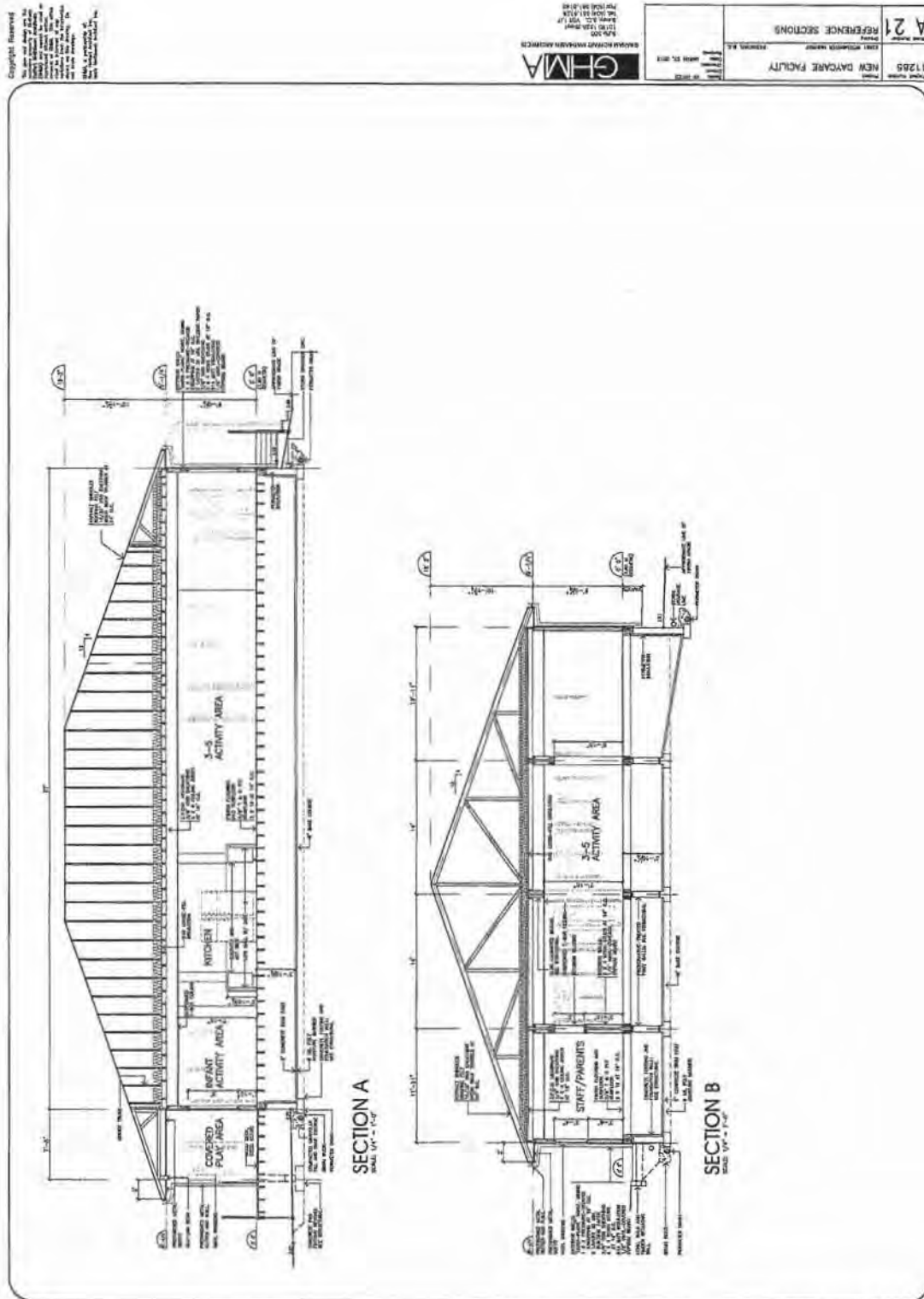
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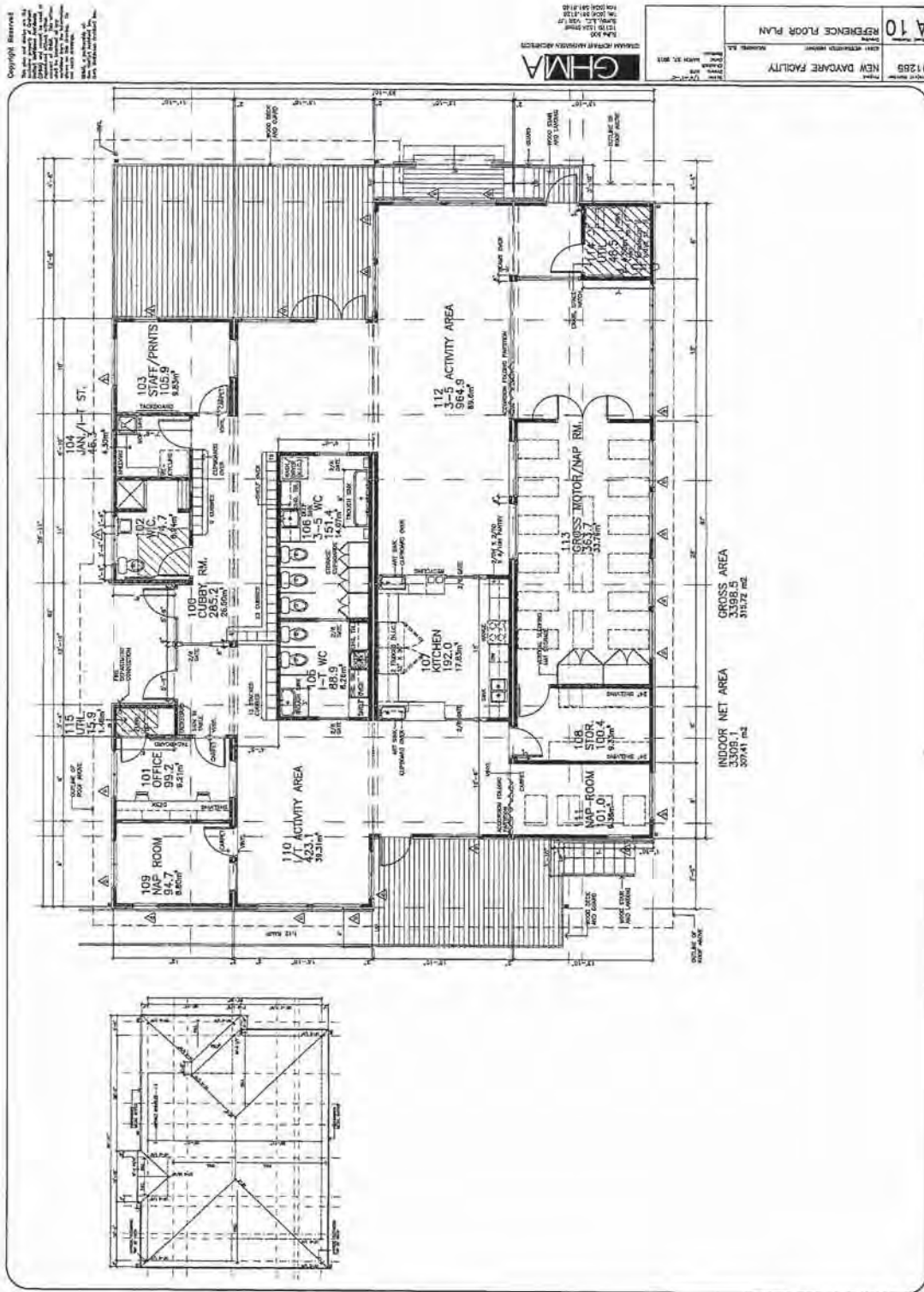


EAST ELEVATION
SCALE 3/16" = 1'-0"



WEST ELEVATION
SCALE 3/16" = 1'-0"

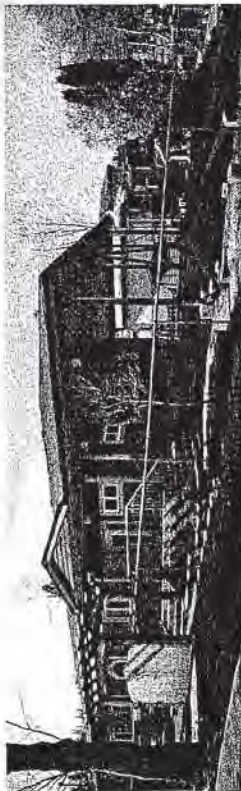




APRIL 2ND, 2009



REFERENCE MODULAR DAYCARE BUILDINGS



Learning Tree Daycare
4103 Brant Street, Vancouver BC
(604) 271-1111

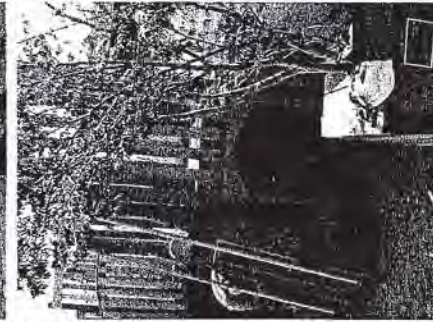
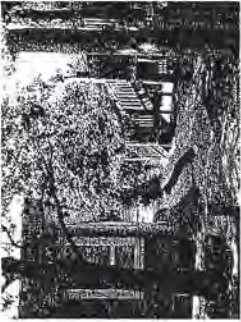


Kitsilano Daycare (\$1/cd)
2041 W. 6th Avenue, Vancouver BC



Boat Daycare
2908 Victoria Drive, Vancouver BC
(604) 271-1111

Typical Landscape Elements



NEW DAYCARE FACILITY 23981 WESTMINSTER HIGHWAY BUILDING CHARACTER A 00	11285 23981 Westminister Highway Building Character A 00
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Development Application Data Sheet
Development Applications Division

RZ 12-601319

Attachment 3

Address: 23591 Westminster Hwy.

Applicant: City of Richmond

Planning Area(s): Hamilton

	Existing	Proposed	
Owner:	City of Richmond	Same	
Site Size (m ²):	2,287.5 m ²	same	
Land Uses:	vacant	Child Daycare Facility	
OCP Designation:	Neighbourhood Residential	same	
Area Plan Designation:	Residential (Mixed Multiple and Single-Family)	Community Facilities Use	
Zoning:	Single Detached (RS1/F)	School & Institutional Use (SI)	
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	No maximum	0.14	none permitted
Lot Coverage – Building:	No maximum	15%	none
Lot Size (min. dimensions):	No minimum	2,287.5 m ²	none
Setback – Front Yard (m):	Min. 6.0 m	Greater than 6.0 m Min.	none
Setback – Side & Rear Yards (m):	Min. 3.0 m	Greater than 3.0 m Min.	none
Height (m):	12 m	Approx. 6.0 m	none
Off-street Parking Spaces – Total:	0.75 space per employee plus 1 space for each 10 children in care 0.75 x 8 employees = 6 33 children = 3.3 Total stalls required: 10	11 including 1 handicapped space	none
Loading Bay	1 medium	1 medium	none
Tandem Parking Spaces:	permitted	5 stalls for dropoff	none
Bicycle Spaces	Class 1: 1 spaces Class 2: 2 spaces	Class 1: 1 spaces Class 2: 2 spaces	none

Other:

DRAFT –Advisory Design Panel

Wednesday, April 18, 2012

Excerpt of Minutes

2. RZ 12-601319 – HAMILTON CHILD DAYCARE FACILITY

APPLICANT: City of Richmond

PROPERTY LOCATION: 23591 Westminster Highway

Applicant's Presentation

Mark Mathiasen, GHM Architects, Janet Whitehead and Martin Younis, City of Richmond Project Development and Facility Services, presented the project on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- appreciate the accommodation for toilet requirements for daycare staff and children in wheelchairs or with mobility impairment;
- due to grade issues, give attention to ramping as it is necessary to provide continuous surfaces within the site;
- no problem with Britco-style building; understand the budget constraints of the project;
- landscaping seems active and interesting; lots of activities in different areas are appropriate for small children;
- information provided on the edge details of the building could use more resolution; concrete crawlspace kind of finish below the hardie panel is not visually interesting; consider adding a different material, e.g. corrugated metal; no space for berm or planter;
- overall, a reasonably planned project given the limitations of the site;
- question the location of the play area which is adjacent to Westminster Highway; why not locate it adjacent to the park to the north of the site?; may have shadow issues but would be more removed from the road;
- retaining wall at the west property line should be treated nicely in consideration of the neighbouring residential property to the immediate west;
- very interesting scheme from a daycare perspective; fairly well-resolved project notwithstanding the challenges in grading;
- a hill is a great play surface; look at opportunities to create a sloped surface from the covered deck edge down to grade to integrate the areas, e.g. through on-grade landscaping instead of lattice barrier;

- large verge at the edge of Westminster Highway could be treated to soften the street and provide buffering from the street; consider a reforestation plan (i.e., planting of small trees that eventually grow into big ones) to integrate cost-effective planting into boulevard to assist in screening noise and traffic coming from the highway to the play area;
- sidewalk location needs to be separated from the street/curb to set better precedent for the neighbourhood;
- would appreciate if proposals from the Panel could be integrated into the project's terms of reference;
- consider providing temporary cover or tent-like structure for outdoor play areas to provide opportunities for outdoor play during rain;
- consider more playfulness in window pattern, e.g. lower windows for toddlers;
- consider using roof fence/vents or stronger changes in roof lines and forms to break up the massing of the roof and add playfulness to it;
- consider adding another colour to add more playfulness to the project considering that it is a daycare facility;
- understand the budget constraints of the project; however, consider improving texture of the paving coming out into the parking area;
- notwithstanding the budget constraints, the terms of reference should encourage innovation by the proponents in terms of landscaping, building massing, articulation, window elements and roof form;
- comments of Panel members may provide interesting solutions to challenges faced by the project;
- ensure that there is sufficient tree planting in the northern edge of the site to provide sun shade for children during sunny days;
- modular structure has successful precedents; ensure that wooden members are sized to be visually proportional and chunky; should tie-in with landscape elements;
- ensure that there is sufficient buffering if the primary play area is on the highway side;
- in view of the location of the play area, look at some serious buffering along the edge of Westminster Highway to address the noise issue; and
- building is raised and there is a fair amount of space underneath; consider the possibility of a storage area in the crawlspace; could be incorporated under the building at minimal cost.



April 27, 2012

City of Richmond
Development Applications
6911 No. 3 Road
Richmond, British Columbia
V6Y 2C1 Canada

Suite 203
10190 152A Street
Surrey, B.C.
V3R 1J7

Tel: (604) 581-8128
Fax: (604) 581-8148

Attn: David Brownlee
Special Projects Planner

Dear Sir:

Re: **RZ 12-601319 - Hamilton Child Daycare Facility**
Response to ADP Minutes of April 18 2012

Project No.: 11285

As requested, here is our response to recommendations made by the Design Advisory Panel meeting held on April 18, 2012. The thoughtful comments are acknowledged, and appreciated for their intent in helping to improve the Hamilton Daycare project.

The following response is intended to provide context and background to comments suggesting changes, and to indicate a proposed course of action for the Design-Builders. Responses are indicated by *italics*.

- due to grade issues, give attention to ramping as it is necessary to provide continuous surfaces within the site.

This issue has been addressed. The site is gently graded to the front doors so as not to require ramps for primary access to the building. In addition, the Infant/Toddler access to the exterior is provided with a ramp to facilitate moving infants and toddlers in strollers from both front and rear access points.

- Information provided on the edge details of the building could use more resolution; concrete crawspace kind of finish below the hardie panel is not visually interesting; consider adding a different material, e.g. corrugated metal; no space for berm or planter;

The building finishes will be changed to conceal the concrete crawspace foundation walls.

- question the location of the play area which is adjacent to Westminster Highway; why not locate it adjacent to the park to the north of the site?; may have shadow issues but would be more removed from the road;

The building siting was reviewed in detail in consultation with City of, Richmond Planning, Engineering, Project Development, and Social Services Department staff. A number of factors led to the placement of the building towards the rear of the site:

- 1) *There is a large grade change required to meet flood plain elevations - the floor elevation is 3.8m compared to a current average site elevation of 1.1 - 1.2m. Distance is necessary to help mitigate the visual and logistical effects of site grading transitions, including planning considerations around the visual impact to the public of high retaining walls along the front of the property, as well as traffic engineering concerns around traffic sight lines along the curve of the adjacent roadway.*

Ron Hoffart
Architect Inc., B. Arch., MAIBC
Mark Mathiasen
Architect Inc., B. Arch., MAIBC

April 27, 2012
RZ 12-601319 - Hamilton Child Daycare Facility
Response to ADP Minutes of April 18 2012



- 2) Placement towards the rear of the site mitigates impacts to the adjacent neighbour due to lower retaining wall heights and better views towards the front of the property where the adjacent house is located.
- 3) Licensing requirements, for safety and operational reasons, stipulate a physical separation between the infant/toddler and 3-5 age group play areas.
- 4) set back requirements combined with access to the sunny south side, grading issues, sight lines, public presence, and the requirement for separate play areas all helped lead to the decision to place the largest play area, designed for 25 3-5 year olds, on the sunny south side. The smaller play area, designed for 8 infants and toddlers, was determined to be best located on the shadier and quieter north side.

- retaining wall at the west property line should be treated nicely in consideration of the neighbouring residential property to the immediate west;

Comment/requirement will be passed along to the Design-Bullder. Product such as "Allan Block", a smaller scale architectural concrete product, is proposed.

- a hill is a great play surface; look at opportunities to create a sloped surface from the covered deck edge down to grade to integrate the areas, e.g. through on-grade landscaping instead of lattice barrier;

The suggested hill is likely not possible, as City staff provided instructions through earlier reviews to reduce slopes in the play area for safety reasons. Other landscape opportunities, such as plant screening, would mitigate the visual issue that is mentioned.

- large verge at the edge of Westminster Highway could be treated to soften the street and provide buffering from the street; consider a reforestation plan (i.e., planting of small trees that eventually grow into big ones) to integrate cost-effective planting into boulevard to assist in screening noise and traffic coming from the highway to the play area;

Off-site work is determined by the prior re-zoning process carried out for this site by B.C. Transit, and is outside the scope of this application. For information purposes, it is noted that input from traffic engineering and planning during the site planning phase suggests that this is not an option for traffic safety reasons due to required sight lines around the curve.

- sidewalk location needs to be separated from the street/curb to set better precedent for the neighbourhood;

Off-site work is determined by the prior re-zoning process carried out for this site by B.C. Transit, and is outside the scope of this application.

- would appreciate if proposals from the Panel could be integrated into the project's terms of reference;

Design Panel proposals will be addressed in consultation with City staff for inclusion in the Design-Bulld Request for Proposals terms of reference.

April 27, 2012
RZ 12-601319 - Hamilton Child Daycare Facility
Response to ADP Minutes of April 18 2012



- consider providing temporary cover or tent-like structure for outdoor play areas to provide opportunities for outdoor play during rain;

Covered play space is already provided for both play areas at the front and back of the property. A small tent-like structure in addition to these could be beneficial and playful on the street site, and may be considered if budget and City of Richmond planning considerations allow for it.

- consider more playfulness in window pattern, e.g. lower windows for toddlers;

All windows for children's activity areas are placed at the child appropriate sill height of 1"-10". Windows for adult areas are placed at appropriate heights to coordinate with millwork, furniture, and function.

- consider using roof fence/vents or stronger changes in roof lines and forms to break up the massing of the roof and add playfulness to it;

Comment will be passed along to the Design-Builder.

- consider adding another colour to add more playfulness to the project considering that it is a daycare facility;

Comment will be passed along to the Design-Builder.

- understand the budget constraints of the project; however, consider improving texture of the paving coming out into the parking area;

Comment will be passed along to the Design-Builder.

- notwithstanding the budget constraints, the terms of reference should encourage innovation by the proponents in terms of landscaping, building massing, articulation, window elements and roof form;

Comment will be passed along to the Design-Builder.

- ensure that there is sufficient tree planting in the northern edge of the site to provide sun shade for children during sunny days;

Comment will be passed along to the Design-Builder.

- modular structure has successful precedents; ensure that wooden members are sized to be visually proportional and chunky; should tie-in with landscape elements;

Comment will be passed along to the Design-Builder.

- ensure that there is sufficient buffering if the primary play area is on the highway side;

Comment will be passed along to the Design-Builder. Note that transparency in the fencing on the street side was a requirement of Planning, and will require review with City staff.

April 27, 2012
RZ 12-601319 - Hamilton Child Daycare Facility
Response to ADP Minutes of April 18 2012



- In view of the location of the play area, look at some serious buffering along the edge of Westminster Highway to address the noise issue;

See previous comment.

- building is raised and there is a fair amount of space underneath; consider the possibility of a storage area in the crawlspace; could be incorporated under the building at minimal cost.

Comment will be passed along to the Design-Builder. Storage under the building will require the addition of a fire sprinkler protection system which may not be supported by the budget.

Thank you for the opportunity to present this project to the City of Richmond Design Panel. I trust the preceding comments are helpful. Please do not hesitate to call the undersigned should you have further queries or comments arising out of the above noted comments.

Sincerely,

Graham Hoffart Mathiasen Architects

Mark Mathiasen, MAIBC, LEED®AP

cc: Janet Whitehead, Project Manager, City of Richmond Project Development & Facilities Services
Martin Younis, Project Coordinator, City of Richmond Project Development & Facilities Services

F:\11285- Hamilton Daycare\1.0 Pre-Construction\1.4 City (Schedules, Code Analysis, B.P., D.P.)\ADP-Brownlee response 01-04-27.wpd



City of
Richmond

ATTACHMENT 6

Rezoning Considerations

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

Address: 23591 Westminster Hwy.

File No.: RZ 12-601319

Prior to final adoption of Zoning Amendment Bylaw 8881, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 8880.
2. Provincial Ministry of Transportation & Infrastructure Approval.
3. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
(For more information refer to : <http://www.richmond.ca/services/ttp/special.htm>).
2. Additional fire flow analysis are to be undertaken at the Building Permit stage once the building design has been confirmed.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

[Signed original on file]

Signed _____

Date _____



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8880 (RZ 12-601319)
23591 Westminster Highway**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Schedule 2.14 (Hamilton Area Plan) thereof of the following area and by designating it **"COMMUNITY FACILITIES"**.

P.I.D. 028-376-650

Lot B Section 36 Block 5 North Range 4 West New Westminster District Plan BCP46528.

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8880"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8881 (RZ 12-601319)
23591 WESTMINSTER HIGHWAY**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing the existing zoning designation of the following area and by designating it **SCHOOL AND INSTITUTIONAL USE (SI)**

P.I.D. 028-376-650

Lot B Section 36 Block 5 North Range 4 West New Westminster District Plan BCP46528.

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8881"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by WB
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

To: Planning Comm. May 23, 2012
Date: April 24, 2012

From: Brian J. Jackson, MCIP
Acting General Manager, Planning and Development

File: 08-4045-20-
10/2012-Vol 01

Re: **City Centre Area Plan (CCAP) Text Amendments: Density Calculation Clarification for Minor Streets, Lanes, Mews, Parks, and Open Spaces Not Identified in Richmond's Development Cost Charge (DCC) Program**

Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 8888, which amends Official Community Plan Bylaw No. 7100 by making text amendments to Schedule 2.10 (City Centre Area Plan) to clarify the intent of the Plan in respect to lands voluntarily dedicated or otherwise transferred to the City by developers for use as "minor streets" (i.e., as designated under the Plan), lanes, mews, parks, and open spaces not identified in the Development Cost Charge (DCC) program for land acquisition purposes, and make clear that the City may, in its discretion on a project-by-project basis, include such lands in the calculation of "net development site" for the purpose of determining the maximum permitted floor area, be introduced and given first reading.
2. That Bylaw No. 8888, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8888, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.

Brian Jackson
Brian J. Jackson, MCIP
Acting General Manager, Planning and Development
BJ:spc
Att.

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF ACTING GENERAL MANAGER
Law	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	<i>Brian Jackson</i>
Parks	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Transportation	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

The purpose of this staff report and bylaw is to propose text amendments to the City Centre Area Plan (CCAP) for the purpose of:

- Clarifying the intent of the Plan in respect to lands that are voluntarily dedicated or otherwise transferred to the City (i.e., fee simple lot) by developers for use as “minor streets” (i.e., as designated under the Plan), lanes, mews, parks, and open spaces, but are not identified in the Development Cost Charge (DCC) program for land acquisition purposes; and
- Making clear that the City may, in its discretion on a project-by-project basis, include such lands in the calculation of “net development site” for the purpose of determining the maximum permitted floor area.

Findings of Fact

The CCAP identifies new parks and roads to be secured as voluntary developer contributions via Richmond’s development approval processes. In cases where the contributors of these features are not eligible for financial compensation via the DCC program (i.e., most “minor streets”, lanes, mews, and some parks are not identified for land acquisition purposes on the DCC program), the CCAP permits such features to be secured via means that do not reduce the contributing developer’s buildable floor area. Typically, a statutory right-of-way is used for this purpose, but there is increasing concern among City staff that this may result in unclear ownership responsibilities (e.g., maintenance standards, liability), hardship for private owners (i.e., long-term maintenance of statutory right-of-way areas), and related development and administrative challenges. The CCAP permits non-DCC features (i.e., features not identified on the DCC program) to be dedicated or otherwise transferred to the City (i.e., fee simple lot) without any loss of buildable floor area (i.e., no reduction in “net development site” area upon which density is calculated), and such means are easier to administer than statutory right-of-ways. Unfortunately, however, to date the effective use of the relevant CCAP provisions for this purpose has been hampered by the Plan’s lack of clarity and transparency.

Related Policies & Studies

CCAP Policy Review

Key CCAP directions requiring consideration include the following:

- a) Density is calculated on “net development site” area, which is defined as site area “net of street and park dedications required to satisfy the intent of Area Plan and other City policies”; and
- b) Dedication is not required to satisfy the intent of the Plan in respect to:
 - Non-DCC park and open space (policy 4.1.m); and
 - Non-DCC “minor streets”, lanes, and mews, provided that securing such features via an alternate means results in an outcome equal to or better than what could otherwise have been reasonably achieved under the Plan (policies 4.1.j and 4.1.k).

Based on the above, it is understood that the CCAP does not require the exclusion of non-DCC parks, open spaces, “minor streets”, lanes, or mews from “net development site” area for the purpose of calculating buildable floor area, regardless of how such features are secured (i.e., statutory right-of-way, dedication, or fee simple lot). Furthermore, given that the current Plan allows for density to

be calculated on non-DCC features, how those features are secured (i.e., statutory right-of-way versus dedication or fee simple lot) is of no consequence to the City Centre's projected total buildable floor area, population, anticipated demand for services/amenities, or related considerations.

Consultation

OCP Bylaw preparation Consultation Policy No. 5043 provides direction with regard to consultation requirements for an OCP amendment. As the proposed OCP amendment is limited to text changes clarifying existing CCAP policy and will not increase development nor change existing land use policy, no consultation is required with the Vancouver International Airport Authority (VIAA) or School District No. 38 (Richmond). Notice published in Richmond newspapers and the statutory Public Hearing will provide Richmond residents and interested parties with an opportunity to comment.

Analysis

Proposed CCAP Text Amendments

To make it clear that the City may, in its discretion on a project-by-project basis, include lands dedicated or otherwise transferred to the City for use as non-DCC features in the calculation of "net development site" for the purpose of determining the maximum permitted floor area within the City Centre, text amendments are proposed to the definition of "net development site" and implementation strategies in respect to transportation features (policies 4.1.j and 4.1.k) and park and open space features (4.1.l and 4.1.m), as shown in **Attachment 1** and summarized below:

1. **Net Development Site** (*Definition*) – The existing definition is expanded to make clear that "net development site" can include parks, open spaces, "minor streets", lanes, or mews provided that the feature is not identified on the DCC program for land acquisition purposes and the outcome would be equal to or better than what could otherwise have been reasonably achieved under the Plan, as determined to the satisfaction of the City and in accordance with criteria set out in Section 4.0 Implementation and Phasing Strategies of the Plan (as per items 2 and 3 below).
2. **Transportation Features** (*Implementation Policies 4.1.j & 4.1.k*) – Two existing implementation policies are replaced with one new policy that makes clear, among other things, that "minor streets", lanes, and mews may be secured via means that do not reduce "net development site" area for the purpose of determining the maximum permitted floor area, provided that this contributes towards:
 - Equal or better results in respect to built form and character, level of public amenity, adjacency considerations, and City goals, objectives, costs, risks, liability, and related considerations; and
 - Enhanced transportation function, specifically including, but not limited to, expanded network continuity (e.g., the introduction or completion of a "minor street" connecting two or more existing public streets and constructed to its full functional width as determined to the satisfaction of the City).
3. **Park & Open Space Features** (*Implementation Policies 4.1.l & 4.1.m*) – Information regarding the DCC program is redundant and is, thus, repealed. In addition, as with the transportation policies (above), two existing park policies are replaced with one new policy that makes clear, among other things, that park and open space may be secured via means that

do not reduce “net development site” area for the purpose of determining the maximum permitted floor area, provided that this contributes towards:

- Equal or better results in respect to built form and character, level of public amenity, adjacency considerations, and City goals, objectives, costs, risks, liability, and related considerations; and
- Enhanced park and open space function and amenity (e.g., equitable distribution and improved access).

Zoning Considerations

Unlike the CCAP, the Zoning Bylaw determines maximum buildable floor area based on “net site area” (i.e., excluding all road and park secured as dedications and fee simple lots), even in the case of non-DCC features. The implementation of the CCAP policies clarified via the subject text amendments, therefore, requires that the zoning of affected properties are drafted/amended on a project-by-project basis to permit “gross floor area” (based on site area including non-DCC features) to be constructed on “net site” area (excluding non-DCC features). The resulting zones will indicate, on a site-specific basis, that increased density is permitted, provided that the owner dedicates or otherwise transfers to the City a specified amount of land for (non-DCC) park and/or road purposes, as determined to the satisfaction of the City. An example of such a Zoning Bylaw amendment, in respect to the pending rezoning of 7731 and 7771 Alderbridge Way (Onni, RZ 11-585209, first reading of Council, April 23, 2012) is provided for reference as **Attachment 2**.

Financial Impact

None.

Conclusion

The CCAP identifies new non-DCC parks and roads that may be secured without reducing “net development site” area for the purpose of determining the maximum permitted floor area. Statutory right-of-ways are typically used for this purpose, but dedication and fee simple lots are preferable. To facilitate this alternate approach, text amendments are proposed to clarify existing CCAP policies, and guidance is provided in respect to related project-by-project Zoning Bylaw requirements.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

Attachment 1: Comparison of Existing & Proposed CCAP Policy

Attachment 2: Example of a Draft Zoning Bylaw (Standard Zone) Amendment (RZ 11-585209)

Attachment 1
Comparison of Existing & Proposed CCAP Policy

POLICY	EXISTING CCAP	PROPOSED CCAP TEXT AMENDMENTS
Definition	<p>Net Development Site</p> <p>Net Development Site means the area of a Development Site, net of street and park dedications required to satisfy the intent of Area Plan and other City policies.</p>	<p>Net Development Site</p> <p>Net Development Site means the area of a Development Site net of land dedicated or otherwise transferred to the City for street and park purposes, except the City may, in its discretion on a project-by-project basis, include land dedicated or otherwise transferred to the City for a park, open space, Minor Street, lane, or mews in the calculation of Net Development Site (for the purpose of determining the maximum permitted floor area) if the following criteria are satisfied:</p> <ul style="list-style-type: none"> the feature is not identified for land acquisition purposes on Richmond's Development Cost Charge (DCC) program; and the development outcome would be equal or better than what could otherwise have been reasonably achieved under the Plan, as determined to the satisfaction of the City and in accordance with Section 4.0, Implementation and Phasing Strategies, of the Plan.
4.1.j)	<p>Major Thoroughfares, Major Streets & Minor Streets</p> <p>These streets are to be dedicated and their alignment should be considered fixed as per the Plan, except that in the case of Minor Streets, the City may determine that this can be varied, provided that the alternative alignment and/or means of securing a designated Minor Street for public use results in a specific benefit to the community and a situation that the City considers to be equal or superior to what would otherwise have been achievable under the Plan with regard to:</p> <ul style="list-style-type: none"> the intended transportation functions of the street and related mobility and access networks; costs, risks, and liability incurred by the City; the form of development on the affected development site and its neighbours. 	<p>Major Thoroughfares, Major Streets, Minor Streets, Lanes & Mews</p> <p>These features are to be dedicated and their alignment should be considered fixed as per the Plan, except that, at the discretion of the City on a project-by-project basis, Minor Street, lanes, and mews may be:</p> <ul style="list-style-type: none"> realigned, closed, or added to enhance network continuity, functionality, and related characteristics of the feature for vehicles, pedestrians, bicycles, loading, and other uses; and secured such that the area of the feature may be included in Net Development Site (for the purpose of determining the maximum permitted floor area) provided that the feature is not identified for land acquisition purposes in Richmond's Development Cost Charge (DCC) program and the development outcome would be equal or better than what could otherwise have been reasonably achieved under the Plan, including: <ul style="list-style-type: none"> equal or better results in respect to built form and character, level of public amenity, adjacency considerations, and City goals, objectives, costs, risks, liability, and related considerations; and enhanced transportation function, specifically including, but not limited to, expanded network continuity (e.g., the introduction or completion of a Minor Street connecting two or more existing public streets and constructed to its full functional width as determined to the satisfaction of the City).
4.1.k)	<p>Lanes & Mews</p> <p>The alignment, the means by which these routes will be secured for public use, and the nature of that use (e.g., vehicles, pedestrians, bicycles, loading, other public uses) will be determined, to the satisfaction of the City, through Richmond's development review process.</p>	<p style="text-align: center;">INTENTIONALLY BLANK</p>

POLICY	EXISTING CCAP	PROPOSED CCAP TEXT AMENDMENTS
4.1.l)	<p>Park & Open Space on the DCC Program</p> <p>Where specific parkland acquisition and parkland development are in the City-Wide DCC Program, developers will be eligible for DCC credits or rebates if they have given land for park or constructed the park improvements, but only to the maximum extent of the park costs in the City-Wide DCC Program and the maximum extent of their parkland acquisition and development DCC payments to the City-Wide DCC Program.</p>	<p>Park & Open Space</p> <p>These features are to be dedicated or otherwise transferred to the City (i.e., fee simple lot) and their size and location should be considered fixed as per the Plan, except that, at the discretion of the City on a project-by-project basis, features may be:</p> <ul style="list-style-type: none"> reconfigured to enhance network continuity, functionality, public amenity, site-specific considerations, and related characteristics of the feature; and secured such that the area of the feature may be included in Net Development Site (for the purpose of determining the maximum permitted floor area) provided that the feature is not identified for land acquisition purposes in Richmond's Development Cost Charge (DCC) program and the development outcome would be equal or better than what could otherwise have been reasonably achieved under the Plan, including: <ul style="list-style-type: none"> equal or better results in respect to built form and character, level of public amenity, adjacency considerations, and City goals, objectives, costs, risks, liability, and related considerations; and enhanced park and open space function and amenity (e.g., equitable distribution and improved access).
4.1.m)	<p>Park & Open Space Not on the DCC Program</p> <p>Where specific park and open space are not on the City-Wide DCC Program, developers will be required to:</p> <ul style="list-style-type: none"> provide a right-of-way to secure the park and open space as privately owned publicly accessible areas (POPAs) as part of the development approval process; or acquire the parkland and develop the parkland, or contribute to the acquisition and development of all or a portion of the parkland, in order to advance their development and that particular park and open space ahead of the City's DCC Program. 	<p>INTENTIONALLY BLANK</p>



**City of
Richmond**

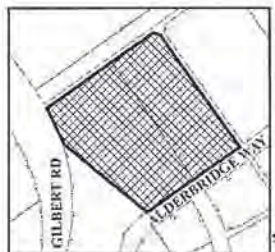
Bylaw 8884

**Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8884 (RZ 11-585209)
7731 and 7771 Alderbridge Way**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by adding a new sub-section 3 to **Section 8.12.4 Permitted Density** as follows:
 - “3. Notwithstanding Section 8.12.4.2, for the RAH2 zone the maximum **floor area ratio** for the net **site** area of the **site** located within the **City Centre** shown on Figure 1 below shall be 2.28, provided that:
 - (a) the conditions in either paragraph 8.12.4.2(a) or 8.12.4.2(b) are complied with; and
 - (b) not less than 3,538 m² of the **site** is dedicated to the **City** as **road**,

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following lots and designating them **High Density Low Rise Apartments (RAH2)**

P.I.D. 000-859-958

Lot 89 Section 5 Block 4 North Range 6 West New Westminster District Plan 38045

P.I.D. 000-806-943

Lot 96 Section 5 Block 4 North Range 6 West New Westminster District Plan 39888

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8884**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

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



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw No. 8888
CITY CENTRE AREA PLAN**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:

- 1.1. On page A-1, repealing the definition of “Development Site – Net” and replacing it with the following:

“Net Development Site means the area of a Development Site net of land dedicated or otherwise transferred to the City for street and park purposes, except that the City may, in its discretion on a project-by-project basis, include land dedicated or otherwise transferred to the City for a park, open space, Minor Street, lane, or mews in the calculation of Net Development Site (for the purpose of determining the maximum permitted floor area) if the following criteria are satisfied:

- the feature is not identified for land acquisition purposes in Richmond’s Development Cost Charge (DCC) program; and
- the development outcome would be equal to or better than what could otherwise have been reasonably achieved under the Plan, as determined to the satisfaction of the City and in accordance with Section 4.0 Implementation and Phasing Strategies of the Plan.”

- 1.2. On page 4-3, repealing policy 4.1.j) and replacing it with the following:

“Major Thoroughfares, Major Streets, Minor Streets, Lanes & Mews

These features are to be dedicated and their alignment should be considered fixed as per the Plan, except that, at the discretion of the City on a project-by-project basis, Minor Streets, lanes, and mews may be:

- realigned, closed, or added to enhance network continuity, functionality, and related characteristics of the feature for vehicles, pedestrians, bicycles, loading, and other uses; and
- secured such that the area of the feature may be included in Net Development Site (for the purpose of determining the maximum permitted floor area) provided that the feature is not identified for land acquisition

purposes in Richmond's Development Cost Charge (DCC) program and the development outcome would be equal to or better than what could otherwise have been reasonably achieved under the Plan, including:

- equal or better results in respect to built form and character, level of public amenity, adjacency considerations, and City goals, objectives, costs, risks, liability, and related considerations; and
- enhanced transportation function, specifically including, but not limited to, expanded network continuity (e.g., the introduction or completion of a Minor Street connecting two or more existing public streets and constructed to its full functional width as determined to the satisfaction of the City)."

1.3. On page 4-3, repealing policy 4.1.k) and leaving it intentionally blank.

1.4. On page 4-3, repealing policy 4.1.l) and replacing it with the following:

"Park & Open Space

These features are to be dedicated or otherwise transferred to the City (i.e., fee simple lot) and their size and location should be considered fixed as per the Plan, except that, at the discretion of the City on a project-by-project basis, features may be:

- reconfigured to enhance network continuity, functionality, public amenity, site-specific considerations, and related characteristics of the feature; and
- secured such that the area of the feature may be included in Net Development Site (for the purpose of determining the maximum permitted floor area) provided that the feature is not identified for land acquisition purposes in Richmond's Development Cost Charge (DCC) program and the development outcome would be equal to or better than what could otherwise have been reasonably achieved under the Plan, including:
 - equal or better results in respect to built form and character, level of public amenity, adjacency considerations, and City goals, objectives, costs, risks, liability, and related considerations; and
 - enhanced park and open space function and amenity (e.g., equitable distribution and improved access)."

1.5. On page 4-3, repealing policy 4.1.m) and leaving it intentionally blank.

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8888”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER



To: Planning Comm. May 23, 2012

To: Planning Committee

Date: April 24, 2012

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 11-596457

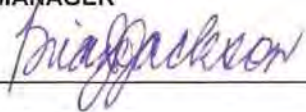
Re: **Application by Avion Homes Ltd. for Rezoning at 7431 Francis Road from Assembly (ASY) to Single Detached (RS2/E)**

Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 8900, to redesignate 7431 Francis Road:
 - a. from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw No. 7100 (Generalized Land Use Map); and
 - b. from "Community Institutional" to "Low-Density Residential" in Attachment 2 to Schedule 1 of Official Community Plan Bylaw No. 7100 (Specific Land Use Map);be introduced and given first reading;
2. That Bylaw No. 8900, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;
3. That Bylaw No. 8900, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and
4. That Bylaw No. 8901, for the rezoning of 7431 Francis Road from "Assembly (ASY)" to "Single Detached (RS2/E)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

EL:blg

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF ACTING GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Avion Homes Ltd. has applied to the City of Richmond for permission to rezone 7431 Francis Road (**Attachment 1**) from Assembly (ASY) to Single Detached (RS2/E) in order to construct a single-family dwelling.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

The subject site contained a small house with parking area at the back of the site, and was used by a church group. The site is located within an established residential neighbourhood consisting predominantly of single-family dwellings. Other land uses also exist further east in the neighbourhood (i.e. townhouses, apartments).

To the north: Existing single-family dwellings on lots zoned Single Detached (RS1/E);

To the east: Existing single-family dwellings on lots zoned Single Detached (RS1/E) with rezoning and subdivision potential (to RS2/C) under Lot Size Policy 5449;

To the south: Across Francis Road, single-family dwellings on lots zoned Single Detached (RS1/B) fronting Francis Road and single-family dwellings on lots zoned Single Detached (RS1/A) fronting Danyluk Court; and

To the west: A vacant lot and an existing single-family dwelling on lots zoned Single Detached (RS1/E); and then newer single-family dwellings on lots zoned Single Detached (RS1/C).

Related Policies & Studies

Official Community Plan (OCP)

Both the Generalized Land Use Map and the Specific Land Use Map contained in the OCP designates 7431 Francis Road as *Community Institutional*. An OCP amendment is proposed for 7431 Francis Road in order to redesignate this site as *Neighbourhood Residential* in the Generalized Land Use Map and as *Low-Density Residential* in the Specific Land Use Map.

Lot Size Policy 5449

The subject site is located within the area covered by Lot Size Policy 5449 (adopted by Council February 17, 1992) (**Attachment 3**). This Policy permits rezoning and subdivision of lots on the north side of Francis Road in accordance with Single Detached (RS2/C) (minimum 13.5 m wide and 360 m² in lot area).

This redevelopment proposal is seeking to rezone the subject site to another sub-category ("E" instead of "C") under the Single Detached (RS) zone in which a wider lot width (18.0 m) and

larger lot area (550 m²) are required. The subject application is being brought forward for consideration based on its own merits; a discussion is being provided under the "Analysis" section of this report.

Affordable Housing

The Richmond Affordable Housing Strategy requires a secondary suite to be contained in the future dwelling on-site or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for this single-family rezoning application.

The applicant is proposing to provide a legal secondary suite on the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection is to 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.

Should the applicants change their mind 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 prior to final adoption of the rezoning bylaw. In this case, the voluntary contribution would be based on \$1.00 per square foot of total building area of the single detached development (i.e. \$3,950).

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Consultation

School District

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application only involves one (1) single-family dwelling unit.

Public Input

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

Staff Comments

Tree Retention and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. Four (4) bylaw-sized trees on site were identified and assessed:

- A 28 cm cal Douglas Fir tree and a 38 cm cal Douglas Fir tree at the back of the site are both in good condition and should be retained as per Arborist Report recommendations. Tree protection for the 28 cm cal Douglas Fir tree should be specified 4 m from the base of the tree, whereas tree protection for 38 cm cal Douglas Fir tree should be specified at 5 m out from the base of the tree.
- A multi-branched Cedar tree has been previously topped at 5 m; as a result, this tree is not a candidate for long-term retention and should be removed and replaced. This tree also falls within the proposed building envelope.
- A dead Douglas Fir tree located at the northwest corner of the site should be removed and replaced.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), four (4) replacement trees are required for the removal of two (2) bylaw-sized trees on site. Based on the size requirements for replacement trees in the Tree Protection Bylaw No. 8057, replacement trees with the following minimum calliper sizes are required:

# Trees Removed	Dbh	# trees to be replaced	Min. calliper of deciduous tree	or	Min. height of coniferous tree
1	20-30 cm	2	6 cm		3.5 m
1	60 cm +	2	11 cm		6.0 m

In order to ensure that the proposed replacement trees will be planted and that the front yard of the lot will be enhanced, a Landscape Plan, prepared by a registered landscape architect, and a landscaping security, based on 100% of the cost estimates provided by the landscape architect, must be submitted prior to final adoption of the rezoning bylaw. The landscape plan should comply with the guidelines of the Official Community Plan's Arterial Road Redevelopment Policy and include a landscape area in the front yard as well as four (4) replacement trees (a mix of coniferous and deciduous). If replacement trees cannot be accommodated on-site, cash-in-lieu (\$500/tree) for off-site planting would be required.

Site Servicing and Vehicle Access

No servicing concerns.

A Covenant is required to ensure that the driveway is designed and constructed to permit a vehicle to turn around on site, in order to avoid backing in or out of the property.

Analysis

OCP Amendments

On May 24, 2011, Council passed a resolution to consider redesignation of assembly lands from *Community Institutional* to other OCP designations based on the merits of the application, without the need to retain assembly uses. Staff are to ensure that the proposals are in compliance with other City's Policies and Strategies (i.e. Lot Size Policy, Affordable Housing, Flood Management, etc.), and that typical development elements (i.e., access, parking, layout, tree protection, etc.) are reviewed and evaluated.

The subject site is located within a predominantly single-family neighbourhood. While the site is larger than the typical single-family family lots in Richmond, it is considered small for assembly use. Church groups have considered redeveloping the site for assembly use but they have encountered serious challenges in site design. Significant reductions in building setbacks and parking spaces are required to facilitate any institutional development on this site.

Surrounded by existing large lot single-family developments, the proposed low-density residential land use is appropriate. Redesignation of the subject site to residential use would also contribute to the affordable housing stock in the City as the future home will contain a secondary suite.

Single Detached (RS2/E)

While Lot Size Policy 5449 permits the subject site to be rezoned and subdivided as per Single Detached (RS2/C), the applicant is seeking to rezone the subject site to Single Detached (RS2/E), a sub-zone of Single Detached (RS) which requires a wider lot width, as well as a larger minimum lot area, than what is required under the RS2/C zone. Under both RS2/C and RS2/E zones, there is no subdivision potential for the subject site. The maximum density permitted under the two (2) sub-zones is also identical. The only differences between the RS2/C and RS2/E zones are the provisions related to *Lot Coverage of Landscaping with Live Plant Material* and the *Front Yard Setbacks*:

	Minimum Lot Width	Minimum Lot Area	Lot Coverage of Landscaping with Live Plant Material	Front Yard Setback
RS2/C	13.5m	360m ²	25%	9 m
RS2/E	18.0m	550m ²	30%	6 m

The applicant proposes a 6 m front yard setback to accommodate a three (3) car garage at the front and a larger private yard at the back. An auto court is proposed at the front of the property to provide on-site turn around capability. A landscape area within the entire 6 m front yard setback (except for the driveway connecting Francis Road to the auto court on-site) will also be provided to enhance the front yard and streetscape.

The provision of a 9 m front yard setback in the RS2/C zone, where the driveway access is on an arterial road, is to ensure there is adequate space to accommodate a driveway with turn around capability. Staff have no concerns with the proposed RS2/E zone since the applicant has agreed to register a restrictive covenant to ensure that the driveway will be designed and constructed to permit a vehicle to turn around on site, in order to avoid backing in or out of the property. The

proposed RS2/E zone with a 6 m front yard setback is consistent with the zoning and existing adjacent single-family developments on the adjacent property to the east and west.

Financial Impact or Economic Impact

None.

Conclusion

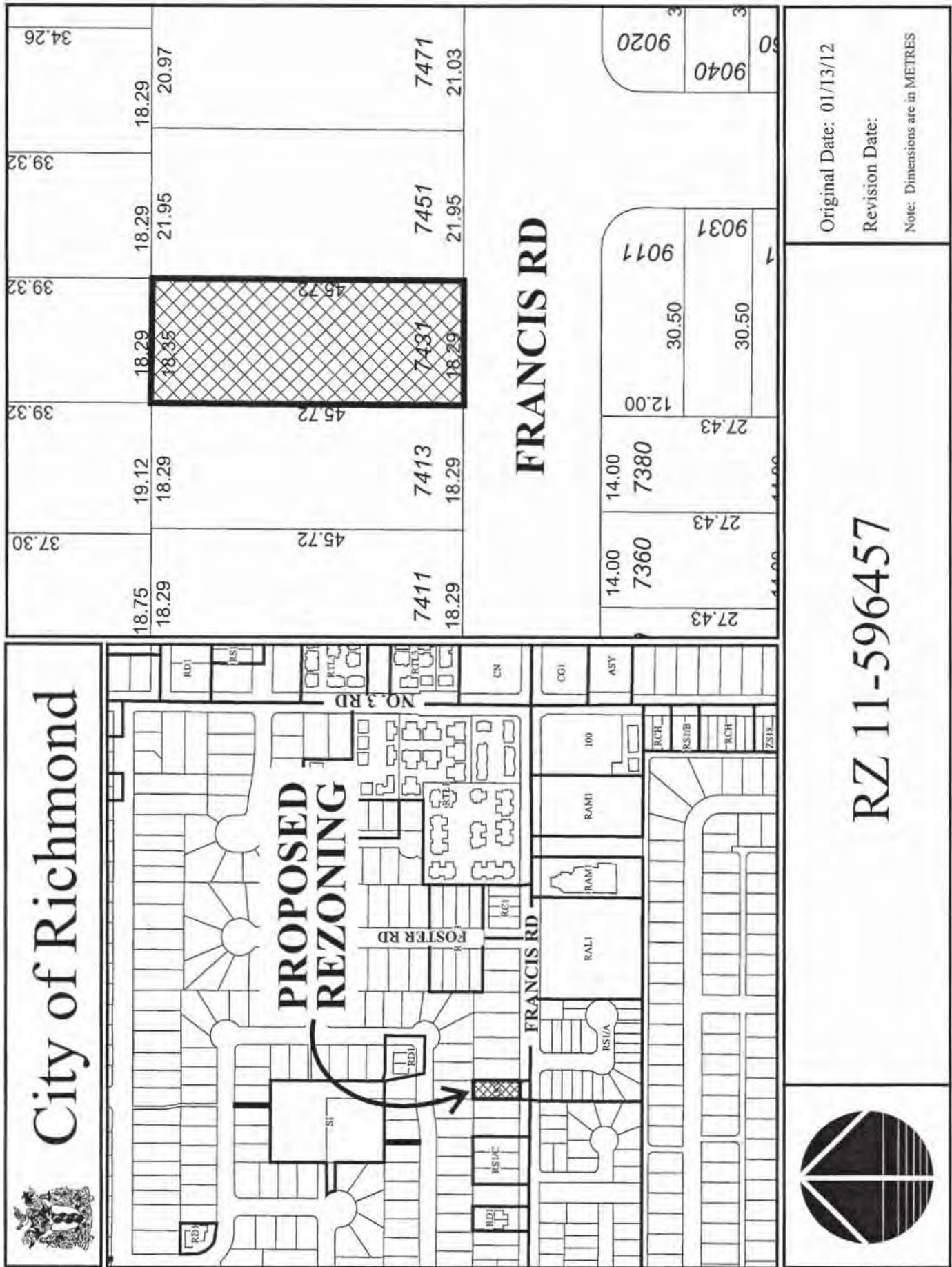
The proposed development to construct a single-family dwelling with a secondary suite contributes to the affordable housing stock in the City. While the proposal is not in compliance with Lot Size Policy 5449, the proposed RS2/E zone is consistent with the existing zoning of the surrounding properties and would allow a more coherent streetscape to be developed along Francis Road. All technical concerns related to the land use rezoning application and OCP amendment have been addressed. On this basis, staff support the rezoning application and associated OCP amendment as proposed.



Edwin Lee
Planner 1
(604-276-4121)

EL:blg

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5449
- Attachment 4: Rezoning Considerations Concurrence





RZ 11-596457

Original Date: 01/13/12

Amended Date:

Note: Dimensions are in METRES



RZ 11-596457

Attachment 2

Address: 7431 Francis Road

Applicant: Avion Homes Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Avion Homes Ltd.	No Change
Site Size (m²):	836 m ² (8,999 ft ²)	No Change
Land Uses:	Assembly	One (1) single-family dwelling
OCP Designation:	Generalized/Specific Land Use Map: Community Institutional	Generalized Land Use Map: Neighbourhood Residential Specific Land Use Map: Low-Density Residential
Area Plan Designation:	N/A	No change
702 Policy Designation:	Policy 5449 permits subdivision to "Single Detached (RS2/C)"	No change
Zoning:	Assembly (ASY)	Single Detached (RS2/E)
Number of Units:	1	1
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Non-porous:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 30%	Min. 30%	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback –Side Yard (m):	Min. 1.8 m	Min. 1.8 m	none
Height (m):	Max. 2 ½ storeys	Max. 2 ½ storeys	none
Lot Size (min. dimensions):	550 m ²	836 m ²	none

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 17, 1992

POLICY 5449

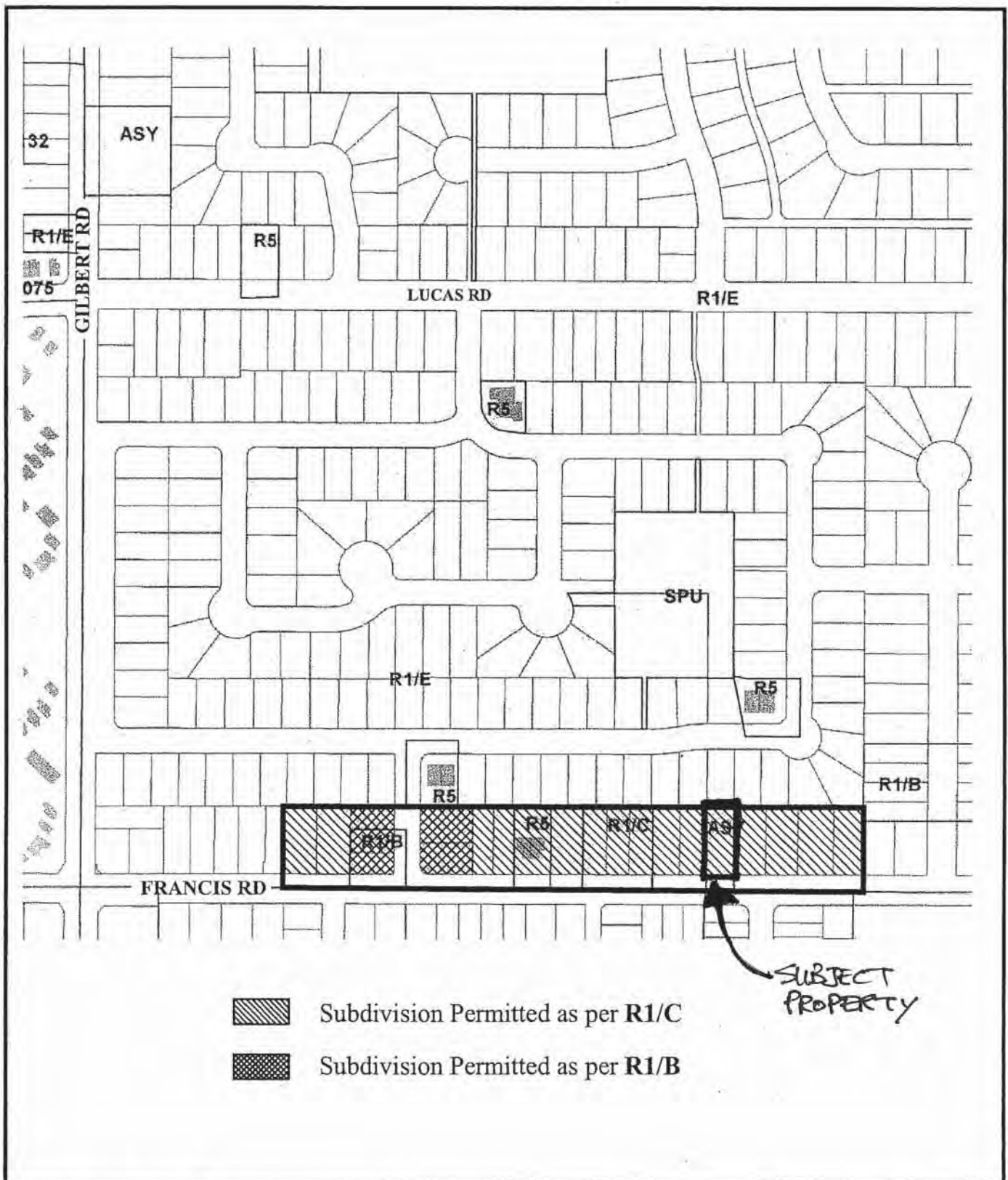
File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 20-4-6

POLICY 5449:

The following policy establishes lot sizes in the area bounded by the **north side of Francis Road located between Gilbert Road and Foster Road** (Section 20-4-6):

1. That properties be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/C) along Francis Road and as per Single-Family Housing District (R1/B) along Schaefer Gate in Zoning and Development Bylaw 5300; and
2. This policy (as shown on the accompanying plan) is to be used in determining the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw 5300.



Policy 5449 Section 20-4-6

Adopted Date: 02/17/92

Amended Date:

Note: Dimensions are in METRES



**City of
Richmond**

Rezoning Considerations

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

Address: 7431 Francis Road

File No.: RZ 11-596457

Prior to final adoption of Zoning Amendment Bylaw 8901, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 8900.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - include a landscape area in the 6 m front yard setback (except for the 5 m wide driveway).
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	6 cm		3.5 m
2	11 cm		6.0 m

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

3. Registration of a flood indemnity covenant on Title.
4. Registration of a legal agreement on title ensuring that the driveway is designed and constructed to permit a vehicle to turn around on site. The legal agreement shall include language to ensure the driveway and/or auto court design will accommodate a typical passenger car to turn around on-site using a maximum of a 3-point turn, in order to avoid backing in or out of the property.
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on site, 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. \$3,950.00) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

Note:

- 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.

[Signed original on file]

Signed

Date

CNCL - 177



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8900 (RZ 11-596457)
7431 Francis Road**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by
 - a. Repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it "Neighbourhood Residential".
P.I.D. 004-081-897
Lot 55 Except: Part Subdivided by Plan 44033, Section 20 Block 4 North Range 6
West New Westminster District Plan 26105
 - b. Repealing the existing land use designation in Attachment 2 to Schedule 1 thereof of the following area and by designating it "Low-Density Residential".
P.I.D. 004-081-897
Lot 55 Except: Part Subdivided by Plan 44033, Section 20 Block 4 North Range 6
West New Westminster District Plan 26105
2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8900"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8901 (RZ 11-596457)
7431 FRANCIS ROAD**

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

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

P.I.D. 004-081-897

Lot 55 Except: Part Subdivided by Plan 44033, Section 20 Block 4 North Range 6 West
New Westminster District Plan 26105

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8901"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by <i>UB</i>
APPROVED by Director or Solicitor <i>[Signature]</i>



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee

To: Planning Comm. May 23, 2012
Date: April 27, 2012

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 09-496145

Re: Application by Timothy Tse for Rezoning at 7840 Bennett Road from Single Detached (RS1/E) to Infill Residential (RI2)

Staff Recommendation

That Bylaw No. 8902, for the rezoning of 7840 Bennett Road from "Single Detached (RS1/E)" to "Infill Residential (RI2)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

EL:rg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY <i>ACTING</i>		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Timothy Tse has applied to the City of Richmond for permission to rezone 7840 Bennett Road (**Attachment 1**) from "Single Detached (RS1/E)" to "Infill Residential (RI2)" in order to create two (2) new lots and develop two (2) front-to-back duplexes with vehicular access from the rear lane (**Attachment 2**). A Development Permit application is required and has been received to address the form and character of the proposed duplexes.

Findings of Fact

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

Surrounding Development

To the North: Across Bennett Road, single-family dwellings on lots zoned Single Detached (RS1/E);

To the East/West: Front-to-back duplexes with vehicle access from the rear lane on lots zoned Infill Residential (RI1); and

To the South: A mix of compact single-family dwellings and front-to-back duplexes on lots zoned Single Detached (RS1/A) and Infill Residential (RI1), fronting Acheson Road with vehicle access from the rear laneway.

Related Policies & Studies

Official Community Plan - Acheson Bennett Sub-Area Plan

The subject site is in the Acheson Bennett Sub-Area Plan (Schedule 2.10B) of the Official Community Plan (OCP). This area is designated as "Residential (Mixed Single-Family and Small Scale Multi-Family)" (**Attachment 4**). The proposal for two (2) front-to-back duplexes fits well within the established development pattern within the Sub-Area.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). The site is located within an area where the minimum habitable elevation is 2.9 m geodetic; however, there are provisions to permit habitable space, provided it is located a minimum of 0.3 m above the highest level of the crown of any road that is adjacent to the parcel.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. For Infill Residential (RI2) townhouse developments, the Richmond Zoning Bylaw (Section 5.15) specifies a voluntary cash contribution of \$2.00 per buildable square foot directed to the Affordable Housing Reserve Fund to achieve an increase in density from 0.4 to 0.55 FAR. A cash contribution of \$8,504 towards the City's Affordable Housing Reserve will be made.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff received an enquiry from the property owner of 7800 Bennett Road, Mr. Bodnar, regarding frontage and lane improvements. Staff have provided the relevant information by email.

Mr. Bodnar has also expressed his concerns related to parking on the block. Based on comments from Engineering Works and Transportation, vehicle access is to be from the back lane only. The existing driveway on Bennett Road will be removed as part of the proposed development, providing additional street parking on Bennett Road. Three (3) parking stalls will be provided on each lot, which complies with the zoning requirement.

Staff have not received any telephone calls or written correspondence in opposition to the subject application.

Staff CommentsTree Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted by the applicant in support of the application. Four (4) bylaw-sized trees are located on site and all of them are identified as "moderate" to "good" condition. However, they are all located well within the allowable building envelope such that successful retention cannot be achieved.

Four (4) bylaw-sized trees are located within the lane dedication area. The Scotch Pine has been previously topped and exhibits an asymmetrical crown due to excessive pruning. Two (2) Norway Maple are in very poor condition due to excessive branch die-back and branch removal. One (1) Norway Maple tree is in good condition but would not survive the required lane extension and service upgrades through the lane dedication area. All of these four (4) trees are proposed for removal.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP) and the size requirements for replacement trees in the Tree Protection Bylaw No. 8057, 16 replacement trees are required. The developer is proposing to plant eight (8) new trees on-site (**Attachment 2**) and to provide a voluntary contribution of \$4,000 to the City's Tree Compensation Fund in-lieu of planting the remaining eight (8) replacement trees.

The applicant has also agreed to protect a 15 cm caliper Honey Locust tree located on the adjacent property to the west at 7800/7808 Bennett Road. A Tree Retention Plan is attached (**Attachment 5**). Tree protection fencing must be installed to City standards 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. As a condition to rezoning, the applicant is required to submit a proof of contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone.

Site Servicing

An independent review of servicing requirements (sanitary and storm) has been conducted by the applicant's engineering consultant and reviewed by the City's Engineering Department. The Capacity Analysis concludes that storm upgrades to the existing system are required to support the proposed development. Prior to approval of Subdivision, the developer is required to enter into a standard Servicing Agreement for the design and construction of the storm upgrades as identified in the capacity analysis (see **Attachment 6** for details).

Frontage and Lane Improvements

Prior to final adoption, the developer is required to dedicate a strip of property along the entire south property line for proposed lane extension (6.0 m wide at the west property line, tapering to 4.5 m wide at the east property line of the site).

As part of the Servicing Agreement for the servicing upgrades, the design and construction of frontage and lane improvements are also required (see **Attachment 6** for details).

Vehicle Access

No direct access is permitted to Bennett Street. As a condition to rezoning, a restrictive covenant is required to ensure that vehicular access to the future lots will be from the proposed lane extension only.

Subdivision

At future Subdivision stage, the developer will be required to pay DCC's (City & GVS&DD), School Site Acquisition Charge, and Address Assignment Fee. Servicing connections are to be determined at Servicing Agreement stage.

Indoor/Outdoor Amenity

No common shared Indoor/Outdoor Amenity Space is required for this development, but each unit will have access to private outdoor space.

Analysis

The proposal to develop two (2) front-to-back duplexes (4 units total) is consistent with the objectives of the OCP-City Centre Acheson Bennett Sub-Area Plan in terms of land use, character, and density. The form of development is similar to other duplexes previously approved on the south side of Bennett Road and north side of Acheson Road. The proposed site layout provides for an attractive pedestrian-oriented streetscape along Bennett Road, which is consistent with the guidelines for the Acheson Bennett Sub-Area.

Accessibility/Aging In Place

The applicant has proposed units that include substantial living areas at the ground floor. Accessible features will be provided to all units (e.g., inclusion of blocking to bathrooms for installation of grab-bars, and provision of lever door handles.) In addition, the rear units of each duplex will be convertible and have the base level of accessible features described above, and also, widened doors, stairs and corridors throughout, and blocking/ electrical installed for a future stair lift. Accessible features will be fully detailed on Development Permit and Building Permit Drawings.

The Development Permit application will provide more information and detail regarding the form and character of the proposal in addition to the landscaping and design of the private outdoor amenity area of each unit.

Requested Variances

The proposed development is generally in compliance with the Infill Residential (RI2) Zone except for a small projection beyond the vertical lot depth envelope. A variance will be required at the Development Permit stage to accommodate a gable ridge projection to maintain the desired form and character encouraged by the Sub-Area Plan.

Design Review and Future Development Permit Considerations

The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Building form and architectural character;
- Unit entry design with respect to CPTED principles;
- Location and design of the convertible unit and other accessibility features;
- Landscaping design and enhancement of the private outdoor area to maximize use; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

Financial Impact or Economic Impact

None.

Conclusion

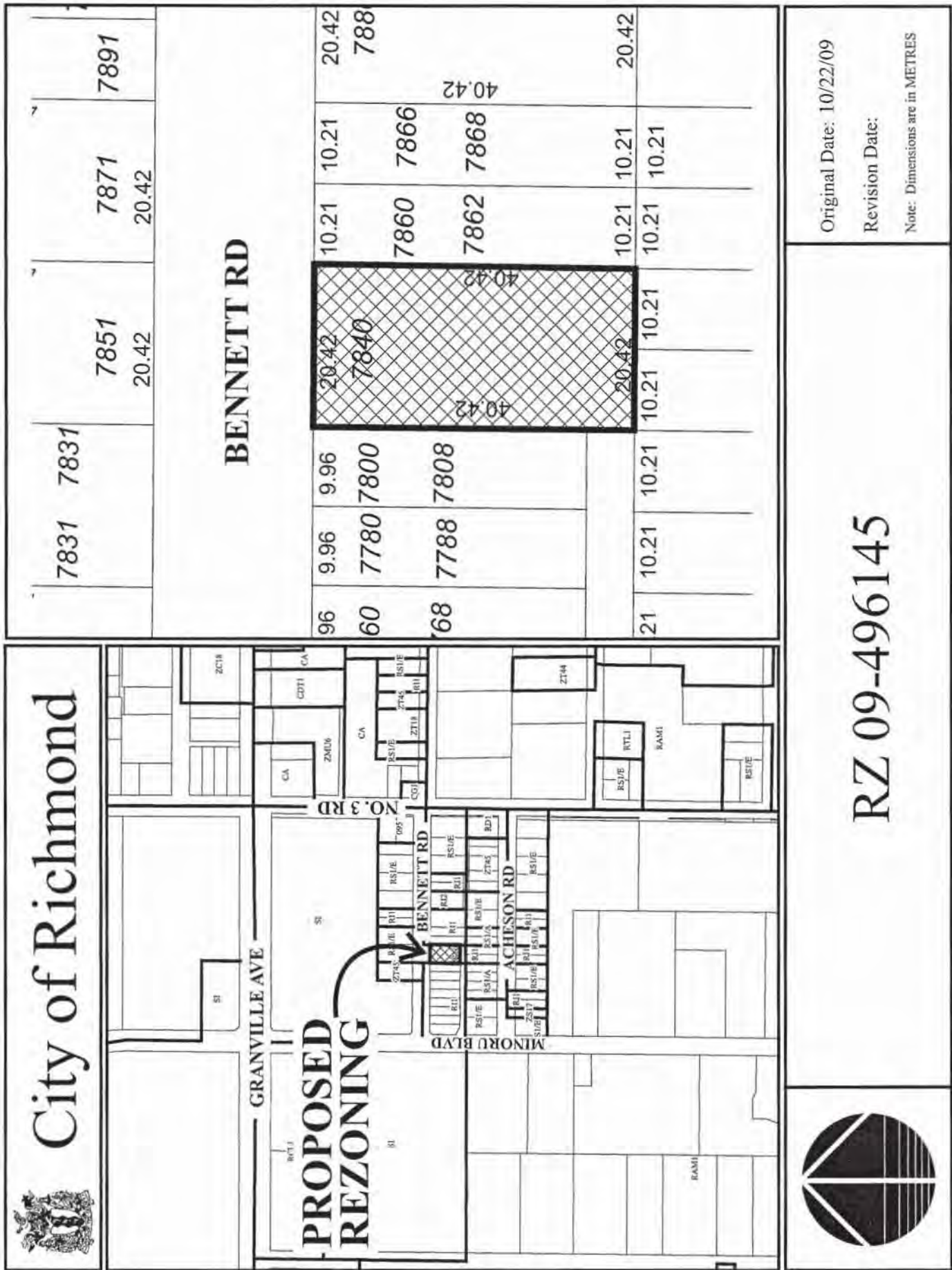
The proposal to develop two (2) front-to-back duplexes (4 units total) is consistent with the objectives of the City Centre Acheson Bennett Sub-Area Plan in terms of land use, character, and density. Overall, the project is attractive and a good fit with the neighbourhood. Further review of the project design will be required to ensure a high quality project, and will be completed as part of the future Development Permit process. On this basis, staff recommend that the proposed rezoning be approved.



Edwin Lee
Planner I
(604-276-4121)

EL:rg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Acheson Bennett Sub-Area Plan
- Attachment 5: Tree Retention Plan
- Attachment 6: Rezoning Considerations Concurrence



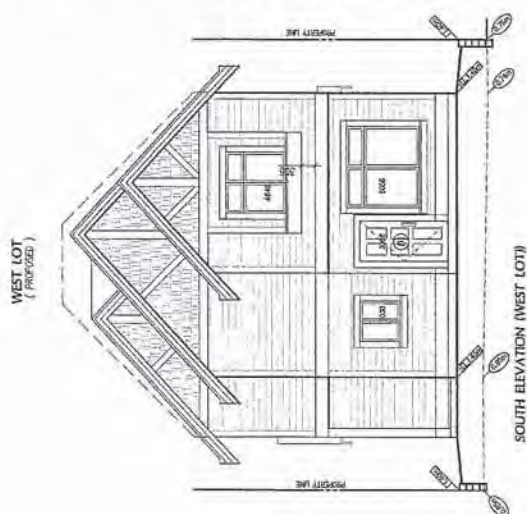
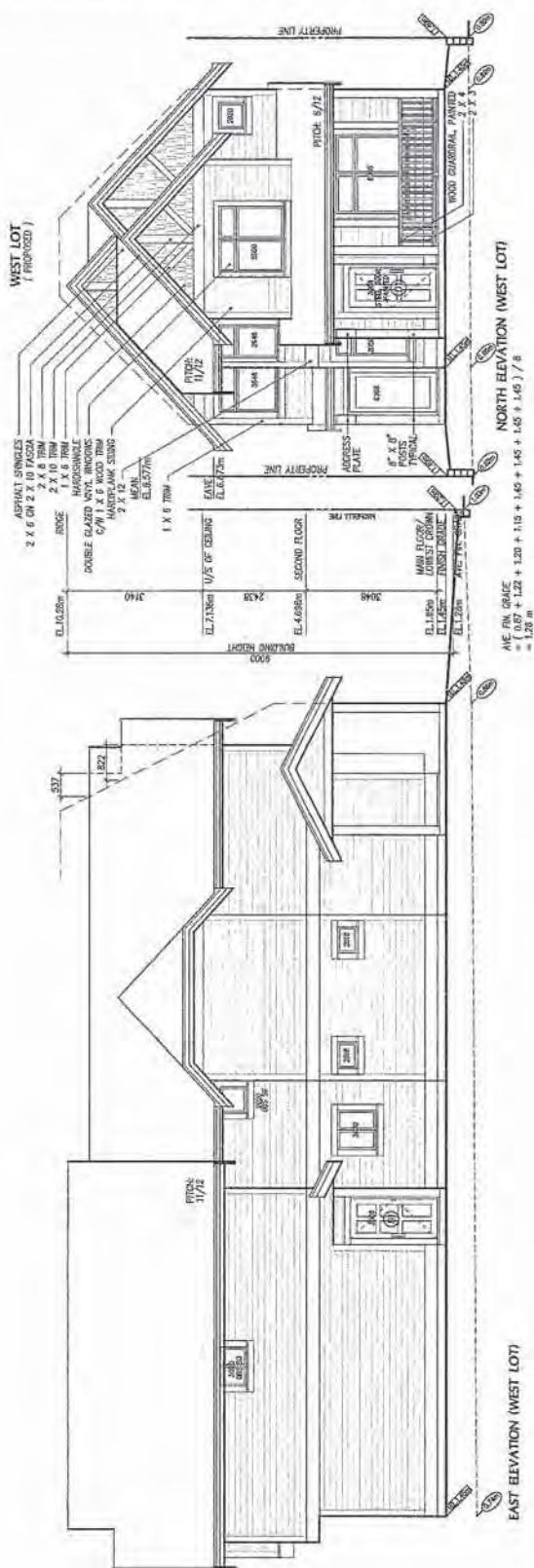


RZ 09-496145

Original Date: 10/22/09

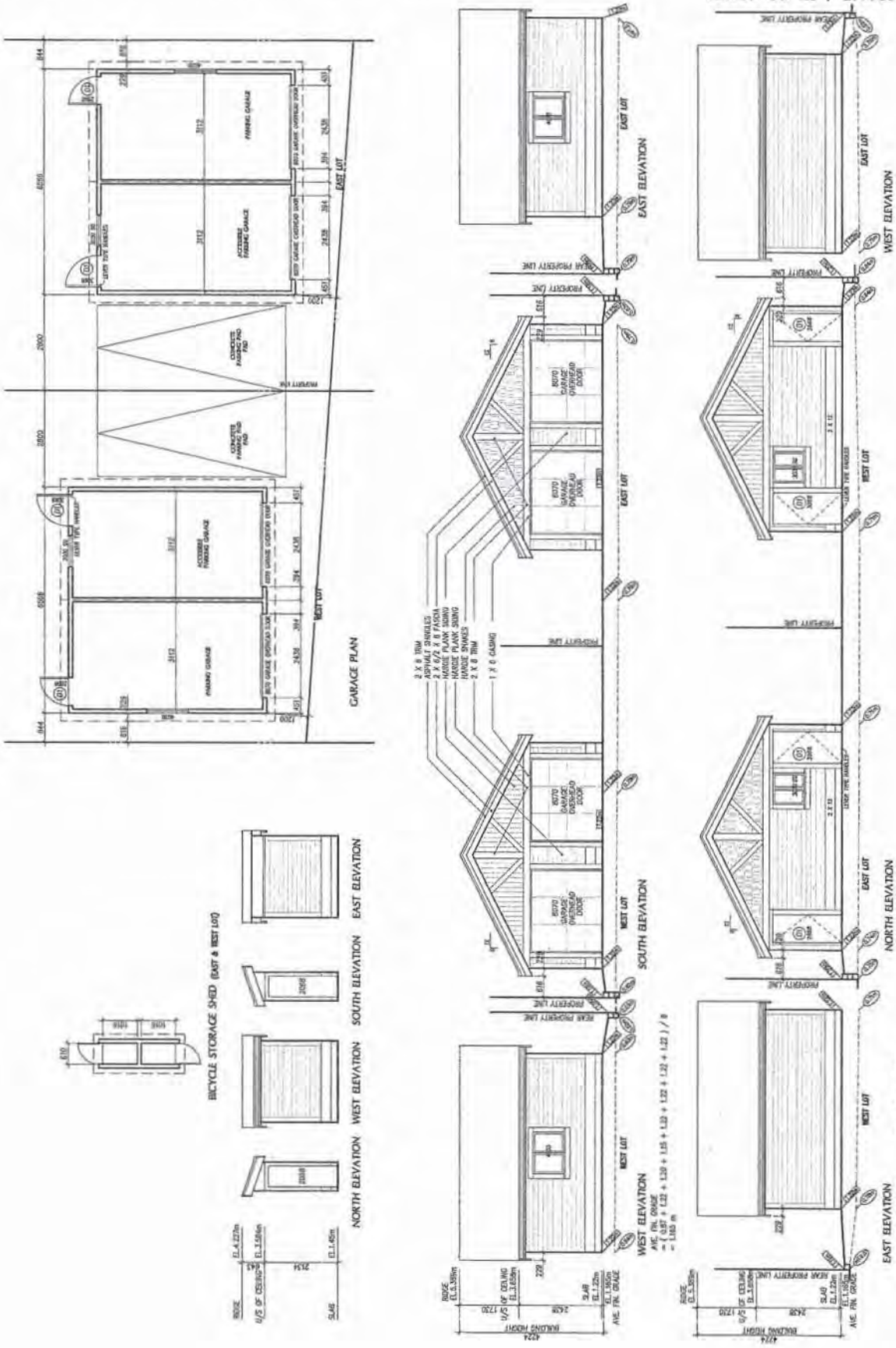
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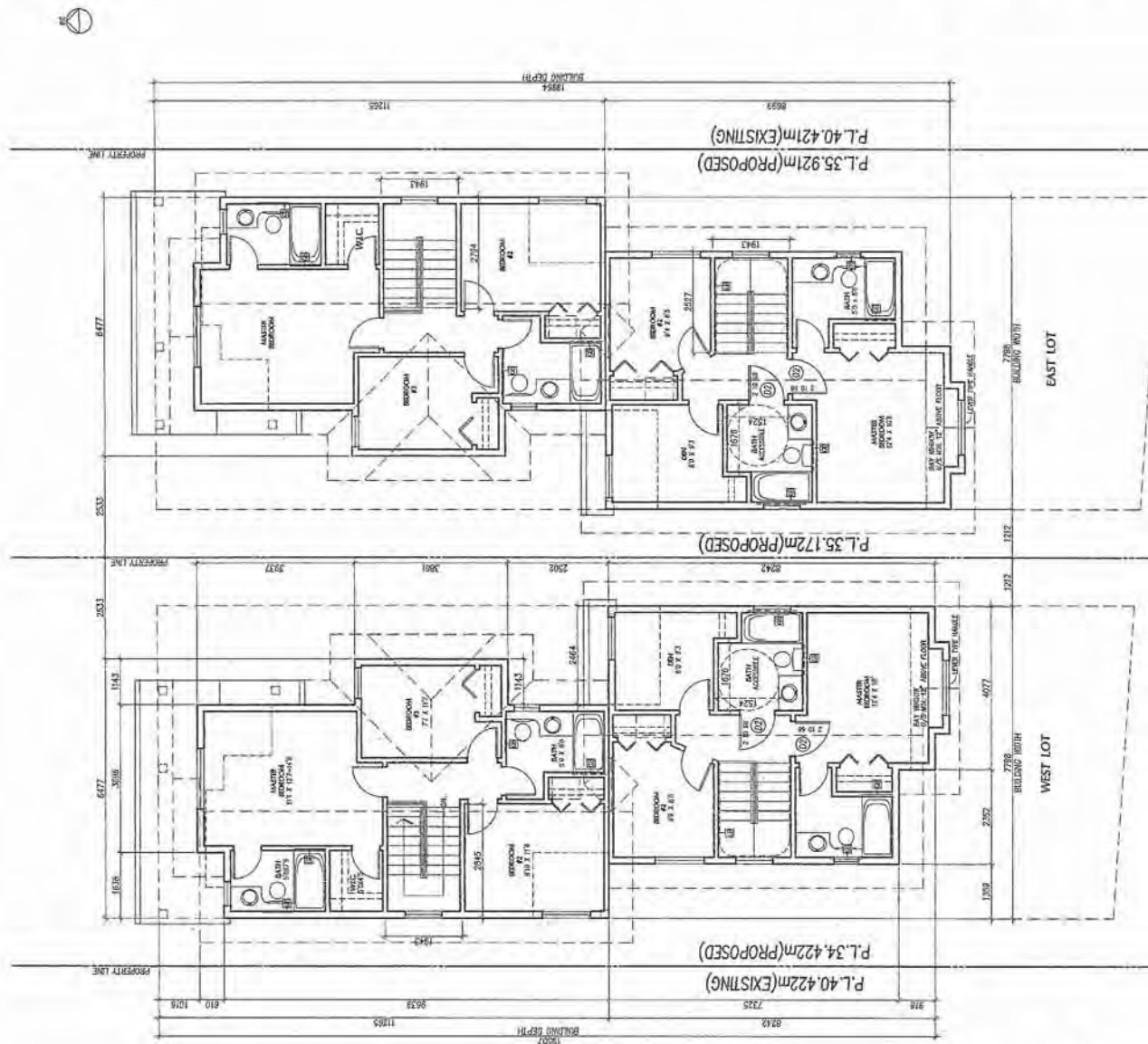
Note: Dimensions are in METRES



PLAN #5 - ELEVATIONS (WEST LOT)

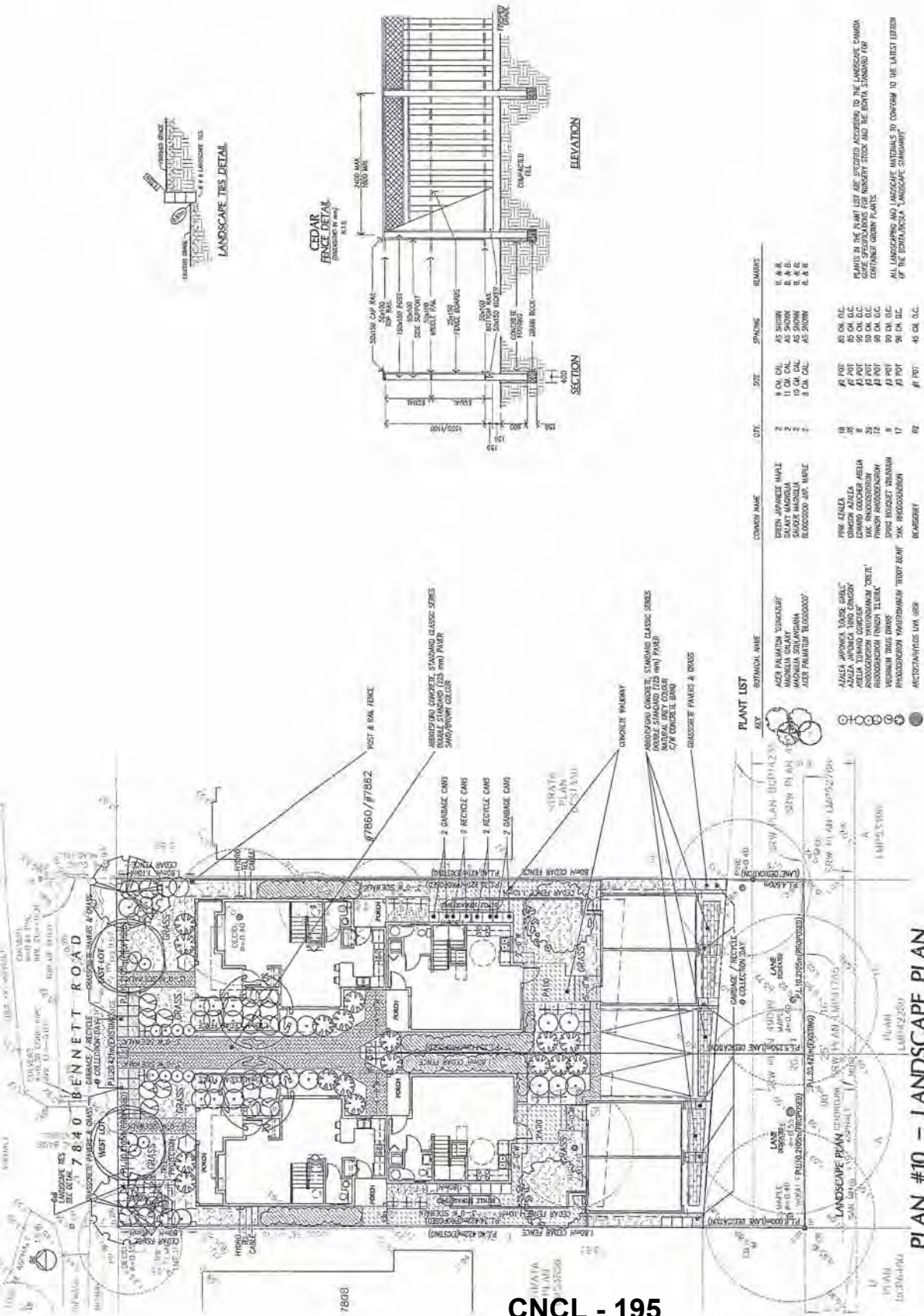
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PROVIDE LEVER TYPE HANDLES FOR
 DOORS & PLUMBING FIXTURES

PLAN #8 - SECOND FLOOR PLAN





RZ 09-496145

Attachment 3

Address: 7840 Bennett Road

Applicant: Timothy Tse

Planning Area(s): City Centre - Acheson Bennett (Schedule 2.10B)

	Existing	Proposed
Owner:	0866631 BC Ltd.	To be determined
Site Size (m ²):	824 m ²	355 m ² to 363 m ²
Land Uses:	One (1) single-family residential dwelling	Two (2) duplexes
OCP Designation:	Generalized Land Use Map – Neighbourhood Residential	No change
Area Plan Designation:	Residential (Mixed Single-Family and Small Scale Multi-Family)	No change
702 Policy Designation:	N/A	No change
Zoning:	Single Detached (RS1/E)	Infill Residential (RI2)
Number of Units:	One (1)	Four (4)
Other Designations:	N/A	No change

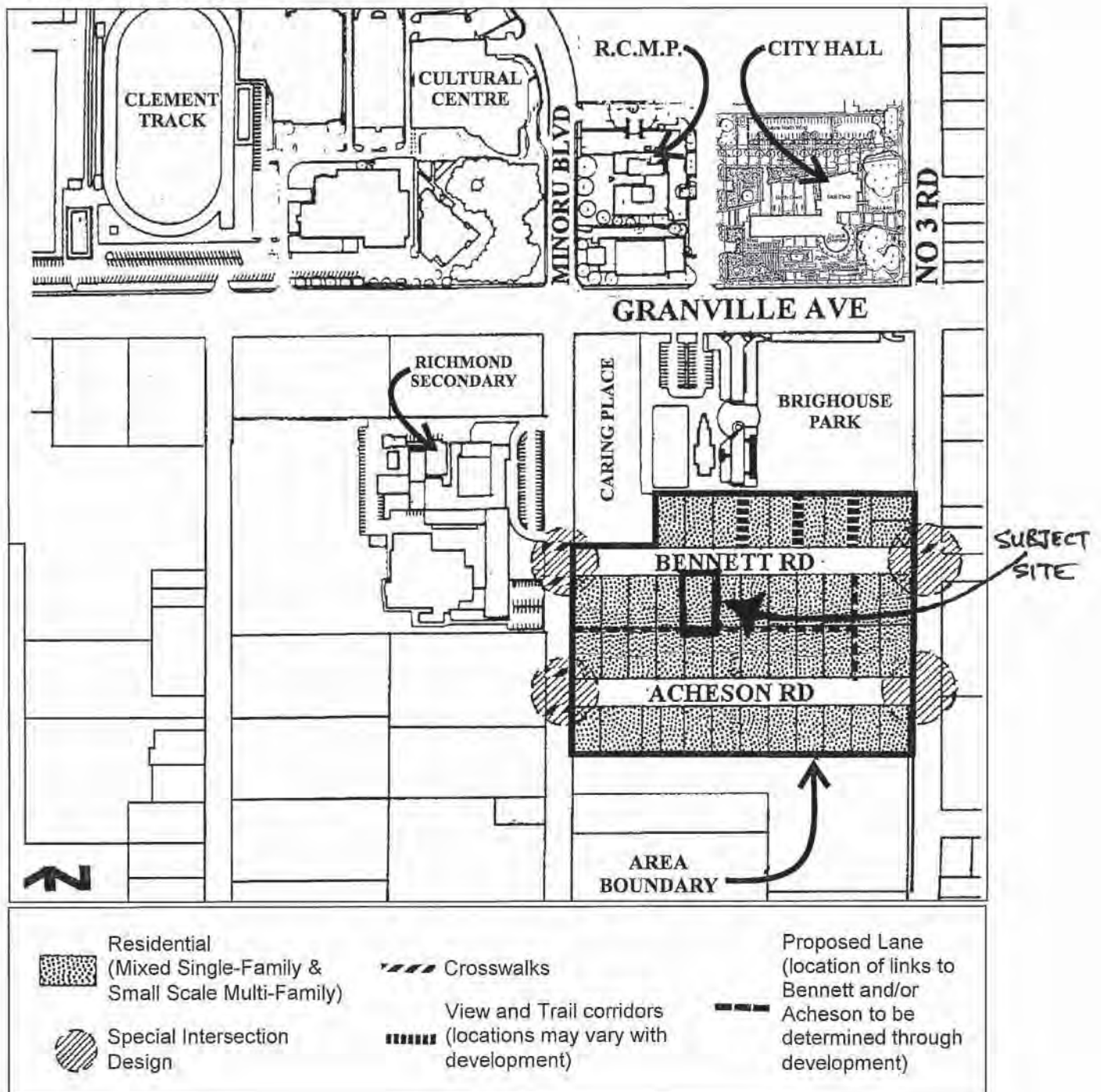
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	0.55 Max.	none permitted
Lot Coverage – Building:	Max. 45%	45% Max.	none
Lot Coverage – Buildings, structures, and non-porous	Max. 70%	70% Max.	none
Lot Coverage – Landscaping	Min. 30%	30% Min.	none
Setback – Front Yards (m):	Min. 4.5 m	4.5 m Min.	none
Setback – Side Yards (m):	Min. 1.2 m	1.2 m Min.	none
Setback – Rear Yards (m):	Min. 1.2 m	1.2 m Min.	none
Height (m):	Max. 9.0 m, but not exceed the residential vertical lot width and the residential vertical lot depth envelope	9.0 m Max.	Variance Requested – projection beyond residential vertical lot depth envelope
Lot Size (min./max.):	312 m ² /1,560 m ²	355 m ² to 363 m ²	none

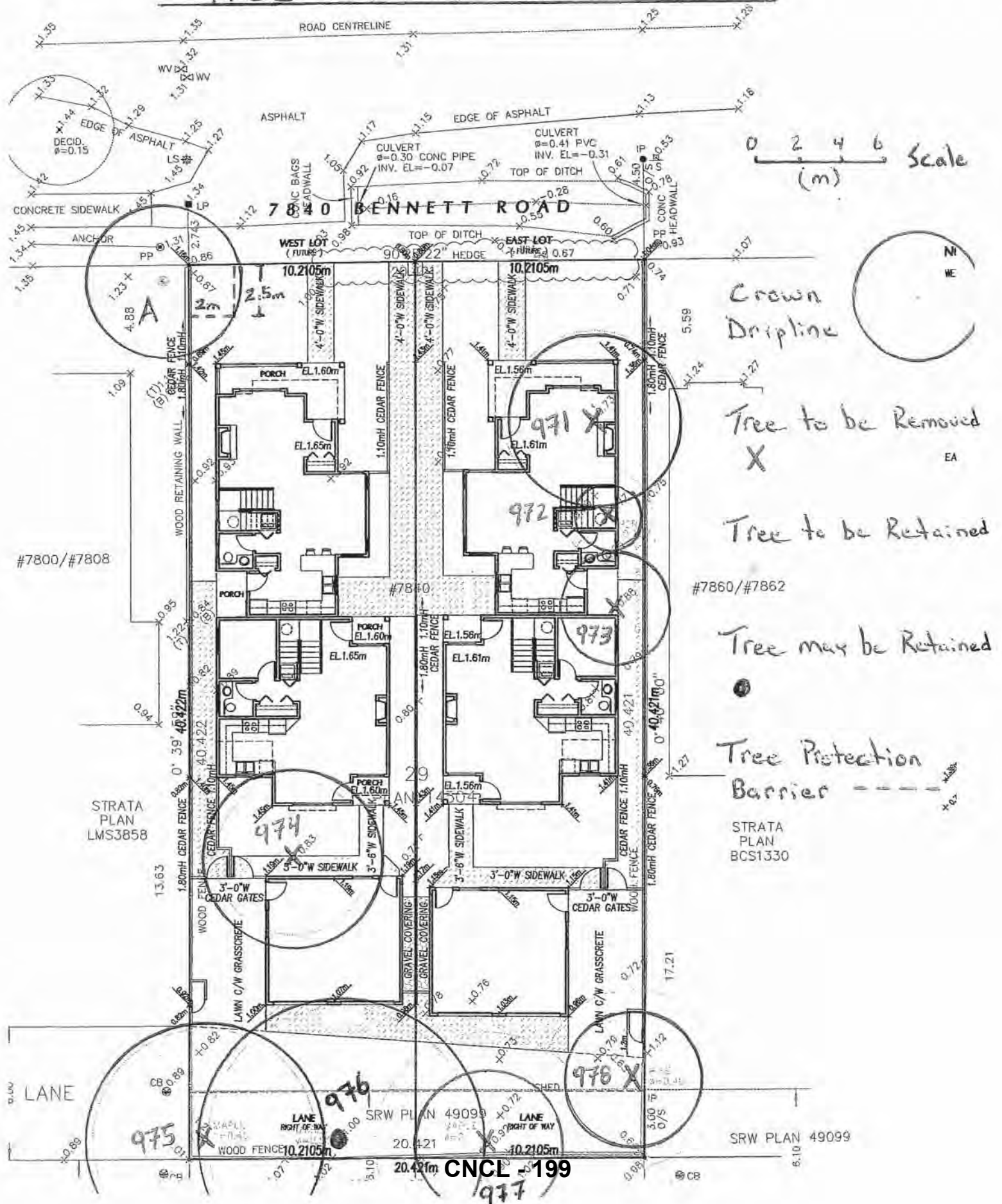
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
On-Site Parking (Residential):	1 stall per unit or 0.5 stalls per bedroom, whichever is greater	(0.5 stall per bedroom x 3 bedrooms) x 2 units = 3 stalls per lot	none
On-Site Parking (Visitor):	0.2 stalls per unit on lots containing 4 or more units	0	none

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

City of Richmond

Land Use Map







**City of
Richmond**

Rezoning Considerations

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

Address: 7840 Bennett Road

File No.: RZ 09-496145

Prior to final adoption of Zoning Amendment Bylaw 8902, the developer is required to complete the following:

1. A lane dedication along the entire south property line (6.0 m wide at the west property line, tapering to 4.5 m wide at the east property line of the site).
2. City acceptance of the developer's offer to voluntarily contribute \$4,000.00 to the City's Tree Compensation Fund for the planting of eight (8) 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 the trees to be retained on the neighbouring property to the west (at 7800/7808 Bennett Road). 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. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on title ensuring that the only means of vehicle access is to the proposed back lane and that there be no access to Bennett Road.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$8,504.00) to the City's affordable housing fund.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to a Subdivision Approval, the developer must complete the following requirements:

1. Enter into a Servicing Agreement* for the design and construction of Frontage Improvements and Lane Extension. Works include, but may not be limited to:
 - a) Frontage improvements - Storm Sewer, curb & gutter, pavement widening, 1.5m concrete sidewalk, grass & treed boulevard (to match existing to the west). Note: Design to include Water, Storm & Sanitary service connections for both lots; and
 - b) Lane Extension - Lane drainage, roll over curb and gutter, asphalt paving complete with sand/gravel base, and lane lighting.
2. Pay Development Cost Charges (City & GVS&DD), School site acquisition charge, and Address assignment fee.
3. Provide underground Hydro, Tel. & Cable to both lots. (Note: Existing underground Hydro, Tel. & Cable are capped off at the west property line of the site).

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

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

Note:

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

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

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

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8902 (RZ 09-496145)
7840 BENNETT 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 **INFILL RESIDENTIAL (RI2)**.

P.I.D. 003-666-590

Lot 29 Section 17 Block 4 North Range 6 West New Westminster District Plan 14504

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8902”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee

From: Brian J. Jackson, MCIP
Director of Development

Re: Telecommunication Antennas: Amendments to Zoning Bylaw 8500 and
Development Application Fees Bylaw 7984

To: Planning Comm. May 23, 2012
Date: May 9, 2012

File: 08-4040-01/2012-
Vol 01

Staff Recommendation

1. That the proposed "Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8904," concerning maximum heights for telecommunications antennas, be introduced and given first reading; and
2. That the proposed "Development Applications Fees Bylaw 7984, Amendment Bylaw 8905," concerning fees for Telecommunications Antenna Consultation and Siting Protocol applications, be introduced and given first, second and third readings.

Brian J. Jackson, MCIP
Director of Development

MM:blg

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

Staff Report

Origin

On February 13, 2012, Council passed the following resolution in regards to the *Telecommunication Antenna Consultation and Siting Protocol*:

That:

- (1) *The proposed Telecommunication Antenna Consultation and Siting Protocol be adopted as a Council Policy to guide the City's review of telecommunication antenna proposals and to facilitate commenting to telecommunication antenna proponents and Industry Canada under the Federal Radiocommunication Act as set out in the staff report entitled "Telecommunication Antenna Consultation and Siting Protocol" dated January 18, 2012;*
- (2) *Staff be directed to prepare the proposed amendments to Zoning Bylaw 8500 as set out in the above staff report for future consideration by Council; and*
- (3) *Staff be directed to prepare an amendment to Development Application Fee Bylaw 7984 to include an application fee to cover the cost of processing applications under the proposed Telecommunication Antenna Consultation and Siting Protocol as set out in the above staff report for future consideration by Council.*

Item 1 adopted the *Telecommunication Antenna Consultation and Siting Protocol* (Protocol) as City Policy 5045. The purpose of this Report is to address Items 2 and 3 of the above resolution.

Findings of Fact

Richmond's *Zoning Bylaw 8500* allows for "telecommunications antennas" in all zones as local governments are not empowered to prohibit telecommunication installations that are permitted and regulated under Federal jurisdictional powers. However, Section 5.13.7 of Bylaw 8500 does limit the height of "telecommunication antennas" to that of the maximum height for accessory structures and setbacks in each given zone.

The Zoning Bylaw's Agricultural and Industrial zones set a 20 m (66 ft.) maximum height for non-residential accessory structures. The Residential, Mixed-Use, Commercial and Institutional zones have a range of 9.0 m (33 ft.) to 12 m (39 ft.) for maximum heights for accessory structures with the exception of the Entertainment and Athletics (CEA) and School & Institutional Use (SI) zones that have no maximum heights for accessory structures. The Zoning Bylaw's Site Specific zones also set various maximum heights for accessory structures.

Analysis

Proposed Zoning Bylaw Changes

Following the above-noted February 13, 2012 Council referral, *Zoning Bylaw 8500, Amendment Bylaw 8904* is proposed to amend the maximum height provisions within the Zoning Bylaw in two ways:

Freestanding Antennas and Towers: Following the Council referral, a maximum height for freestanding telecommunication antennas and towers is set at 15 m (48 ft.) or the current maximum height for an accessory structure in a zone, whichever is greater. This is consistent with the 15 m (48 ft.) Industry Canada consultation exemptions for freestanding towers that are contained within the adopted City Protocol. This would allow for applicants to build small towers up to 15 m (48 ft.) throughout the City without Development Variance Permits (DVPs). Currently, some zones would require a DVP and other similar zones would not require a DVP for such antennas and towers up to 15 m (48 ft.).

Building-Mounted Antennas: An allowance for building-mounted antennas to extend 3.0 m (9.8 ft.) above the maximum building height for a zone is also being proposed. This would apply when the roof on which the antenna is attached at or within 3.0 m (9.8 ft.) of the current maximum permitted building height. This is consistent with the adopted City Protocol consultation exemption for antennas extending 3.0 m (9.8 ft.) above a building rooftop. Thus, it would allow for some small antennas to be located on buildings without DVPs being required. This provision is also provided on the basis that it does not contravene Transport Canada's YVR maximum height zoning.

It should be noted that existing legally-installed antennas and towers that exceed the above-noted proposed height provisions would be considered as legal non-conforming (grandfathered) under the Zoning Bylaw.

Proposed Application Fee

An application fee of \$2,040 for processing applications under the Protocol is proposed under *Development Application Fee Bylaw 7984, Amendment Bylaw 8905*. This fee is the same as the City's \$2,040 fee set for Temporary Use Permit (TUP) applications, but more than the \$1,530 DVP application fee. A higher fee is chosen given the level of review and public consultation requirements of the adopted City Protocol would often be closer to those undertaken for a TUP. It should be noted that the expanded Protocol consultation area (6 times tower height) for taller towers would usually involve a greater City cost than the 50 m (164 ft.) consultation radius required for DVP notification areas.

Financial Impact

While some telecommunication antenna proposals reviewed by City staff and Council may involve DVPs with their own application fees, the amendment to the *Development Application Fee Bylaw 7984* would also allow for the City to recoup the additional cost of processing Protocol applications where there is no DVP application.

Opportunities for revenue and amenities resulting from telecommunication installations in public places will be part of a negotiation process consistent with existing Municipal Access Agreements and subject to Council approval.

Conclusion

Zoning Amendment Bylaw 8904 includes a maximum height for freestanding towers and antennas of 15 m (48 ft.) or the maximum accessory structure height in a given zone, whichever is greater. Also, it is proposed that building-mounted telecommunication antennas may be allowed to extend 3.0 m (9.8 ft.) above the maximum building height permitted in the zone.

Development Application Fee Bylaw 8905 sets an application fee of \$2,040 for antennas and towers being considered under the adopted City Protocol which is in-line with other City development application fees.

In summary, these proposed amendments address the February 13, 2012 Council referral to fully implement the adopted Telecommunication Antenna Consultation and Siting Protocol.



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



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

MM:blg



**Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8904
(Telecommunications Antenna Heights)**

The Council of the City of Richmond enacts amendments to “Richmond Zoning Bylaw 8500”, as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended:

a) by deleting section 5.13.7 and replacing it with the following text:

“5.13.7 Wind turbines shall be allowed in all **zones** subject to:

- a) the maximum **height** for **accessory structures** in that **zone**;
- b) the **accessory structure** and/or **principal building yards** and **setbacks** in that **zone**;
- c) **landscaping** or other specific provisions in the **zone**; and
- d) appropriate safety and noise attenuation measures.

5.13.8 **Telecommunications antennas** shall be allowed in all **zones** subject to:

- a) freestanding towers or antennas not exceeding the specified maximum **height** for **accessory structures** in that **zone** or 15.0 m, whichever is greater;
- b) **building-mounted** antennas may extend not more than 3.0 m above the maximum **building height** for that **zone** provided **that** the roof of the **building** is at or within 3.0 m of the **maximum building height** for that **zone**;
- c) all antennas and towers meeting the **accessory structure** and/or **principal building yards** and **setbacks** in that **zone**;
- d) **landscaping** or other specific provisions in the **zone**; and
- e) compliance with any covenants or caveats registered on the title of the land which could restrict the installation of **telecommunications antennas**, including airport maximum height covenants (Property **owners** and tenants are advised to check their current certificate of title for any covenants or caveats which may be registered and affect the use of the **site**).”

This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8904**”.

FIRST READING

PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by <i>WC</i>
APPROVED by Director or Solicitor <i>GG</i>



**Development Application Fees Amendment Bylaw No. 7984,
Amendment Bylaw No. 8905**

The Council of the City of Richmond enacts amendments to “Development Application Fees Bylaw No. 7984”, as follows:

1. By renumbering subsection 1.15 as subsection 1.16.
2. By inserting the following new subsection after subsection 1.14:

“1.15 Telecommunication Antenna Consultation and Siting Protocol Fees

1.5.1 Every applicant under the Telecommunication Antenna Consultation and Siting Protocol must pay an application fee of \$2,040.”

3. By inserting the following new definition within section 2.1 immediately following the definition of **Public Hearing**:

“Telecommunication Antenna Consultation and Siting Protocol” means the current policy adopted by **City Council** that identifies the **City** process for managing consultation and providing siting guidelines for telecommunications antenna proposals under a protocol pursuant to the Federal *Radiocommunications Act*.



This Bylaw is cited as “**Development Application Fees Bylaw No. 7984, Amendment Bylaw No. 8905**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

TO PWOT - MAY 24 2012

To: Public Works and Transportation Committee

Date: April 24, 2012

From: Tom Stewart, ASCT.
Director, Public Works Operations

File: 10-6000-01/2012-Vol
01

Re: Electric Vehicle - Community Charging Infrastructure Grant Funding Opportunity

Staff Recommendation

That an application for a community electric vehicle charging plan and infrastructure grant be submitted to the Fraser Basin Council upon announcement of the availability of provincial funding for this work.

Tom Stewart, ASCT.
Director, Public Works Operations
(604-233-3301)

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
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Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks and Recreation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Facilities Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

The BC Government has established a \$17 million funding program to promote clean-energy vehicles, infrastructure, home charging stations and the BC SCRAP-IT Society. A component of this funding program is a point-of-sale incentive program, which provides up to a \$5,000 rebate on qualifying new battery electric vehicles. To date, the City has received \$15,000 in rebates through this program related to the purchase of three electric vehicles (Chevrolet Volts). The program also provides for rebates of up to \$500 to homeowners who install dedicated charging stations in their homes.

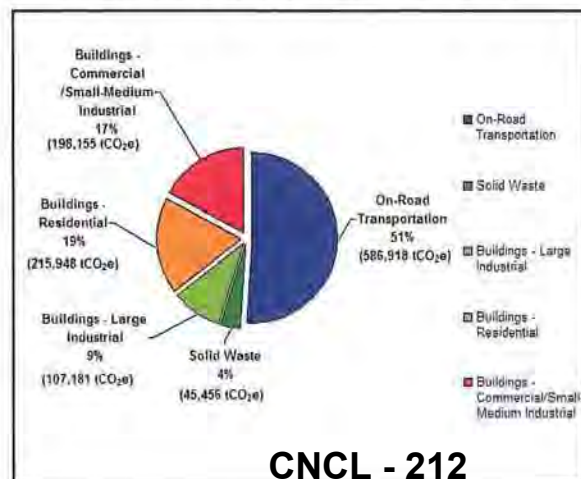
As part of the overall program, the Province recently announced a \$6.28 million funding initiative, expected in the next month, to support planning and installation of community-wide electric vehicle charging stations. The objective is to achieve 570 level two publicly-accessible charging stations throughout the province, approximately one-half of which are anticipated to be in the Metro Vancouver and Southern Vancouver Island regions -- with an allocation of approximately \$2.74 million. This portion of the funding will be managed by the Fraser Basin Council and staff have been advised that the timeline for submissions will be limited. In preparation for the funding call, this report presents a project to undertake planning for community-wide charging infrastructure, as well as installation of some initial community charging infrastructure points in Richmond. Further, the report seeks approval to apply to the infrastructure-charging fund when the funding call is announced.

Analysis

Background

Funding incentives are expected to result in 10,000 - 20,000 electric vehicles in Metro Vancouver by 2020. This would reduce greenhouse gas emissions (ghg) by an estimated 35,000 tonnes by 2020, increasing to 111,000 tonnes by 2030 (.66% - 2%) as adoption of electric vehicles increases. Growth in the electric vehicle market to 130,000 vehicles by 2030 would reduce ghg emissions by 6.5%. Personal transportation accounts for 14% of ghg emissions in the province, where in the average BC household, almost half (45.3%) of emissions come from personal cars and trucks. In Richmond, transportation accounts for approximately 50% of the community's ghg emissions (according to 2007 data):

Community GHG Emissions 2007



Currently, the price of an electric vehicle is approximately double that of a standard gasoline engine vehicle. When electricity and fuel costs are considered, an electric vehicle is approximately \$7,400 more expensive than a gasoline vehicle over a standard eight year service life. Therefore, the provincial incentive program is key to encouraging growth in electric vehicle uptake. As electric vehicle battery technology improves and the price of the battery reduces, electric vehicles will compete much more favourably.

A principal disincentive to electric vehicles is driver concern about running out of charge due to a lack of accessible charging infrastructure within their traveling range or while 'on the go'. This is commonly referred to as "range anxiety". It is expected that 80% of charging will occur at home, 18% at work and 2% while 'on the go'. Despite most charging being expected to happen at home, it will be crucial to provide access to charging infrastructure in a variety of locations to foster growth in the electric vehicle market. This is because ready access to charging points will ease driver "range anxiety" issues and encourage electric vehicles to be used for all vehicle trips. Locations such as office, retail parking lots, public spaces, park 'n rides, and commercial businesses are among the charging locations targeted by the upcoming provincial infrastructure funding program.

There are three levels of charging infrastructure. The cost and charge times are shown below. Level 2 charging infrastructure is being targeted in the upcoming funding initiative for local governments and businesses/institutions. In tandem, the province is developing a plan and implementation strategy for thirty Level 3 fast charge stations throughout the province.

	<u><i>Cost Range</i></u>	<u><i>Time to Full Charge</i></u>
• Level 1:	\$1,000 or less	12 - 20 hours
• Level 2:	\$2,000 - \$10,000	4 - 6 hours
• Level 3:	\$60,000 - \$100,000	under 30 minutes

In order to maximize the funding opportunity to the City associated with planning and installation of charging infrastructure, it is suggested that the City's grant application address both local planning and infrastructure installation, as discussed below. Staff's understanding is that funding of up to \$4,000 per charge point may be provided, or up to 75% of capital and installation costs. Greater clarity on the details of funding eligibility is expected when the funding call is announced.

Community Wide Charging Infrastructure Plan

The charging infrastructure plan would identify the broader strategy and contextual overview of potential charging infrastructure throughout Richmond. Issues such as suggested charging stations and number of charge points per station throughout the City including office, retail, public spaces, commercial and others would be part of this plan. This could include partnerships or other support to encourage installation of charging infrastructure at key businesses. The plan would be developed by retaining a consultant who would work with an inter-departmental staff team.

There are a number of best practices and considerations which would be addressed within the plan:

- To provide a greater level of confidence to electric vehicle commuters, the general best practice of 1 charge point per every 5 km of major road network is suggested.
- Locating charging infrastructure at signature sites, high pedestrian traffic areas and at locations highly visible from major roads is recommended for effective marketing and charging. Optimizing business locations and park and rides is another consideration. Key criteria relating to population density, destinations (employment, retail, community service centres), visibility and range (even distribution, major corridors), etc. are all issues which will be addressed.
- Security issues – including measures to prevent potential wire theft, vandalism, or other damage to charging infrastructure.
- Charging capacity. While the provincial funding grant targets Level 2 charging stations for communities, the plan would also address whether a fast-charge station (Level 3) might be appropriate at certain locations, i.e. City Centre, No. 5 Road/Steveston area, etc. Staff note that while the costs for Level 3 charging stations are notably high at this time, they are expected to reduce substantially or by as much as one-half. By planning early, the City can be prepared for any potential Level 3 stations once the price point makes this a cost-effective installation.
- Fees and incentives associated with charging services. There are legal limitations on the resale of electricity. As such, another category of fee would need to be identified (i.e. a parking fee) should the City wish to consider cost recovery. Alternatively, no fees could be applied. The City could also look to provide incentives (i.e. preferred parking). As part of this, it may be necessary to establish maximum time limits to allow greater access to the charge points. These issues would all be explored as part of the planning work. For example, as part of ensuring security of the charging infrastructure, it may involve collection of a deposit to allow access to the charging unit, which is immediately refunded once the plug and associated equipment is securely restored.

In addition to the issues identified above, the plan would also include practical installation guidelines and templates to provide for efficient installation of charging infrastructure. Potential business and funding models for installation would also be identified.

Information from this planning work could be incorporated into the City's broader mobility objectives per the City's sustainability framework and green fleet management strategy (e.g., targets could be set for both civic and community-wide electrical vehicle charging stations).

Regional Infrastructure Charging Network Planning

In addition to the planning work outlined in the previous section, Metro Vancouver has also canvassed municipal interest in a funding application to undertake regional planning work including mapping, education, detailed costing and other related planning activities which would

complement and support the Richmond-specific planning work outlined above. Richmond staff have advised Metro Vancouver of our interest in participating in the proposed regional planning work since it would service to complement our local planning efforts (regional mapping, shared educational resources, technical support to businesses, etc.).

Initial Community Charging Infrastructure Points

In order to kick-start installation of Level 2 charge points at key areas throughout the City, it is suggested that staff begin project planning for the installation of four charging locations at key City facilities, including potentially:

- City Hall or City Hall Precinct
- Steveston Community Centre and/or Garry Point
- Hamilton or Cambie Community Centre
- Thompson Community Centre

As part of this, staff would ensure consultation and involvement with community association and/or School District staff.

By fast tracking work on these Level 2 charge points, staff would be in a ready position to apply for funding and have key details such as specific installation locations, number of charge points per station and preliminary security features scoped out. These locations could also serve as pilots to work through any challenges and help to gauge uptake/demand. Installation of these Level 2 charge points could also serve as showcase initiatives, demonstrating City Council's leadership role in helping to promote community use of low emission vehicles and as part of meeting Council's community ghg emission reduction targets (e.g. 33% reduction from 2007 levels by 2020 and 80% reduction by 2050).

In addition to the proposed project to install charge points at City facilities, it should be noted that the provision of electric vehicle charging stations is also actively being incorporated into development requirements as one of the Transportation Demand (TDM) measures. Over the last few years, several major developments have committed to equipping 10%-30% of the on-site parking spaces with 120V (Level 1) and 240V (Level 2) electric service for vehicle plug-ins with conduits, circuit breakers, wiring (actual outlets to be provided later by strata owners) which will result in a total of 660 parking stalls capable of being retrofitted readily as individual charging stations. As part of the OCP update, it is expected that the provision of electric vehicle stations would be included as a new OCP policy so that electric vehicle stations would be incorporated as part of standard requirements in all future major developments.

Funding Plan

The estimated cost of the infrastructure plan and installation project is \$90,000. An additional level funding submission for this amount will be submitted for Council's consideration as part of 2011 surplus allocation. If the City is successful in obtaining provincial funding associated with

this program and depending on the level of funding provided, between \$20,000-\$36,000 could be rebated through grants.

Should surplus funding not be approved the City would not be bound by the grant program.

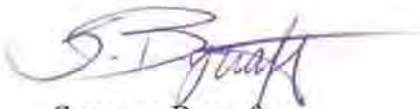
Financial Impact

None. Should Council support the staff recommendations, staff will have the authority and support required to submit a grant funding application.

Conclusion

Provincial funding opportunities are being made available to residents, local governments, businesses and institutions to foster growth in clean energy vehicles to help meet provincial emission reduction targets. A new funding call under the Community Infrastructure Charging Program for the development of approximately 285 charging points in Metro Vancouver is expected to be issued shortly, to be managed by the Fraser Basin Council. This report presents a proposed submission that would include a community wide charging infrastructure plan, as well as initial installation of four electric vehicle charging infrastructure stations at City-owned facilities. It is proposed that the City seek grant funding through the Fraser Basin Council to offset a portion of the cost of this work.

The City has undertaken a number of measures to acquire fuel efficient vehicles, including the recent acquisition of three electric vehicles. The planning and infrastructure project as outlined in this report would further showcase the City's leadership role in promoting sustainable transportation choices in the community and supporting progress toward Council adopted sustainability targets.



Suzanne Bycraft
Manager, Fleet & Environmental Programs
(604-233-3338)

SJB:



City of Richmond

Report to Committee

TO POT - MAY 24 2012

To: Public Works and Transportation Committee

Date: April 25, 2012

From: Tom Stewart, ASCT.
Director, Public Works Operations

File: 10-6370-01/2012-Vol
01

Re: **Report 2011: Recycling and Solid Waste Management - Together We're Making Change Happen**

Staff Recommendation

That the "2011 Recycling and Solid Waste Management - Together We're Making Change Happen" annual report be endorsed and made available to the community through the City's website and other communication medium.

Tom Stewart, ASCT.
Director, Public Works Operations
(604-233-3301)

Att. 1

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

Staff Report

Origin

The City has established a waste diversion target of 70% by 2015, aspiring to 80% by 2020 in accordance with the regional Integrated Solid Waste and Resource Management Plan (ISWRMP). In addition, Council has established the Solid Waste Strategic Program as a key aspect of the corporate Sustainability Framework, with the overarching goal of a “Recycling Smart City, where excellence in recycling and solid waste management is continuously pursued to ensure waste generation is minimized and reuse, recycling and material recovery opportunities are maximized and accessible for the community”. The 70% waste diversion target is a key target within the Sustainability Framework and is one of ten sustainability targets that has been adopted by Council.

In order to track progress and report back to the community with an annual outlook on our programs, the *Report 2011: Recycling and Solid Waste Management – Together We're Making Change Happen* is presented (**Attachment 1**). This report highlights Richmond's comprehensive programs to support residential recycling, public spaces recycling, litter control and responsible waste management, as well as related partner programs to facilitate safe disposal of special waste items and recycling through take-back programs.

Analysis

The City offers a progressive suite of recycling services and educational outreach programs to make recycling easy and convenient for residents, while at the same time, promoting waste reduction and reuse opportunities. Through these programs, residents in single-family homes are now recycling 55% of their waste, up 5% over prior years. Collectively, all residents, including those in single-family, townhouses and apartments are recycling 50% of their waste. As highlighted in the City's 2011 progress report, the City's efforts have ensured that despite population growth, our overall waste disposal is decreasing, i.e. since 2009, the population has increased from 193,505 to 199,141 residents; yet garbage disposed has decreased from 68,300 tonnes to 61,100 tonnes over the same period.

The *Report 2011: Recycling & Solid Waste Management – Together We're Making Change Happen* highlights key accomplishments including:

- Development of the Solid Waste Strategic Program as a component of the City's Corporate Sustainability Framework.
- A public spaces recycling pilot program, “Go!Recycle” – At Home or on the Go, Recycle! in the Steveston Business District, Garry Point Park, Hugh Boyd Park and Steveston Community Centre areas.
- A pilot food scraps recycling program for townhomes, i.e. the “Green Cart” program.
- Expanded collection services at the City's Recycling Depot.
- Increased recycling rates for residents in single-family homes, i.e. to 55%.

Proposed Communication

Subject to Council approval, the *Report 2011: Recycling and Solid Waste Management* will be posted on the City's website and made available through various communication tools including social media channels and as part of community outreach initiatives.

Report Overview

The 2011 report contains five chapters that summarize outcomes and accomplishments in current waste management and recycling services, public education/community outreach programs, and partnership programs. The report highlights Richmond's outlook for future initiatives and includes a comprehensive tips and resources section. The report content includes useful information such as what recycled materials are used for as new resources, tips for residents and did you know facts to facilitate understanding of the importance of waste diversion and increased participation in recycling programs.

A summary overview of each chapter follows.

Chapter 1: Annual Outlook – Let's get to 70% Diversion is an overview of the accomplishments towards the City's goals and new programs implemented in 2011. The Annual Outlook also provides the context for the need to divert waste and the related policies and strategies in place to support achieving these goals. This overview features the importance of Richmond's sustainability initiatives and provides linkages to how recycling and solid waste management support these objectives. As well, the Annual Outlook provides a brief summary of the new initiatives and service targets for the upcoming year.

Chapter 2: Programs and Services – Delivering Excellence in Recycling and Waste Management describes the City's comprehensive recycling and waste reduction initiatives and highlights how each program contributes to overall diversion targets and sustainability goals. Details on the quantities collected through programs such as Blue Box, Blue Cart, the Recycling Depot, Yard Trimmings Drop Off, Green Can, the Green Cart Pilot Project and the Go!Recycle program are provided. This section also includes helpful information on tipping fee trends, materials which are banned or prohibited from disposal and measures the City takes to promote recycling space in commercial and multi-family buildings.

Chapter 3: Outreach and Customer Service – Supporting Awareness and Education presents the City's commitment to support waste reduction and reuse by providing residents information and education through workshops and displays. Our extensive public education and community outreach initiatives aim to raise awareness and foster sustainable behaviours where recycling and waste reduction practices become a way of life. Free workshops on composting, waste reduction, eco-cleaning, reuse and more are offered throughout the year, as are outreach displays at various events. City staff partner with the Richmond School District to engage both high school and elementary school students to promote sustainable stewardship behaviours. City staff members mentor the High School Green Teams by hosting information-sharing meetings and coordinating Green Team volunteers at community events.

Chapter 4: Working in Partnership – To Improve Waste Management provides an overview of the City of Richmond’s many partners in the community and the region. Working together, the City and its partners strive to raise awareness of safe disposal drop-off options for hazardous materials that are banned or prohibited from landfills, and to promote waste reduction and recycling efforts. This section also describes product categories under existing take-back programs and associated stewardship agencies as well as products being considered for expanded recycling.

Chapter 5: Tips and Resources – provides a comprehensive guide to recycling. This chapter includes specific information on how and what to recycle in the City’s Blue Box, Blue Cart and Green Can Programs. There is information on how to compost at home, the items accepted for recycling at Richmond’s Recycling Depot, what to do with many household items ranging from flower pots to recyclable mattresses and box-springs. The resources section also includes information on what to do with special waste items and banned materials, including recycling and disposal options through take-back programs. There is also contact information and locations for Richmond services and community partners involved in stewardship programs.

Moving Forward

As the City continues to grow and expand our services to further advance toward 70% waste diversion, key focus areas going forward include:

- Enhance and expand recycling opportunities through options such as an Eco-Centre.
- Expand public spaces recycling, i.e. at City facilities, events and other streetscapes.
- Explore initiatives to increase recycling in multi-family, mixed use and potentially the commercial sector.
- Expand food scraps recycling for residents in multi-family developments.
- Expand communications to increase participation in existing and emerging recycling programs.
- Continue involvement in regional planning and implementation efforts for the ISWRMP.

Financial Impact

None.

Conclusion

Through the *Report 2011: Recycling and Solid Waste Management – Together We’re Making Change Happen* annual report, The City is providing its residents with a progress report of the many recycling and waste management programs and activities delivered in the community. The report also serves as a comprehensive resource and guide that supports recycling, reuse and reduction activities throughout the year. By tracking progress towards its goals for waste diversion and reporting this to the community, the City is demonstrating Richmond’s commitment to responsive services, responsible government and accessible information and communication.

April 25, 2012

- 5 -

A handwritten signature in dark ink, appearing to read 'S. Bycraft', with a stylized flourish at the end.

Suzanne Bycraft
Manager, Fleet & Environmental Programs
(604-233-3338)

City of Richmond

REPORT 2011

RECYCLING AND SOLID WASTE MANAGEMENT



**TOWARDS 70% DIVERSION —
TOGETHER, WE'RE MAKING
CHANGE HAPPEN**

Let's trim our waste

CNCL - 222

**LET'S
TRIM
OUR
WASTE!**

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**TOGETHER,
WE'RE GOING
TO REACH
OUR GOAL**

ANNUAL OUTLOOK

LET'S GET TO 70% DIVERSION!

TOGETHER, WE'RE MAKING CHANGE HAPPEN

In Richmond, we take pride in our community, strive to protect the environment and work together towards improving our City for future generations. Residents demonstrate this community culture in multiple ways, ranging from volunteering to recycling and responsible waste management. The City of Richmond supports residents through programs and services, and together we're making change happen.

Over the past 10 years, Richmond has consistently tracked a trend towards increasing recycling. Richmond's Council recognizes the importance of these steps towards waste diversion and the importance of achieving the City's vision to be a sustainable community. To help support this trend, Richmond's Council has consistently approved new programs such as public spaces recycling and Green Can food scraps recycling. Programs like these make it easy to increase recycling at home and when on the go in the community. Equally important is the trend towards reduced waste overall. Richmond's goal is to divert waste by 70% in 2015, aspiring to 80% by 2020, and this will be achieved through a combination of increased recycling and reduced waste being generated. It is notable that the amount of waste going to landfill in 2011 was *lower* than 2010 and recycling was at about the same level. This indicates an important new step in Richmond's waste management — an overall reduction of waste being disposed.

Reducing waste is critical for advancing overall sustainability. It preserves resources and supports long-term supply. It also helps reduce greenhouse gas emissions and decrease climate change impacts. In addition, responsible waste management helps ensure that toxic materials are managed appropriately to protect the health and safety of people and the natural environment.

Richmond recognizes the importance of supporting residents in their efforts to use less and recycle more and has incorporated solid waste as priority goal in the City's Sustainability Framework. The Framework sets a solid waste goal to be a "Recycling Smart City" where excellence in recycling and solid waste management is continuously pursued to ensure waste generation is minimized and reuse, recycling and material recovery opportunities are maximized and accessible for the community.

The Framework embeds the 70% community-wide waste diversion target and includes a commitment to develop a corporate waste reduction target to help the City measure how, as a business, its own actions are contributing to the larger community target. The corporate target will also help the City reduce its own resource consumption, corporate carbon footprint and operational expenditures.



THREE EASY STEPS

Richmond can achieve its targets with the help of community commitment to these three easy steps to reduce waste:

1 REDUCE

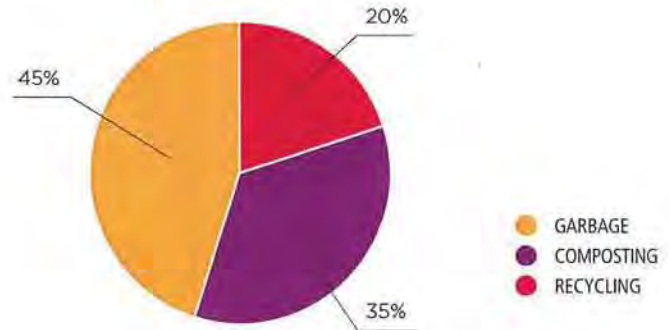
BE CHOOSY WHEN YOU SHOP — SELECT PRODUCTS WITH MINIMAL OR NO PACKAGING AND ITEMS THAT CAN BE RECYCLED.

2 REUSE

DONATE BEFORE YOU DISPOSE — CONSIDER DONATING OR SELLING GENTLY USED PRODUCTS. SEE TIPS AND RESOURCES FOR A LIST OF SERVICES AVAILABLE TO MAKE IT EASY TO REUSE PRODUCTS.

3 RECYCLE

RAMP UP RECYCLING — EXPAND YOUR RECYCLING TO INCLUDE FOOD SCRAPS AND OTHER RECYCLABLE MATERIALS ACCEPTED THROUGH RICHMOND'S COLLECTION SERVICES, RECYCLING DEPOT AND TAKE BACK PROGRAMS.

SINGLE-FAMILY WASTE DIVERSION 2011: 55%

The City's programs and services combined with community commitment to recycling are evident. Richmond's overall residential recycling is at 50%, significantly higher than the national average of 30%. The rate of recycling for single-family is even higher at 55%. In 2011, the City implemented key initiatives such as the Green Cart Pilot Project for townhomes and the region's first private/public organization partnership for public spaces recycling. The City's pilot public spaces recycling program helped to reduce waste disposed in the pilot area by 35%. The number of beverage containers found in the waste stream was reduced by 27%. Building on the successful introduction of food scraps recycling through the Green Can program in 2010, there is also an increase in the total recycled tonnage coming from Green Can use in 2011.

Looking ahead to 2012 through to 2015, Richmond will be working with residents to achieve the additional 20% reduction needed to reach its target of 70% diversion.

This involves making full use of the existing services by encouraging residents to be consistent about recycling when they are at home or in the community. While food scraps recycling is increasing, the Green Can is still a relatively new service and there is room to expand the use of this program in single-family homes, as well as the potential for Green Cart service to townhomes and other multi-family residents. Other enhanced services to divert waste include a centralized recycling facility such as an Eco-Centre and more options to recycle in public spaces. There are also opportunities to partner with product stewards to bring expanded recycling services to the community. Richmond works with these stewardship partners to promote more industry take back programs where product stewardship partners in the community accept products such as hazardous waste for recycling or proper disposal.

RICHMOND'S SUSTAINABILITY FRAMEWORK

Richmond's Sustainability Framework is designed to bring together the City's individual components of sustainability into a unified and coherent program, including the Solid Waste Strategic Program. The Framework captures the multiple actions at various levels throughout the organization to provide a 'one-stop' overview of the City's activities as they relate to achieving sustainability. It also serves to collate and develop performance-based targets and establish an overall system for measuring and reporting progress across the many objectives of sustainability. By having the targets clearly defined in one place, the City will be able to maximize opportunities for collective and multi-objective based action.

On January 25, 2010, Council adopted the conceptual structure for the Sustainability Framework which identified nine goal areas that span across the full breadth of sustainability, and on April 26, 2010, Council adopted the City's Corporate Sustainability Policy – the first major component of the Sustainability Framework. This Policy provides an overall vision of sustainability and establishes overarching sustainability principles to help guide City decision-making and activities. Since 2010, the City has been developing strategic action programs and targets for meeting its sustainability goals. To date, the City has developed 10 sustainability targets. These include the 70% diversion target by 2015 as well as a 33% greenhouse gas emission reduction target by 2020 and a 10% community-wide energy use reduction by 2020.



Encouraging increased recycling with existing services is essential to successfully achieving reduction targets. At the same time, Richmond is also looking at building on the success of its services:

- GOAL** Enhance and expand recycling opportunities through options such as an Eco-Centre and expanded public spaces recycling
- GOAL** Expand initiatives to increase recycling in multi-family, mixed use and potentially commercial sector
- GOAL** Expand food scraps recycling to residents in multi-family developments
- GOAL** Expand communications to increase participation in existing and emerging recycling programs
- GOAL** Involvement in regional planning and implementation efforts for ISWRMP

WASTE GOING TO LANDFILL: SINGLE FAMILY AND TOWNHOUSES THROUGH CITY OF RICHMOND COLLECTION SERVICES



With half of waste generated by residents already being diverted from landfill, Richmond is now working with residents to increase recycling of yard trimmings and food scraps, expand use of take back programs and apply other waste reduction measures to achieve an additional 20% diversion.

Let's get to 70% waste diversion together, by trimming our waste through recycling, reduced consumption and reuse of products.

TOWARDS OUR GOALS

Together, the City and Richmond's community can achieve our goal for responsible and effective waste management and we'll establish a legacy that will benefit our community today and in the future.

2011 ACCOMPLISHMENTS

In this 2011 report, Richmond's continued progress in recycling and waste management is highlighted through progress charts on overall recycling program usage, diversion rates showing the amount of waste going to landfill and through recycling programs, and the multiple opportunities, programs and resources available to further support success in reducing waste in Richmond. There is also a comprehensive tips and resources section that provides a convenient guide for recycling throughout the year.

The following are some of the key accomplishments in 2011:

- 1 Developed** Strategic Framework for Solid Waste and Recycling Program
See Annual Outlook, page 4.
- 2 Conducted** a successful Public Spaces Recycling Pilot Program – "Go! Recycle" At Home or On the Go, Recycle!
See Public Spaces Recycling, page 24.
- 3 Implemented** Green Cart Pilot Program
See Green Cart Pilot Program, page 19.
- 4 Enhanced** Environmental Outreach Program
See Outreach and Customer Service, page 27.
- 5 Expanded** Collection Service at City's Recycling Depot to accept small appliances for recycling.
See Recycling Depot Program, page 14.
- 6 Responded** to more than 8,400 service requests relating to garbage and recycling via the Environmental Programs Information Line.
See Customer Service, page 29.
- 7 Implemented** dedicated service for litter and recycling collection to ensure the Canada Line and No. 3 Road remain attractive and appealing gateways to the city.
See Customer Service, page 29.
- 8 Distributed** over 172 compost bins, 10,574 Garbage Tags, and 668 Garbage Disposal Vouchers out of the City's Recycling Depot.
See Recycling Depot Services, page 14.
- 9 Collected** over 3,994 loads of litter from City parks, school grounds and streetscapes. Serviced more than 4,552 containers and approximately 1,687 acres of parkland and City spaces each week, with services to high-profile areas being provided 7 days per week.
See Litter Collection Services, page 22.
- 10 Conducted** a "Clean Up Your Act Make Richmond Sparkle" contest that challenges schools to be litter-free. Awards for "Always Sparkle" and "Sparkle" were given to Whiteside and Spul'u'kwuks Elementary schools who were judged to have the best litter-free performance by the City's litter staff.
See Outreach and Customer Service, page 29.
- 11 Promoted** City, regional and partner recycling service options, including the weRecycle mobile app for quick access to recycling and take back locations, and reuse and sharing sites to help reduce waste.
See Working In Partnership, page 33.



THANK YOU

Our thanks and appreciation go to Richmond residents for recycling and reducing waste in our community.

Every time you make the choice to recycle, you're helping us achieve our goal to be a Recycling Smart City. We value the steps being taken by residents to take responsibility for recycling and make it a way of life. As a City, we will continue to support your commitment to trim our waste by delivering programs that are convenient and easy to use.

We encourage all residents to make full use of the many recycling programs and services available. By making a few changes and keeping recyclable materials out of the garbage, we will achieve our objective to divert another 20% of waste from the landfill.

Together, we can build on our success as we make change happen and turn waste into resources.

Let's Trim Our Waste!

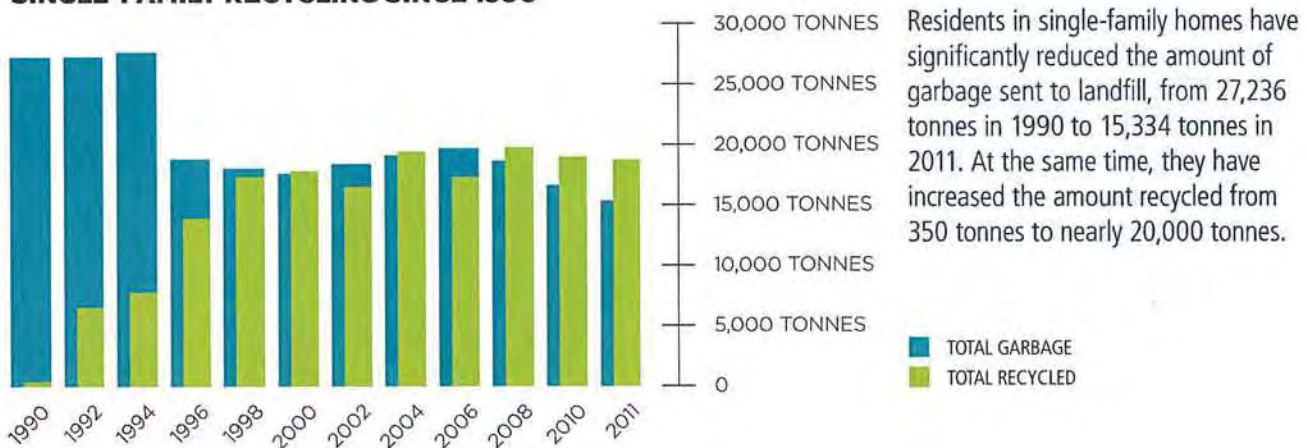
**IT'S EASIER
THAN EVER TO
MAKE CHANGE
HAPPEN!**

PROGRAMS AND SERVICES

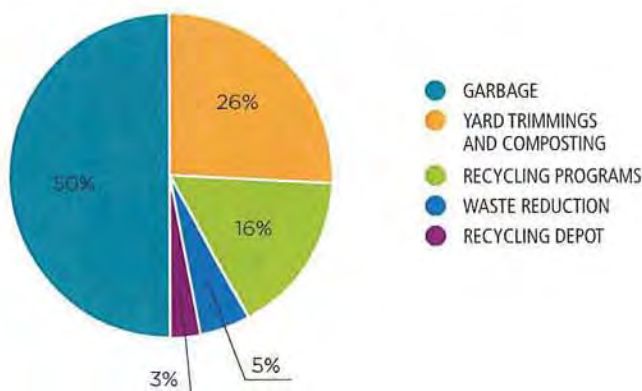
DELIVERING EXCELLENCE IN RECYCLING AND WASTE MANAGEMENT

Richmond residents care about their community and are making recycling a way of life. By taking advantage of Richmond's comprehensive recycling and waste management services, collectively residents are consistently recycling half of their waste. Even with continued population growth, there is a downward trend in the amount of waste going into landfills, which indicates that residents are both recycling more and using less. This partnership approach to recycling and waste management is a formula for long-term success as Richmond works towards its goal to divert 70% of its waste from landfill by 2015.

SINGLE-FAMILY RECYCLING SINCE 1990



RICHMOND RESIDENTIAL RECYCLING



All residents, including those in townhomes and multi-family residences, are collectively recycling 50% of total residential waste through the many programs and services offered by the City, including our Recycling Depot, waste reduction education programs, recycling programs, and yard and composting programs.



RESIDENTIAL RECYCLING PROGRAMS

With weekly collection services, drop off programs, public spaces recycling and community take back programs, it's easy and convenient to recycle in Richmond. Richmond offers residents a range of services to support recycling at home and on the go.

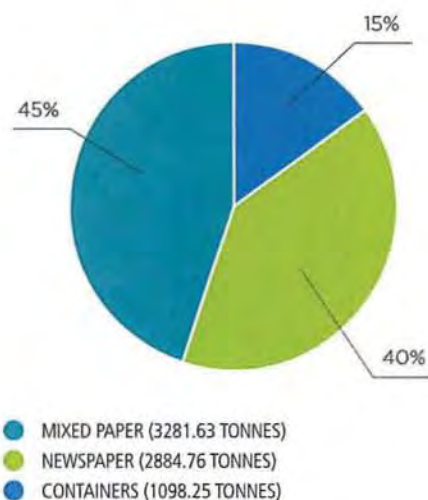
BLUE BOX RECYCLING PROGRAM

The Blue Box Recycling Program provides convenient collection services in the community. Residents in single-family homes and some townhome complexes use City-provided blue boxes, blue bags and yellow bags to recycle newspaper, paper products and cardboard along with tin, aluminium, and glass food and rigid plastic containers (♻️♻️♻️). Nearly 40,000 residential units are serviced with weekly collection under this program.

In 2011, more than 7,200 tonnes of materials were recycled in the Blue Box program. Of this, 45% was mixed paper, 40% was newspaper and 15% was co-mingled containers.

Items that can be recycled through this program are listed in the Tips and Resources section of this publication and at www.richmond.ca/recycle.

BLUE BOX RECYCLING MIX



BLUE CART RECYCLING PROGRAM

People who live in multi-family complexes can recycle the same products as residents who use the Blue Box program through the City's Blue Cart Recycling Program. The City provides recycling carts for a mini recycling depot at each complex, which are generally located in the garbage enclosure or other convenient location. This service is currently available to over 27,000 multi-family units, and the City has information tools such as Blue Cart decals, posters and brochures that are offered to stratas and property managers to help raise awareness and increase participation.

In 2011, nearly 2,400 tonnes of materials were recycled through the Blue Cart Recycling Program.

For a detailed list of items that can be recycled through the Blue Cart recycling program see the Tips and Resources section or visit www.richmond.ca/recycle.



TIP FOR RESIDENTS

Residents can pick up a complimentary blue box and yellow and blue bag supplies at the Richmond Recycling Depot and City Hall, or order them online at www.richmond.ca/recycle.

Residents in multi-family complexes with Blue Cart service can pick up an indoor collection bag at Richmond Recycling Depot or order a bag online at www.richmond.ca/recycle.



2,400 TONNES

+



7,200 TONNES

=

**9,600 TONNES
RECYCLED PER YEAR**



TURNING WASTE INTO RESOURCES








FROM WASTE...	INTO RESOURCES!
ALUMINIUM CANS	New cans, foil, pie plates, window frames and automotive components
TIN CANS	New tin cans, cutlery, appliances and razor blades
NEWSPRINT	New newspapers, newspaper inserts, flyers and telephone directories as well as tissue paper, paper towels, egg cartons, cereal boxes and shoe boxes
GLASS CONTAINERS	New glass containers, fiberglass insulation, kitchen tiles, reflective paint and aggregate for construction projects
CARDBOARD	New glass containers, fiberglass insulation, kitchen tiles, reflective paint and aggregate for construction projects
PLASTIC CONTAINERS	<ul style="list-style-type: none"> ♻️ : Bottles, clothing and carpet ♻️ : Picnic tables, drainage pipes and oil bottles ♻️ : Bags, trash cans and paneling ♻️ : Flower pots and pallets

DID YOU KNOW?

It takes 100 years for a tin can and 500 years for an aluminium can to breakdown in a landfill and the energy saved from recycling an aluminium can could run your television for three hours. But it only takes 60 days for an aluminium can to be recycled, refilled and back on the shelves.

PLASTIC RECYCLING GUIDE

The following table outlines the types of recycling symbols used for plastics.

CODE	DESCRIPTION	TYPICAL PRODUCTS	RECYCLED PRODUCTS
 PETE	POLYETHYLENE TEREPHTHALATE Clear and tough with the ability to contain carbon dioxide. Most commonly recycled plastic in North America.	<ul style="list-style-type: none"> • Soft drink bottles • Peanut butter jars • Liquor bottles 	<ul style="list-style-type: none"> • Pullover sweatshirts • Pillow stuffing • Carpet backing
 HDPE	HIGH DENSITY POLYETHYLENE Excellent protective qualities and very strong. Second most recycled plastic in North America.	<ul style="list-style-type: none"> • Milk or juice jugs • Motor oils • Shampoo or bleach bottles 	<ul style="list-style-type: none"> • Plastic lumber • Blue boxes & compost bins • Consumer bottles
 V	POLYVINYL CHLORIDE Clear. Extensive use in construction industry. NOT ACCEPTED	<ul style="list-style-type: none"> • Wrapping for meat • Water bottles • Siding, doors, frames 	<ul style="list-style-type: none"> • Drainage pipes • Cable insulation
 LDPE	LOW DENSITY POLYETHYLENE Flexible and strong. Most commonly used in flexible plastic film. Note: The City of Richmond accepts hard plastic LDPE. The City does not accept soft plastics such as plastic film or grocery bags.	<ul style="list-style-type: none"> • Bread bags • Milk pouches • Grocery bags 	<ul style="list-style-type: none"> • Plastic lumber (playgrounds) • Compost bins
 PP	POLYPROPYLENE Strong with a high melting point. Good for packaging 'hot-filled' products.	<ul style="list-style-type: none"> • Syrup and ketchup bottles • Appliance parts • Luggage 	<ul style="list-style-type: none"> • Ice scrapers • Industrial packing cases • Automotive battery cases
 PS	POLYSTYRENE Clear, can be 'foamed' and provides excellent insulation and protection. NOT ACCEPTED	<ul style="list-style-type: none"> • Foam cups • Compact disk cases • Filler in concrete forms 	<ul style="list-style-type: none"> • Cassette & CD cases • Office accessories
 OTHER	OTHER Includes other resins, composites and laminates. NOT ACCEPTED	<ul style="list-style-type: none"> • Safety glasses • Automotive tail lights 	<ul style="list-style-type: none"> • Picnic tables • Outdoor signs



DID YOU KNOW?

It takes one million years for a plastic bottle to breakdown in a landfill, yet four, 2-litre plastic bottles can be recycled into one t-shirt, filling for a ski jacket and two ball caps.



TIP FOR RESIDENTS

Residents can purchase compost bins, extra Garbage Tags and Garbage Disposal Vouchers at the Richmond Recycling Depot. Garbage Disposal Vouchers that cost \$5 for Richmond residents are worth \$20 at the Vancouver Landfill.

Rain barrels and compost bins are also available for purchase at the Recycling Depot.

RECYCLING DEPOT PROGRAM

The Recycling Depot is conveniently located at 5555 Lynas Lane and is open from 9:00 a.m. – 6:15 p.m., Wednesday to Sunday. This facility accepts a wide range of materials including cardboard, yard and garden trimmings, mixed paper, newspapers and now also accepts fluorescent lights and cooking oil. The facility also accepts large appliances (e.g. fridges, stoves, washing machines) metal items (bike frames, barbecues, lawn mowers), glass bottles, jars, tin and aluminium cans, paints, pesticides and solvents.

RECYCLING DEPOT SERVICES

The Recycling Depot is owned and operated by the City of Richmond, with two full-time staff and additional staff support in the summer months to manage increased recycling volumes. Staff on site are available to answer questions and provide assistance with unloading awkward or heavy items. The Recycling Depot is a Provincial Product Stewardship (Take Back) collection site for small appliances, paints, solvents, flammable liquids, pesticides and fluorescent lamps. For more information on Product Stewardship, see the Working in Partnership section.



2009

USED COOKING OIL
AND ANIMAL FAT



2010

COMPACT FLUORESCENT LAMPS
(CFLs) INCLUDING FLUORESCENT
LIGHTS AND TUBES



2011

SMALL APPLIANCES

RECENT ADDITIONS TO THE RECYCLING DEPOT DROP OFF PROGRAM

In 2011, Richmond expanded its drop off program to include free drop off of small electrical and battery-operated appliances. This includes more than 120 different types of appliance products, such as unwanted old or broken vacuum cleaners, toasters, microwaves, electrical toothbrushes and a host of other electrical appliances.

For a full list of items that can be recycled at the Recycling Depot, please see Tips and Resources.

2011 Customer Service Highlights
In 2011, the Recycling Depot distributed:

172
COMPOST BINS

10,574
GARBAGE TAGS

668 GARBAGE
DISPOSAL VOUCHERS

RECYCLING DEPOT — MATERIALS AND AMOUNTS COLLECTED

2011 RECYCLING DEPOT COLLECTION	
COLLECTED THROUGH TAKE BACK PROGRAM	AMOUNT RECYCLED
Paint	278,208 equivalent litres
Aerosols	2,625 equivalent litres
Solvents & Pesticides	12,960 equivalent litres
Small Appliances (Started October 2011)	10 tonnes
Compact Fluorescent Lamps (CFLs) Recycling	
CFLs	40 boxes
4' tubes	289 boxes
8' tubes	51 boxes

DEPOT RECYCLING: BREAKDOWN OF MATERIALS COLLECTED IN 2011

In 2011, 1,782.58 tonnes of paper, metal and containers were collected at the Recycling Depot. Yard trimmings are also collected at the Recycling Depot, see Yard Trimmings Drop-Off Programs on page 17 for more information.

TURNING WASTE INTO RESOURCES

FROM WASTE...	INTO RESOURCES!
ELECTRONICS LIKE COMPUTERS, PRINTERS AND TELEVISIONS	Raw materials for new electronic products
SMALL APPLIANCES	Materials like glass, plastic, metal and aluminium are separated and sold as new commodities for new products
BATTERIES	Materials like metals are separated and used for new batteries and stainless steel
PAINTS	Reused through Paint Exchange Program, reprocessed into paint and coating products, raw material in recycled concrete and Portland cement

MAGAZINES: 62.59
 PLASTICS: 34.39
 TIN CANS: 32.56
 GLASS: 21.32
 ALUMINUM: 13.18

SCRAP METAL: 885.56

MIXED PAPER: 337.84

CARDBOARD: 225.17

NEWSPRINT: 169.97

TOTAL TONNAGE: 1782.58



COMPOSTING PROGRAMS

Composting is a simple and organic process that can reduce household waste by up to 40%—significantly reducing the amount of waste that goes to the landfill. Fruit and vegetable peelings, along with grass, leaves and other yard trimmings can be added to a compost bin. In addition, composted matter produces a very nutrient-rich soil to keep lawns and gardens healthy.

BACKYARD COMPOST BIN DISTRIBUTION PROGRAM

The City of Richmond supports composting by providing free composting workshops from January to November, which include information on backyard and worm composting and how to harvest compost. The City offers compost bins for sale at the Recycling Depot for \$25.00 each. Backyard composting is the most effective way to dispose of fruit and vegetable peelings, eggshells, coffee grounds, filters, tea bags and yard trimming materials. Since this program started in 1992, over 10,200 compost bins have been distributed, resulting in annual waste reduction of over 3,000 tonnes.

Additional tips and information on composting are provided in the Tips and Resources section and at www.richmond.ca/recycle.

COMPOST DEMONSTRATION PROJECT

To help residents learn about backyard composting, the City offers a Compost Demonstration area in the Terra Nova Rural Park Centre located at 2631 Westminster Highway just west of No.1 Road. It is open from dawn to dusk year-round, and residents are encouraged to take a self-guided tour to learn about different types of compost bins and the benefits of composting.

DID YOU KNOW?

The Compost Hotline at 604-736-2250 offers tips and advice on how to compost and use the nutrient-rich soil for home gardens. Compost from yard trimmings drop off programs and through the Green Can collection is sold for use in the agricultural industry.

Composting is a great way to turn waste into a valuable resource. The composting cycle takes food scraps and yard trimmings and turns them into nutrient-rich soil. Richmond residents are generating their own compost to enrich their garden soil. With over 10,200 bins sold, home composting helps to divert more than 3,000 tonnes of green materials from the garbage disposal system each year.

YARD TRIMMINGS DROP-OFF PROGRAMS

ECO-WASTE INDUSTRIES

The City offers residents the option to drop off unlimited quantities of yard and garden trimmings for free at Ecowaste Industries located at 15111 Triangle Road. Proof of Richmond residency is required.

Visit ecowaste.com or call 604-277-1410 for hours of operation and directions.

RECYCLING DEPOT

Residents may drop off limited quantities of yard and garden trimmings (up to 1 cubic yard) at the City's Recycling Depot. A fee of \$20 applies for each additional cubic yard. Commercial operators may also use the Recycling Depot for dropping off of trimmings for a fee of \$20 per each cubic yard. The Recycling Depot is conveniently located at 5555 Lynas Lane and is open from 9:00 a.m. – 6:15 p.m., Wednesday to Sunday.

For a detailed list of all items that can be recycled at the Depot, please refer to the Tips and Resources section.

DROP OFF TONNAGE 2011

In 2011, 2,750.94 tonnes of yard trimming were collected at the Recycling Depot and through the Ecowaste drop off program.



Through the Green Can program, over 9,900 tonnes of food scraps and yard trimmings were collected in 2011, and total garbage volumes collected from single-family homes went down by nearly 1,300 tonnes.

GREEN CAN PROGRAM

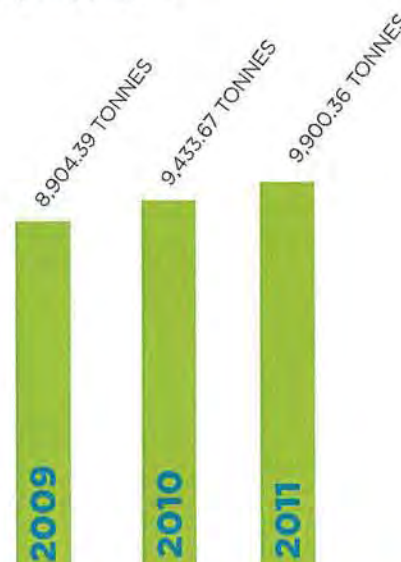
Food scraps and yard trimmings represent about 40% of household waste, and Richmond residents have multiple options to turn these materials into a valuable resource. The Green Can program for single-family homes and the recent Green Cart Pilot Project make it easy and convenient to recycle food scraps and yard trimmings.

Richmond's Green Can program for single-family residences is a convenient service to divert organics such as food scraps and yard trimmings from the landfill. Food scraps are one of the remaining recyclable items still found in garbage, and they will likely become a banned item in future as these materials are a valuable recycling resource. By changing habits to shift food scraps from garbage into the Green Can, residents are helping to achieve our goal to divert waste by 70% by 2015. When combined, food scraps and yard trimmings represent approximately 40% of generated waste, and when recycled, these materials are composted into valuable nutrients for soil.

Through the City's Green Can program, residents can recycle fruit and vegetable scraps, coffee and tea grounds, meat, bones and other food scraps, pizza boxes, lawn and yard trimmings. Residents use 80 L or smaller containers with Green Can decals provided by the City, as well as paper yard waste bags for yard trimmings. Residents can place unlimited amounts of Green Cans, paper yard waste bags or tied bundles for collection each week. There is a 20 kg (44 lbs) weight limit, and no plastic is permitted as it affects the quality of the compost. The materials collected are delivered to Fraser Richmond Soil and Fibre where they are composted to produce a nutrient-rich soil product.

YARD TRIMMINGS AND FOOD SCRAPS RECYCLING 2011

Yard trimmings and food scraps recycling is steadily increasing since the introduction of the food scraps recycling program.



EMPOWERING ORGANICS

WHERE RICHMOND'S FOOD SCRAPS AND YARD TRIMMINGS ARE SENT FOR COMPOSTING



Harvest Power's new anaerobic digester under construction.

Richmond sends its yard trimmings and food scraps to Fraser Richmond Soil and Fibre, a composting facility off No. 8 Road owned and operated by Harvest Power. The company is constructing an Energy Garden, also known as an anaerobic digester, that uses naturally occurring microorganisms to turn approximately 27,000 tonnes of organic materials – yard trimmings and food scraps – into biogas, which is then converted into electricity and heat. The Energy Garden is completely enclosed and uses negative airflow and biofilters to minimize odours. After two weeks in the digester, the organic materials are removed, further composted, and returned to local farms and gardens for soil revitalization. Construction of the Energy Garden is expected to be complete by fall of 2012.

GREEN CART PILOT PROGRAM

Richmond is exploring options to expand recycling programs to include more townhomes and other multi-family complexes. The Green Cart Pilot Project implemented in 2011 is an important step towards offering recycling collection for yard trimmings and food scraps. This nine-month food scraps collection pilot program was delivered to approximately 3,200 townhome units (75 complexes). The program focused on bin types and service options to provide this enhanced recycling to townhomes and included feedback from residents on what works best.

Selected residents were able to recycle kitchen food scraps as well as yard and garden trimmings. As part of the program evaluation, a survey and an online discussion forum were introduced exclusively for participating townhomes to use during this pilot. The online forum was used to ask questions, share experiences and find information and tips about using Green Carts.

The results and evaluations from the pilot program are now being used to develop recommendations for implementing a Green Cart program for townhomes and other multi-family residences in Richmond.

GREEN CART PILOT PROGRAM

Yard trimmings and food scraps recycling is steadily increasing since the introduction of the food scraps recycling program.

11.29 kg AVERAGE COLLECTED
PER MONTH, PER TOWNHOUSE

GREEN CART HAS COLLECTED **323** TONNES
OVER NINE MONTHS!

DID YOU KNOW?

With half of waste generated by residents already being diverted from landfill, Richmond is now working with residents to increase recycling of yard trimmings and food scraps, expanded use of take back programs and other waste reduction measures to achieve an additional 20% diversion.



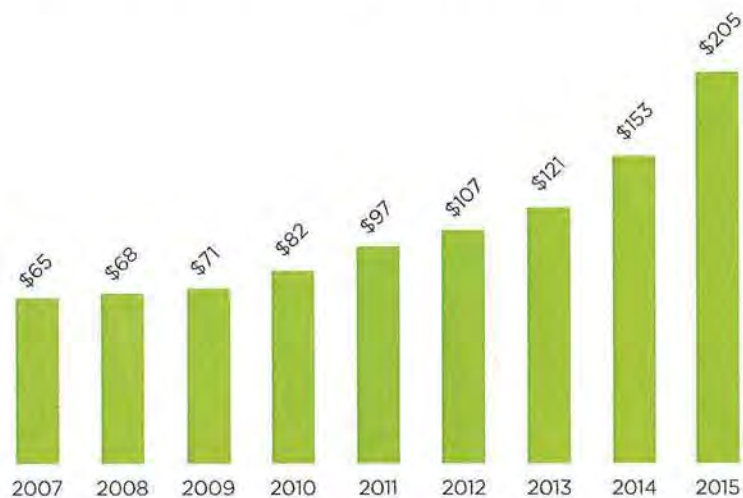
9,900 TONNES



323 TONNES



**10,223 TONNES
OF FOOD SCRAPS
& YARD TRIMMINGS
DIVERTED FROM
LANDFILL!**

TIPPING FEES, CURRENT AND PROJECTED, PER TONNE

Tipping fees have increased by almost 50% since 2007, and are expected to rise to more than \$200/tonne by 2015.

RESPONSIBLE WASTE MANAGEMENT

Landfill space is filling up quickly and Richmond's population is expected to grow to 282,000 by 2041, which continues to put pressure on limited facilities and the need for responsible waste management. In addition, disposing of garbage is becoming much more expensive. Tipping fees are expected to increase to over \$200/tonne by 2015. With these considerable increases in cost, the importance of trimming our waste to achieve 70% waste reduction by 2015 is becoming critical for our environment and for cost management.

Keeping waste down and diverting recyclable materials is one way to achieve waste management goals. Richmond also encourages waste reduction through user-pay initiatives such as a maximum number of garbage containers collected each week (e.g. two-can limit for single-family homes) along with manufacturer return programs for items such as electronics, tires, beverage containers and many other items. There are bans at the landfill that help to divert recyclable and hazardous materials, and Richmond works with residents, business and industry to promote recycling and take back programs. Through these programs and efforts, Richmond is trimming its waste and working towards its goal to see 70% of all waste being diverted from the landfill by 2015.

DID YOU KNOW?

Richmond Residents may purchase a Garbage Disposal Voucher for \$5.00 at all City facilities and these vouchers are good for \$20.00 at the Vancouver Landfill. There is a limit of one per household per year.

CURBSIDE COLLECTION SERVICES

The City of Richmond provides weekly garbage collection services for all single-family homes and some townhome developments. In providing these services, the City has aimed to strike a realistic balance between meeting its recycling goals while enabling residents to have reasonable means to dispose of garbage by implementing a two-can limit each week for curbside collection. Additional garbage cans may be put out, but each extra container or bag must display a tag that can be purchased at City facilities for \$2.00. Certain items, such as hazardous waste materials and those items that can be recycled, are prohibited from garbage bins.

DEALING WITH HAZARDOUS WASTE

The careless handling of hazardous products can cause serious injury as well as damage to the environment. Hazardous products that are dumped in sewers or green spaces can kill or injure livestock, wildlife and plant life. Careful and often specialized disposal is essential for these materials.

Many common hazardous household and automotive products must be recycled or disposed through special depots.

Please visit www.richmond.ca/recycle for more information.

BANNED AND PROHIBITED MATERIALS

There are certain materials that Metro Vancouver disposal facilities do not accept, either because there are already disposal programs set up for these items, or because they are hazardous to waste collection workers, the public and the environment. In 2010, recyclable mattresses and box springs were banned from landfill and it is anticipated that food scraps will soon be added to these bans as food scrap recycling programs expand in municipalities in the Metro Vancouver region.

At disposal sites, garbage loads are inspected for banned and prohibited materials. Loads that arrive at the disposal sites containing prohibited materials are assessed a \$50 minimum surcharge, plus the cost of removal, clean-up or remediation. Loads containing banned materials are assessed a 50% tipping fee surcharge.

DID YOU KNOW?

Used mattresses are sometimes being illegally dumped in the community, and most of these mattresses could easily be recycled. Residents can take them to Recyc-Mattress Inc. in Langley (604-856-8383), Pacific Mattress Recycling Inc. in Burnaby (604-973-0183) or Canadian Mattress Recycling Inc. on Annacis Island (604-777-0324). (Please call for information on pick up charges and recycling rates.)


BANNED/PROHIBITED FROM LANDFILL

EXAMPLES OF MATERIALS

Please refer to the Tips and Resources section for ways to safely dispose of these materials or call RCBC at 604-RECYCLE (732-9253).

- | | | |
|---|--|---|
| • Asbestos | • Gypsum | • Oil containers, oil filters, paint products, solvents and flammable liquids |
| • Automobile bodies and parts | • Hazardous waste | • Metal household or commercial appliances |
| • Batteries | • Inert fill materials including soil, sod, gravel, concrete and asphalt in quantities exceeding 0.5 cubic metres per load | • Pesticide products |
| • Barrels or drums in excess of 205 litres (45 gallons) | • Lead acid batteries | • Pharmaceuticals |
| • Clean or treated wood exceeding 2.5 metres in length | • Liquids and sludge | • Propane tanks |
| • Electronics and electrical products (limited) | • Recyclable Mattresses | • Thermostats |
| • Fluorescent lights | | • Tires |

BANNED MATERIALS THAT CAN BE RECYCLED

- | | | |
|-----------------------------|--|------------------------------|
| • Corrugated cardboard | • Containers made of glass, metal or banned recycled plastic  | • Mattresses and box springs |
| • Recyclable paper | • Beverage containers (all except milk cartons) | |
| • Yard and garden trimmings | | |

For a list of Banned and Prohibited Materials, please visit www.metrovancouver.org/services/solidwaste/disposal/Pages/bannedmaterials.aspx



LITTER COLLECTION SERVICES

Maintaining a litter-free city is a challenge given the number of people using public spaces in Richmond. The City of Richmond has made efforts to ensure that there are garbage cans, and in many cases recycling options, in public spaces throughout the city. In addition, City crews work seven days a week to collect litter from parks, school grounds, roadsides, sidewalks and boulevards. They also empty garbage from approximately 4,500 City litter and recycling receptacles in the community each week, and assist with removing graffiti from City garbage cans. As well, they collect illegally-dumped materials found on City property and provide safe disposal and recycling of these items. Together, these measures help to support a safe and appealing community.

DID YOU KNOW?

Richmond collects over 3,994 loads of litter and recycling, manages more than 4,552 containers in public areas and provides services to keep approximately 1,687 acres of parkland and City spaces clean and litter free each week, with services to high-profile areas being provided 7 days per week.

Recycling is most successful when it's simple and convenient. For commercial buildings and multi-family complexes, recycling can be made easier by design. Richmond has developed guidelines to help ensure commercial buildings and multi-family complexes are designed with accessible, centralized and well-organized recycling facilities. Meeting these standards helps Richmond take recycling to a new level by creating new opportunities to trim our waste and turn recyclable materials into resources.

COMMERCIAL BUILDING GUIDELINES

Effective garbage and recycling management at commercial buildings is most successful when these facilities are integrated into the design and operations of the building or site. To support this, the City of Richmond has developed commercial building guidelines that are outlined in the City of Richmond Design Considerations for Commercial Properties Recycling and Garbage. These guidelines assist designers and developers of commercial buildings in three key areas:

- the design of storage facilities for garbage and recycling;
- selection of containers for garbage and recycling; and
- planning of access for both tenants and collection service providers.

These guidelines help commercial property owners by giving general advice for meeting City regulations and suggesting goals for effective garbage and recycling programs. This information is provided as a resource and should be used with, not in place of, all applicable building codes, City standards and other relevant legislation.

For more information, visit www.richmond.ca/recycle.

MULTI-FAMILY BUILDING GUIDELINES

All multi-family residential and mixed-use buildings in Richmond require adequate storage for garbage and recycling, and these storage areas must meet Building Code Regulations. At the same time, garbage and recycling collection at multi-family and mixed-use buildings is an area where there is potential for future expansion and improvement.

As an important foundation, the City of Richmond has developed Multi-family Building Guidelines to help support consistent standards at all buildings. The guidelines include information such as basic service requirements, container access for residents and collection, and maximum container size. The information is provided as a convenient source of information, and property owners are responsible for ensuring they meet all applicable building codes, City standards and other relevant legislation.

For more information, visit www.richmond.ca/recycle.

AT HOME OR ON THE GO, RECYCLE!



PUBLIC SPACES RECYCLING

With Richmond's new public spaces recycling program, there are a growing number of recycling bins throughout the community to make it easy and convenient to recycle while on the go.

Richmond's newest public spaces program started with a pilot project in 2011 that reduced the number of beverage containers found in the waste stream by 27%. As well, there was a 25% decline in recyclable non-beverage containers and a 35% reduction in waste going to the landfill overall. This successful project involved a partnership between the City of Richmond, the Canadian Beverage Association, Encorp Pacific (Canada) and Nestlé Waters Canada. Through the project, 81 new garbage and recycling receptacles were strategically installed, with instructional signage as part of the educational component, in the Steveston main business district and waterfront, Steveston Community Centre, Garry Point Park and Hugh Boyd Sports Field. Nestlé Waters Canada and other industry partners funded the purchase of the receptacles, various communication materials and the waste assessment study to gauge the success and effectiveness of the program. Richmond undertook container installation, servicing and maintenance. In addition, the City initiated the development of a public spaces recycling campaign – Go! Recycle – with the tag line, "At Home or On the Go, Recycle!" The promotional aspect of this program was a key success factor in generating awareness to the program and public spaces recycling.

Richmond also has public spaces recycling at the Canada Line and main Richmond central bus stop on No. 3 Road using solar-powered compactors with recycling bins attached.

Building on the success of these programs, Richmond is now developing an expanded program to extend public spaces recycling to include both indoor and outdoor locations, such as community facilities, parks and streetscapes. The program will be implemented in a graduated fashion.



SPECIAL EVENTS RECYCLING

Richmond hosts multiple events throughout the year and recycling at these events offers an ideal opportunity to reduce the amount of waste going to landfill. In 2011, Richmond worked with volunteers and community partners to offer recycling at more than 15 events. A total of 4,446 volunteer hours were recorded and approximately 41% of waste was diverted from landfill including food scraps recycling.

Approximately 288 Green Team high school student volunteers assisted with these recycling efforts by monitoring and educating event participants about the importance of recycling while ensuring materials were placed in proper receptacles.

Looking ahead to 2012, Richmond is developing an event recycling program that provides event organizers with access to portable recycling receptacles that the City will loan out for events in the community. Beverage containers and other recyclables are common at events and, as Richmond residents are making recycling a way of life, the City is working to make it easy and convenient for them to keep Richmond clean and keep recyclables out of the waste stream.



TIP FOR RESIDENTS

When you're out in the community or at an event in Richmond, look for Richmond's "Go! Recycle" bins to recycle your plastic and paper products. The opportunities to recycle while on the go will continue to grow as Richmond expands its public spaces recycling program.

BUILDING A LASTING LEGACY, TOGETHER!

CNCL - 249

OUTREACH AND CUSTOMER SERVICE

SUPPORTING AWARENESS AND EDUCATION

Richmond residents have multiple opportunities to learn more about how to reduce, reuse and recycle thanks to the extensive public education and community outreach offered throughout the year. Richmond hosts free workshops, participates in community events and works with students to raise awareness about recycling. Participants benefit from new ideas and other tips on topics ranging from backyard composting to waste reduction tactics. The City also provides residents with multiple options to connect with staff to learn more about programs, services and the best way to manage waste. Together, Richmond and local residents are expanding their understanding of how to make Richmond a Recycling Smart City where recycling is a way of life.

2011 CUSTOMER SERVICE AND OUTREACH HIGHLIGHTS

65 WORKSHOPS

Held 65 workshops to support responsible waste management and sustainability initiatives at home.

REACHED 4,647 STUDENTS AND 150 TEACHERS

Reached approximately 4,647 elementary school students and 150 teachers through school programs.

FUNDED 20 SHOWS

Funded 20 elementary school shows:
Zero Heroes and Clean Up Your Act.

2,900 STUDENT VOLUNTEER HOURS

Engaged high school students in Green Team Program. Green Teams dedicated over 2,900 volunteer hours to support events and other community outreach

HOSTED 20 INFORMATION BOOTHS

Hosted information booth at 20 community events.



COMMUNITY WORKSHOPS

Working together with Environmental Sustainability, the Environmental Programs division coordinated 68 workshops in 2011 on topics ranging from composting to creating water-wise gardening and reducing pesticide use. Community outreach included approximately 20 community events featuring activity booths and information on backyard composting, waste reduction and recycling.

2011 COMMUNITY OUTREACH WORKSHOPS/DISPLAYS

- A Sustainable Urban Forest
- Backyard and Worm Composting
- Beautiful Flower/Food Gardens without Pesticides
- Beautiful Gardens without Pesticides
- Container Gardening: As Local AS It Gets
- Edible Ornamentals
- Edible Wild
- Establishment and Management of Fruit Trees
- Garden Wisdom, Companion Planting
- Gardening with Native Plants
- Go Green and Save Your 'Green' Dollars
- Green Living - Christmas Celebration
- Green Living - Easter Celebration
- Green Living - Halloween Celebration
- Green Living - Thanksgiving Celebration
- Green Living - Easy On You and the Environment
- Green Living - Easy On You and the Environment Cantonese & Mandarin
- Grow The Most Food In The Small Space
- Growing, Using and Drying Herbs
- Harvesting Compost
- Invasive Plants And The Ecosystem
- Organic Fall Vegetable Gardening
- Organic Food Gardening
- Organic Salad Green Vegetable Gardening
- Organic Seasonal Vegetable Gardening
- Organic Spring Vegetable Gardening
- Organic Winter Vegetable Gardening
- Paper and Card Making
- Pest Management for Small Fruits
- Pest Management for Tree Fruits
- Pesticide Free Gardening
- Pesticide Free Gardening Cantonese/Mandarin
- Safe and Sensible Lawn Care
- Salmon Friendly-Gardening
- Seed Saving And Preserving Vegetables
- Seed Starting
- Tasty Trees - Home Grown Organic Fruit
- Understanding Fruit Tree Canopy Management
- Water Conservation - Why, How and Do
- Waterwise Gardening
- Garden Water Conservation and Mulching
- What Can I Plant Now
- Zero Mile Diet Garden
- Green Can Promotions at Capital Project Open House, Richmond Centre Earth Day Celebrations, Project WET, Science Jam, Public Works Open House, Steveston Salmon Festival and Ship to Shore.

Attend free Community Workshops hosted by the City of Richmond for tips and best practices in gardening, composting, waste reduction and recycling. For information on the workshops, email esoutreach@richmond.ca. To attend free workshops offered by the City visit richmond.ca/register or call 604-276-4300 and press "2" at the prompt (Monday to Friday from 8:30 a.m. to 5:30 p.m.) to register.

PARTNERSHIP PROGRAMS FOR CLEANER SCHOOLS

Working in partnership with the Richmond School District and individual schools, Richmond also engages students to promote waste reduction and recycling efforts. In 2011, City staff supported and facilitated the High School Green Teams by hosting monthly meetings to share information and provide updates on programs (including energy conservation, waste reduction, take-back programs) and by coordinating Green Team volunteers at community events and through presentations and information sharing initiatives. In 2011, the Green Teams dedicated over 2,900 volunteer hours to support outreach activities in Richmond.

Richmond also sponsored and coordinated two theatrical shows for elementary school students. These shows are fun and engaging, and inspire students to take action on reducing solid waste and increasing recycling, as well as teaching them about the hazards of littering, vandalism and graffiti. Ten of each show, for a total of 20 shows, were held at Richmond elementary schools in 2011.

Students also demonstrated leadership in being a litter-free and recycling smart city as part of the City's "Clean Up Your Act Make Richmond Sparkle" contest. The contest challenges schools to be litter-free. Awards for "Always Sparkle" and "Sparkle" were given to Whiteside and Spul'u'kwuks elementary schools who were judged to have the best litter-free performance by the City's litter staff.

ACTIVITY KITS

There are many activity kits and displays related to environmental awareness that are available for groups to use. From natural home and garden care to understanding your ecological footprint to learning more about recycling, these activity kits provide useful information in an easy-to-use format.

For a list of kits that are available go to www.richmond.ca/recycle. To request a kit please contact esoutreach@richmond.ca.

CUSTOMER SERVICE

Supporting residents in their recycling and waste management is integral to all services, but there are also resources specifically designed to provide residents with information and assistance. The Environmental Programs Information Line staff responded to more than 8,400 service requests relating garbage and recycling, and the City's website is updated regularly to provide information on changes to solid waste management that affect residents, as well as tips and other resources.

As a means to further support customer service, Richmond implemented dedicated service for litter and recycling collection to ensure the Canada Line and No. 3 Road remain attractive and appealing gateways to the city. By having a dedicated position to provide service in this area, Richmond's main corridor and streetscape has been maintained to high standards of cleanliness in relation to litter.



BUILDING PARTNERSHIPS FOR BETTER WASTE MANAGEMENT

CNCL - 253

WORKING IN PARTNERSHIP

TO IMPROVE WASTE MANAGEMENT

Achieving waste reduction goals is a shared responsibility and in Richmond, much of our community's success is thanks to residents and the many organizations who partner with the City. These partners include the waste management industry, Metro Vancouver Regional District, collectors and other partners who support reuse and recycling. Together, we are making change happen and establishing responsible waste management practices by providing guidelines around what goes to landfill, offering options for recycling and take back programs and ensuring safe disposal of garbage like hazardous waste.

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METRO VANCOUVER

Metro Vancouver is the regional organization involved with waste management in the Lower Mainland. Richmond works with Metro Vancouver to achieve its goals to improve waste reduction, reuse and recycling.

Metro Vancouver establishes disposal sites, manages the transfer station network and sets disposal bans to encourage recycling. Metro Vancouver also developed the Integrated Solid Waste and Resource Management Plan in partnership with communities such as Richmond. Through partnership and shared commitment to responsible waste management, Richmond, Metro Vancouver and other municipalities in the region are striving to divert a minimum of 70% of waste from disposal sites by 2015. The Integrated Solid Waste and Resource Management Plan also includes an aspirational target of achieving 80% diversion by 2020. Remaining waste will be managed to recover the maximum amount of energy. The City of Richmond's Solid Waste and Recycling Regulation Bylaw 6803 mirrors the regional disposal bans and the City implements programs to raise awareness about these regional bans as well as other guidelines and requirements related to garbage collection and recycling services.

DID YOU KNOW?

Residents can use rcbc.bc.ca to find recycling drop off locations and disposal tips for more than 120,000 different products.



METRO VANCOUVER RECYCLES — REUSE AND RECYCLE IN THE REGION

A convenient web tool called Metro Vancouver Recycles makes it easy to connect with people who could use products you don't need, or to find options for recycling products that cannot be included in your curbside collection, visit metrovancoverrecycles.org.

There are also convenient links to online services if you want to sell or give away goods. The following are just a few examples in the Metro Vancouver region:

MetroVan Reuses

bc.reuses.com

Richmond Shares

richmondshares.bc.ca

weRecycle

iPhone app (available from iPhone App Store and at metrovancoverrecycles.org)

Metro Vancouver Recycling Directory

metrovancoverrecycles.org

COMPOST HOTLINE

Richmond encourages composting and connects residents to the Compost Hotline.

The Compost Hotline is a community program that provides additional support and tips for best practices in home composting. The Compost Hotline for the Metro Vancouver region is operated by City Farmer. City Farmer has researched and promoted the best methods of urban composting since 1978. In addition to the Compost Hotline, they maintain the Vancouver Compost Demonstration Garden.

Compost Hotline

Phone: 604-736-2250

Email: composthotline@telus.net



TIP FOR RESIDENTS

weRecycle is a free iPhone app that provides mobile access to Metro Vancouver Recycles database. All you do is enter a material and hit search to find the closest donation and recycling locations.

Visit metrovancoverrecycles.org to download the free app from the iPhone App Store.

Product stewardship is successful thanks to partnership. The program includes several stakeholders working together to ensure that products no longer being used by consumers are managed in an environmentally responsible manner. The key participants in these programs are the BC government, local governments, producers, retailers and consumers who bring their products to designated collection sites when they are at their end of life.



TIP FOR RESIDENTS

Many electronics products can be reused by others and there are convenient services to sell them or give them away. You can also give them to a number of organizations who accept donated equipment to redistribute in the community. Please contact these agencies in advance to ensure they will accept specific items for donation.

BC Electronics Material Exchange: bcmex.ca
Free Geek Vancouver: freegeekvancouver.org

RECYCLING COUNCIL OF BRITISH COLUMBIA (RCBC)

Richmond works with the Recycling Council of British Columbia (RCBC) to promote awareness and education about recycling. RCBC is a multi-sectoral, non-profit, membership driven organization that promotes the principles of zero waste through information services, the exchange of ideas and research. It is Canada's longest-serving recycling council.

RCBC also provides information and resources to support recycling in the community. They offer a Recycling Hotline that provides a free, province-wide live information service for recycling, pollution prevention, waste avoidance, safe disposal options and regulations. Their live Hotline Information Officers answer over 120,000 inquiries each year, providing information to B.C. residents from its comprehensive database containing over 120 product and service categories and 4,000 listings of businesses, services, organizations and programs, covering a wide range of topics.

Other resources include material exchange programs for residents and businesses, and an online tool and smart phone app to find recycling drop off locations, called the RCBC Recyclepedia at rcbc.bc.ca/recyclepedia.

RCBC COMMUNITY RESOURCES

Recycling Hotline

Monday to Friday, 9 a.m. to 4 p.m.

Phone: 604-RECYCLE (604-732-9253)

Email: hotline@rcbc.bc.ca

Smart Phone App: BC Recyclepedia App

(available at iPhone App Store and Android Market)

RCBC MATERIALS EXCHANGE PROGRAM (MEX)

The RCBC MEX program is a completely self-serve web-based program comprised of Residential Reuse Programs and the BC Industrial Materials Exchange (BC IMEX) and is available at bc.reuses.com.

DID YOU KNOW?

Bike tires can be recycled simply by dropping them off for free at a number of participating bike retailers across BC. The program includes all types of bike tires and tubes, except for tubular tires, which are attached to special rims by glue and are not commonly used anymore. This industry-led recycling program is funded by Tire Stewardship BC and you can locate the nearest drop-off location at tirestewardshipbc.ca/bike.php or call 1-866-759-0488.



PRODUCT STEWARDSHIP PROGRAMS

The City of Richmond works with local companies and organizations like Product Care and Encorp to support BC's Product Stewardship Programs.

These programs are often called take back programs or Extended Producer Responsibility (EPR) programs, and they are based on the principle that whoever designs, produces, sells or uses a product is also responsible for minimizing that product's environmental impact. The key participants in these programs are the BC government, local governments, producers, retailers and consumers who bring their products to designated collection sites when they are at their end of life. The cost of these programs is covered by consumers and producers,

sometimes in the form of a deposit or levy that is charged at the time of purchase. In the case of beverage containers, there are refunds available when they are returned at a collection site.

Take back programs are important as they expand the opportunities for recycling beyond the curbside collection services. There are many household items that can be recycled through businesses and organizations in the community who participate in BC's Product Stewardship Program. Many of these items are also considered hazardous waste, and they are restricted from garbage as they are not accepted at the landfill. The take back programs help to ensure that these expired or end-of-life products will be disposed of safely, and recycled where possible.

PRODUCTS CURRENTLY INCLUDED IN THE PRODUCT STEWARDSHIP PROGRAM

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> • Paint products, flammable liquids, gasoline, pesticides and solvents • Beverage containers • Electronics and electrical products • Car batteries • Cell Phones | <ul style="list-style-type: none"> • Pharmaceutical • Motor oil, oil filters and empty oil containers • Vehicle tires • Compact fluorescent lamps (CFLs) including fluorescent tubes • Thermostats | <ul style="list-style-type: none"> • Small appliances • Lead acid batteries • Used oil and antifreeze • Carbon monoxide and smoke alarms |
|--|---|--|

PRODUCTS BEING CONSIDERED FOR EXPANDED RECYCLING THROUGH PRODUCT STEWARDSHIP

- Packages and printed paper program

For more information, visit bcstewards.ca

PRODUCT STEWARDSHIP PROGRAM CATEGORIES

The following categories highlight the products that can be returned to retailers and other community partners. For a list of drop off locations for each category, please see the Tips and Resources section.

TAKE BACK PROGRAMS	WHAT IS INCLUDED	STEWARDSHIP AGENCY
BEVERAGE CONTAINERS <div> <p>DID YOU KNOW? 100% of brewer packaging is either reusable or recyclable, and in addition to standard beer cans and bottles, brewers reuse or recycle their aluminium kegs and their secondary packaging including plastic shrink wrap, cardboard and wooden pallets.</p> </div>	Almost all types of beverage containers.	Encorp Pacific (Canada) Contact return-it.ca 1-800-330-9767 or 604-473-2400 encorp@encorpinc.com Note: Beverage containers like pop and juice cans and bottles can be recycled with the Blue Box or Blue Cart or can be dropped off at Richmond's Recycling Depot as part of the City's recycling services. Beverage containers can also be returned for a refund on the deposit at a number of Return-It Depots locations in Richmond.
ELECTRONICS	Televisions and computer and printer products such as desktop computers, display devices, portable (laptop) computers, desktop printers and fax machines and computer accessories like keyboards, pointing devices, track balls and mice.	Electronic Stewardship Association of BC (ESABC) with the help of BC's Product Care Association Contact return-it.ca/electronics 1-800-473-2411 cwisehart.esabc.ca
CELL PHONES	Mobile/wireless devices that connect to a cellular or paging network, including all cell phones, smart phones, wireless personal digital assistants (PDAs), external air cards and pagers, as well as cell phone batteries and accessories, including headsets and chargers.	Canadian Wireless Telecommunications Association Contact RecycleMyCell.ca 1-888-797-1740 info@recyclemycell.ca
BATTERIES	Household batteries.	Call2Recycle Contact call2recycle.ca 1-888-224-9764 info@call2recycle.ca
SMALL APPLIANCES "UNPLUGGED"	Kitchen countertop appliances (e.g. toasters, microwaves, coffee makers and food processors), electric bathroom scales, hair dryers, carpet cleaners, vacuum cleaners and portable fans.	Unplugged is a non-profit, province-wide, small electrical appliance recycling program in B.C. and the first of its kind in Canada through the Canadian Electrical Stewardship Association (CESA) with the help of BC's Product Care Association Contact unpluggedrecycling.ca 1-877-670-2372

DID YOU KNOW?

Lead acid (car) batteries are a hazardous waste product that require special handling for proper disposal. The Interstate Battery System of Canada, Inc (ISBC) and the Canadian Battery Association work together to support product stewardship for take back of car batteries.



TAKE BACK PROGRAMS	WHAT IS INCLUDED	STEWARDSHIP AGENCY
FLUORESCENT LIGHTS AND TUBES	Fluorescent lights accepted in this program include compact fluorescent lights (CFLs), and fluorescent tubes in sizes that are 8 feet or shorter (T5s, T8s or T12s).	Product Care and the Electrical Equipment Manufacturers Association of Canada (EEMAC) Contact lightrecycle.ca 604-592-2972 contact@productcare.org
TIRES	Car tires, truck tires and some agricultural and logger/skidder tires.	Tire Stewardship BC (TSBC) Contact tsbc.ca 1-866-759-0488
THERMOSTATS "SWITCH THE 'STAT"	Thermostats.	Heating, Refrigeration and Air Conditioning Institute of Canada in partnership with the Canadian Institute of Plumbing and Heating, and delivered by Summerhill Impact. Contact switchthestat.ca 416-922-2448 (ext 367) switchthestat@summerhillgroup.ca
USED OIL AND ANTIFREEZE	Motor oil, oil filters, empty oil containers, anti-freeze and used antifreeze containers.	BC Used Oil Management Association Contact usedoilrecycling.com/bc 604-703-1990 rdriedger@usedoilrecycling.ca
PAINTS, SOLVENTS, PESTICIDES AND GASOLINE	Interior/exterior latex, alkyd, enamel and oil-based, porch, floor and deck paints, stains, paint aerosols, varnishes and urethanes, primers and sealers, flammable liquids like paint thinner or camp fuels, gasoline, pesticides and solvents.	Product Care Contact productcare.org/BC-Paint-Program
MEDICATION	All expired or leftover prescription medication, non-prescription medication and mineral supplements.	The BC Medications Return Program is a product stewardship initiative funded by the pharmaceutical and consumer health products industries Contact medicationsreturn.ca 613-723-6282 info@medicationreturn.ca

DID YOU KNOW?

Recycled tires are used in products such as athletic tracks, playground safety surfaces, synthetic turf fields and roofing products.

A large, faint recycling symbol (three chasing arrows forming a triangle) is centered in the background of the page.

**LET'S MAKE
RECYCLING A
WAY OF LIFE!**

TIPS AND RESOURCES

In Richmond, we care about our community, and we are working together to trim our waste. The City works with residents and community partners to make it easy and convenient to reuse and recycle at home and on the go. It's all about making recycling a way of life. This at-a-glance resource on the various types of recycling programs and services available through the City of Richmond is a valuable guide to support being recycling smart in Richmond. The Tips and Resources include highlights such as how and where to recycle, what to do with hazardous waste and where to find additional information.

Resources also include contact information and locations for Richmond services and community partners involved in take-back services through product stewardship programs. Together these tips and resources help to support maximum recycling with minimum contamination in the waste going to the landfill.

LET'S GET TO 70% BY MAXIMIZING OUR BLUE BOX AND BLUE CART RECYCLING!

BLUE BOX

In Richmond, recyclable materials from blue boxes, blue bags and yellow bags are collected from single-family homes and some townhome complexes on the same day that garbage is collected.

The residential Recycling and Garbage Schedule 2012 is available on the Internet at www.richmond.ca/recycle or call 604-276-4010 to request a copy. Recyclable materials are banned from the garbage.



	NEWSPRINT	PAPER PRODUCTS	CORRUGATED CARDBOARD	CONTAINERS
WHAT TO RECYCLE	<ul style="list-style-type: none"> Newspaper Non-glossy flyers and inserts 	<ul style="list-style-type: none"> 100% fibre paper Glossy paper Empty pizza boxes Junk mail Magazines & catalogues Office papers Paper boxes Paper egg cartons Window envelopes 	<ul style="list-style-type: none"> Small pieces of clean corrugated cardboard Clean corrugated cardboard boxes One bundle per week Oversized/excessive amounts can be dropped off at the City Recycling Depot 	<ul style="list-style-type: none"> Aluminium food & beverage cans, foil and plates Tin cans Glass food & beverage containers Rigid plastic containers with coding ♻️♻️♻️
HOW TO RECYCLE	Place items in Blue Bag	Place in Yellow Bag <ul style="list-style-type: none"> Remove all food scraps Remove plastic liners Remove metal attachments Flatten 	Set at curb with Blue Box <ul style="list-style-type: none"> Flatten and place in yellow bags; or Flatten and bundle, to 3 ft x 2 ft x 4 in (90 cm x 60 cm x 10 cm) 	Place in Blue Box <ul style="list-style-type: none"> Rinse clean Remove lids Remove labels Flatten
DO NOT INCLUDE	<ul style="list-style-type: none"> Other types of paper Strings Plastic or paper bags 	<ul style="list-style-type: none"> Bathroom tissue Carbon paper Drink boxes Metallic gift wrap Milk cartons Paper clips Paper towels Plastic bags Plastic tabs Tissue paper Waxed paper 	<ul style="list-style-type: none"> Plastic or wax coated cardboard Unflattened boxes 	<ul style="list-style-type: none"> Aerosol cans Containers with code ♻️♻️♻️ Ceramics (plates/cups) Drinking glasses Flower pots Fluorescent tubes Light bulbs Milk cartons Motor oil containers Other plastics (plastic film and grocery bags) Styrofoam Window glass

Set Out Time

Before 7:30 a.m. on collection day.

Report a Missed Collection

Call 604-276-4010 or email garbageandrecycling@richmond.ca.

How to Get a Blue Box, Blue Bag or Yellow Bag

There is no charge for new or replacement blue boxes, blue bags or yellow bags.

For additional boxes and bags call 604-276-4010, order them online at www.richmond.ca/recycle, or pick them up at the following locations:

City Recycling Depot

5555 Lynas Lane
Wednesday to Sunday (Closed on Mondays, Tuesdays & Statutory Holidays)
9:00 a.m. to 6:15 p.m.

City Hall

6911 No. 3 Road
Monday to Friday (Closed on Saturdays, Sundays & Statutory Holidays)
8:15 a.m. to 5:00 p.m.

BLUE CART

All vertically stacking multi-family dwellings and some townhome complexes have a recycling depot consisting of a number of blue recycling carts. They are generally located in the garbage room or other convenient location. For information about the recycling depot location in your building, contact your building manager or property manager.

The carts are emptied once a week. Statutory holidays do not affect the collection; Christmas Day may delay collection by one day if it falls on a weekday.



	NEWSPRINT	PAPER PRODUCTS	CORRUGATED CARDBOARD	CONTAINERS
WHAT TO RECYCLE	<ul style="list-style-type: none"> • Newspaper • Non-glossy flyers and inserts 	<ul style="list-style-type: none"> • 100% fibre paper • Glossy paper • Empty pizza boxes • Junk mail • Magazines & catalogues • Office papers • Paper boxes • Paper egg cartons • Window envelopes 	<ul style="list-style-type: none"> • Small pieces of clean corrugated cardboard • Clean corrugated cardboard boxes • Oversized/excessive amounts can be dropped off at the City Recycling Depot 	<ul style="list-style-type: none"> • Aluminium food & beverage cans, foil and plates • Tin cans • Glass food & beverage containers • Rigid plastic containers with coding ♻️♻️♻️
HOW TO RECYCLE	Place items in Newsprint Blue Recycling Cart	Place in Paper Products Blue Recycling Cart <ul style="list-style-type: none"> • Remove all food scraps • Remove plastic liners • Remove metal attachments • Flatten 	Place in Paper Products Blue Recycling Cart or place in onsite Corrugated Cardboard recycling container <ul style="list-style-type: none"> • Flatten • Cut to 1 ft x 1 ft (30 cm x 30 cm) 	Place in Blue Box <ul style="list-style-type: none"> • Rinse clean • Remove lids • Remove labels • Flatten
DO NOT INCLUDE	<ul style="list-style-type: none"> • Other types of paper • Strings • Plastic or paper bags 	<ul style="list-style-type: none"> • Bathroom tissue • Carbon paper • Drink boxes • Metallic gift wrap • Milk cartons • Paper clips • Paper towels • Plastic bags • Plastic tabs • Tissue paper • Waxed paper 	<ul style="list-style-type: none"> • Plastic or wax coated cardboard • Un-flattened boxes 	<ul style="list-style-type: none"> • Aerosol cans • Containers with code ♻️♻️♻️ • Ceramics (plates/cups) • Drinking glasses • Flower pots • Fluorescent tubes • Light bulbs • Milk cartons • Motor oil containers • Other plastics (plastic film and grocery bags) • Styrofoam • Window glass

Cart Emptying

Some carts are retrieved from their site, however, some are brought out to a collection area.

Carts brought out must be at the collection area before 7:30 a.m.

Report a Missed Collection

Call 604-276-4010 or email garbageandrecycling@richmond.ca.

How to Get an Indoor Collection Bag for Blue Cart Recycling

There is no charge for new or replacement blue cart recycling bags. For additional bags call 604-276-4010, order them online at www.richmond.ca/recycle, or pick them up at the City Recycling Depot.

City Recycling Depot

5555 Lynas Lane
Wednesday to Sunday (Closed on Mondays, Tuesdays & Statutory Holidays)
9:00 a.m. to 6:15 p.m.

TURNING WASTE INTO RESOURCES!

Let's turn our food scraps and yard trimmings into nutrient-rich soil...

1 Food scraps +
yard trimmings



Green Can
or Green Cart

2

3 Composting
facility



4 Composting
soil



Use compost to
grow food and
for gardening

5



CYCLE BACK TO STEP 1!

GREEN CAN

Green Can food scraps and yard trimmings are collected weekly for single-family homes and some multi-family homes. Collection occurs on the same day garbage and Blue Box recycling is picked up.

There is no limit on the amount of food scraps and/or yard trimmings disposed. However, all food scraps and yard trimmings must be contained in:

- 80 litres or smaller garbage type container, must weigh less than 20 kg (44 lbs) when filled and affixed with Green Can decal; or
- Paper yard waste bags or secure tied bundles no more than 3 ft in length and 2 ft thick

	FOOD SCRAPS	YARD TRIMMINGS
WHAT TO RECYCLE	<ul style="list-style-type: none"> • Fruit • Breads, pasta, rice & noodles • Coffee grounds & filters • Table scraps & food scrapings • Meat, poultry, fish, shellfish & bones • Eggshells • Paper towels/napkin/plates • Pizza delivery boxes • Vegetables • Tea bags • Dairy products 	<ul style="list-style-type: none"> • Flowers • Grass clippings • Leaves • Other organic yard materials • Plants (living or dead/dried) • Plant trimmings • Tree & hedge prunings
HOW TO RECYCLE	<ul style="list-style-type: none"> • Collect food scraps in kitchen food scraps container • Empty kitchen food scraps container contents in Green Can 	<ul style="list-style-type: none"> • Set Green Cans, with Green Can decal facing the street, at the curb along with unlimited paper yard waste bags, tied bundles of yard trimmings by 7:30 a.m. on collection day.
DO NOT INCLUDE	<ul style="list-style-type: none"> • Cereal & cracker box liners • Chips & cookie bags • Coffee cups • Cork or Styrofoam cups, meat trays or takeout containers • Dental floss • Diapers & baby wipes • Grease or liquids • Makeup remover pads, cotton swabs & balls • Pet feces or kitty litter • Plastic bags, biodegradable or compostable bags • Plastic wraps • Takeout containers • Vacuum contents/bags 	<ul style="list-style-type: none"> • Diseased plants • Garden hoses or flower pots • Prunings over 4 inches (10 cm) in diameter • Rocks, dirt or sod • Wood products

Yard Trimmings Drop-off Locations

Richmond residents can drop off yard trimmings (see above for materials accepted) at the following locations, free of charge with proof of residency.

Charge will be applied to anyone deemed to be operating for commercial purposes.

Ecowaste Industries

15111 Williams Road
Open Monday to Friday from 7:00 a.m. to 6:00 p.m.
(last load in at 5:00 p.m.)
Visit ecowaste.com or call 604-277-1410
for detailed information.

City Recycling Depot

5555 Lynas Lane
Wednesday to Sunday (Closed on
Mondays, Tuesdays & Statutory Holidays)
9:00 a.m. to 6:15 p.m.

No charge for dropping off amounts less than one cubic yard (a car, station wagon or minivan load). Large loads are charged a fee of \$20.00 per cubic yard.

HOME COMPOSTING

Home composting turns your food scraps and yard trimmings into nutrient-rich soil that can be spread on lawns and flowerbeds.

BACKYARD COMPOST BIN

"Garden Gourmet" compost bins are available to Richmond residents at the Recycling Depot for \$25.00 plus tax. The bin dimensions are 36 inches (90 cm) high, 22 inches (56 cm) wide and 22 inches (56 cm) deep. They are suitable for residential backyard composting of grass, leaves, vegetable trimmings, fruit trimmings and other miscellaneous organic garden trimmings.

COMPOSTING WORKSHOPS

To learn about composting, attend a Richmond composting workshop, which are held from March to September. Visit www.richmond.ca/register for workshop dates and locations or call Parks & Recreation at 604-276-4300 and press '2' from Monday to Friday between 8:30 a.m. to 5:30 p.m.

REGIONAL COMPOST HOTLINE

For composting questions, call the regional Compost Hotline at 604-736-2250.

COMPOST DEMONSTRATION GARDEN

A compost demonstration garden is located at 2631 Westminster Highway in the Terra Nova Rural Park. Composting demonstration units are on display for viewing year-round, from dawn to dusk.

THE "RECIPE":



Green Materials:

- PLANT TRIMMINGS
- FRUIT & VEGETABLE PEELINGS
- FRESH GRASS CLIPPINGS
- COFFEE GROUNDS & TEA LEAVES

Brown Materials:

- DRY LEAVES
- SAWDUST
- STRAW
- SHREDDED NEWSPAPER CLIPPINGS



1

START WITH A GOOD LAYER OF COARSE ORGANIC MATERIAL, SUCH AS STRAW, LEAVES OR PRUNING AT THE BOTTOM TO ALLOW AIR TO CIRCULATE.

2

ADD A GOOD LAYER OF NITROGEN-RICH GREEN MATERIAL FOLLOWED BY ONE LAYER OF CARBON-RICH BROWN MATERIAL, UNTIL THE BIN IS FULL.

3

COMPOST REQUIRES AIR. TURN AND STIR YOUR COMPOST WEEKLY SO THE ORGANISMS GET NECESSARY OXYGEN.

4

COMPOST REQUIRES MOISTURE. WATER YOUR COMPOST BIN FREQUENTLY, TO ENSURE IT STAYS AS MOIST AS A WRUNG-OUT SPONGE.


5

GIVE IT TIME - IN 12-18 MONTHS, MATERIAL AT THE BOTTOM AND MIDDLE OF THE BIN SHOULD BE COMPOSTED. USE THIS THROUGHOUT YOUR GARDEN. USE THE UN-COMPOSTED MATERIAL TO START A NEW BATCH. CHIPPING OR CHOPPING THE MATERIAL CAN INCREASE THE SPEED OF THE PROCESS. REGULAR AERATION IS KEY TO SUCCESSFUL COMPOSTING.

REACHING OUR GOAL IS EASIER THAN EVER WITH THE CITY RECYCLING DEPOT!

RECYCLING DEPOT

The City of Richmond Recycling Depot is located at 5555 Lynas Lane and is open from Wednesday through Sunday from 9:00 a.m. to 6:15 p.m. The depot accepts large appliances, large metal items and yard trimmings, as well as recyclables normally placed at curbside.

Residents are encouraged to use the curbside recyclables collection for rigid plastic codes , newsprint and mixed paper. Businesses are encouraged to subscribe to onsite collection services if a large quantity of recyclables is produced. Residents and small business operators can drop off only 1 cubic yard of recyclables and 3 large appliances at the depot per day.

In addition, the depot is a Provincial Product Stewardship (Take Back) Collection site for paint, solvents, flammable liquids, pesticides and small appliances.



	NEWSPAPER	MIXED PAPER	CORRUGATED CARDBOARD	MAGAZINES
WHAT TO RECYCLE	<ul style="list-style-type: none"> Newspaper Non-glossy flyers and inserts 	<ul style="list-style-type: none"> Cereal & paper boxes Envelopes Junk mail Non-glossy inserts Office papers Packaged food boxes Paper egg cartons Paperback books Telephone books 	<ul style="list-style-type: none"> Clean corrugated cardboard boxes Clean pizza boxes 	<ul style="list-style-type: none"> Glossy catalogues Glossy flyers Glossy magazines
HOW TO RECYCLE	Place in Newsprint bin <ul style="list-style-type: none"> Do not bag or bundle 	Place in Mixed Paper bin <ul style="list-style-type: none"> Remove all food scraps Remove plastic liners & tabs Remove metal attachments Flatten 	Place in Corrugated Cardboard bin <ul style="list-style-type: none"> Flatten Discard Styrofoam & plastic packaging 	Place in Magazine bin <ul style="list-style-type: none"> Remove plastic covers
DO NOT INCLUDE	<ul style="list-style-type: none"> Glossy paper Mixed paper products Paperback books Shopping bags Packing paper 	<ul style="list-style-type: none"> Bathroom tissue Corrugated cardboard Drink boxes Juice boxes Metallic gift wrap Milk cartons Paper towels Pizza boxes Plastic bags Tissue paper Waxed paper 	<ul style="list-style-type: none"> Plastic or waxed coated cardboard Styrofoam packaging material Un-flattened boxes 	<ul style="list-style-type: none"> Drinking boxes Mixed paper Newspaper Paperback books Pizza boxes Waxed paper

DID YOU KNOW?

Used cooking oil, animal fat and grease require proper disposal. It's important to make sure these products are not poured down the drain as this results in blockages in sewer lines. Instead, Richmond residents can drop off used cooking oil, animal fat and grease at the Recycling Depot at 5555 Lynas Lane for recycling.

The proper disposal of these products helps to prevent problems such as sewage back-ups and other operational impacts that affect the operation of the sewer system and its infrastructure. For more information on proper disposal of household products, visit www.richmond.ca/recycle.



	PLASTIC CONTAINERS ♻️♻️♻️	GLASS BOTTLES & JARS	ALUMINIUM & TIN CANS	COOKING OIL & ANIMAL FAT	YARD TRIMMINGS
WHAT TO RECYCLE	<ul style="list-style-type: none"> Rigid plastic containers with coding ♻️♻️♻️ Beverage containers Dairy containers & milk jugs Detergent & shampoo bottles Food containers 	<ul style="list-style-type: none"> Glass bottles & food jars (clear & coloured) 	<ul style="list-style-type: none"> Aluminium foil Clean aluminium pie plates Food & beverage cans 	<ul style="list-style-type: none"> Cooking oil Animal fat or grease <p>Note: this program is limited to hydrogenated and non-hydrogenated food-based oils and fat only</p>	<ul style="list-style-type: none"> Branches & limbs Trees & shrubs Grass & leaves <p>Drop-off Limits & Charges Richmond residents can drop off one cubic yard free at the City's Recycling Depot. Charged \$20.00 per cubic yard if over limit. Commercial operators are charged \$20.00 per cubic yard</p>
HOW TO RECYCLE	<p>Place in Plastics Containers bin</p> <ul style="list-style-type: none"> Rinse Remove lids or caps Remove labels (if possible) Flatten 	<p>Place in Clear Glass or Coloured Glass bin</p> <ul style="list-style-type: none"> Rinse Remove and discard caps 	<p>Place in Tin & Aluminium Cans bin</p> <ul style="list-style-type: none"> Rinse Remove labels Flatten cans 	<ul style="list-style-type: none"> Bring cooking oil and animal fats/grease in food cans or other suitable containers Up to 2 x 5-litre containers are accepted 	<p>Place in area marked Trees & Shrubs or Grass & Leaves bin</p> <ul style="list-style-type: none"> Limbs/trunks up to 4 inches (10 cm) in diameter only De-bag all material at the depot
DO NOT INCLUDE	<ul style="list-style-type: none"> Aerosol cans Flower pots Milk cartons Motor oil containers Other plastics Plastic bags Styrofoam Plastic film 	<ul style="list-style-type: none"> Aquariums Ceramics (plates/cups) Drinking glasses Fluorescent tubes Headlights Light bulbs Mirrors 	<ul style="list-style-type: none"> Aerosol cans Fuel cans Paint cans 	<ul style="list-style-type: none"> Vehicle oil or fluids 	<ul style="list-style-type: none"> Asphalt or concrete Soil and/or Dirt Large limbs Lumber or wood products Plastic bags Rocks or stones Sod Stumps





	PAINTS, SOLVENTS & PESTICIDES	LARGE METAL ITEMS	LARGE APPLIANCES	SMALL APPLIANCES	RESIDENTIAL FLUORESCENT LAMPS
WHAT TO RECYCLE	<ul style="list-style-type: none"> Domestic pesticides Max. size: 10 L / 2.6 gal Flammable aerosols Max. size: 660 g / 24 oz Flammable liquids Max. size: 10 L / 2.6 gal Gasoline Max. size: 25 L / 6.5 gal Household paints Max. size: 18.9 L / 4.9 gal, full or empty) Paint aerosols Max. size: 660 g / 24 oz, full or empty) 	<ul style="list-style-type: none"> Bike frames Clean 45 gal drums (one end open) Clean automotive parts Clean barbeques Lawn chairs Lawn mowers Sheet / scrap metal Steel coat hangers Steel or lead piping 	<ul style="list-style-type: none"> Dishwashers Fridges & freezers Furnaces Hot water tanks Metal microwaves Stoves Video cassette recorders/players Washing machines & dryers 	<ul style="list-style-type: none"> Kitchen countertop Personal care Floor cleaning Weight measurement Garment care Air treatment Time measurement Designated very small items 	<ul style="list-style-type: none"> Compact fluorescent lights (CFLs) Fluorescent tubes – T5s, T8s or T12s (8 ft or shorter) Maximum of 16 per return
HOW TO RECYCLE	<ul style="list-style-type: none"> In original containers bearing the "flammable" symbol In approved Underwriters Laboratories of Canada (ULC) containers In original containers showing skull & crossbones & Pest Control Product (PCP) numbers 	Place in area marked Large Metal Items or bin <ul style="list-style-type: none"> Remove non-metal attachments Remove fuel tank Drain out gasoline 	Place in area marked Refrigerators & Freezers or Furnaces & Hot Water Tanks or Large Appliances <ul style="list-style-type: none"> Remove door from fridges and leave freon systems complete 	<ul style="list-style-type: none"> Remove all food residue, liquids or vacuum bags 	<ul style="list-style-type: none"> Handle fluorescent lights carefully, wrap lights in paper or place them in original packaging
DO NOT INCLUDE	<ul style="list-style-type: none"> Brushes, rags & rollers Caulking tubes Cosmetics, health & beauty Diesel, propane or butane Fertilizer Helium tanks Insect repellents, disinfectants & pet products Non-flammable glues & adhesives Products that are leaking or improperly sealed Products that can't be identified Roof patch, tars & grease 	<ul style="list-style-type: none"> Computer monitors Helium tanks Paint cans Propane & fuel tanks Televisions 	<ul style="list-style-type: none"> Large or small furniture (couches, sofas, mattresses, boxsprings) 	<ul style="list-style-type: none"> Appliance not powered by electricity or batteries Large appliances (washers, dryers, dishwashers, ovens) Appliance de-icing for commercial/industrial use Built-in appliances (some microwaves, ceiling fans, central vacuums) Appliances with refrigerant (air conditioners, refrigerators, dehumidifiers) Appliances still containing food residue, liquids or vacuum bags 	<ul style="list-style-type: none"> Broken or punctured CFLs or fluorescent tubes Halogen lights Incandescent lights Light-emitting diode (LED) lights Commercial-use lights

GARBAGE

The City's garbage collectors will **not** pick up the following items:

MATERIAL	HOW TO RECYCLE OR DISPOSE
ANIMAL WASTE	<ul style="list-style-type: none"> Call the Recycling Council of BC (RCBC) Recycling Hotline at 604-RECYCLE (732-9253)
DEMOLITION WASTE	<ul style="list-style-type: none"> Check Metro Vancouver's website at www.metrovancouver.org/buildsmart or call the RCBC Recycling hotline at 604-RECYCLE.
DIRT, ROCK, CONCRETE OR BRICKS	<ul style="list-style-type: none"> Take to Ecowaste Industries. Visit ecowaste.com or call 604-277-1410 for accepted items & hours.
DRYWALL	<ul style="list-style-type: none"> Take to the Vancouver Landfill at 5400 72nd Street, Delta (Maximum 1/2 sheet with paid load of garbage) or Ecowaste Industries. Visit ecowaste.com or call 604-277-1410 for accepted items & hours.
GARBAGE BEYOND THE TWO CAN LIMIT	<ul style="list-style-type: none"> Purchase a \$2.00 Garbage Tag for City facilities and put on can or bag. See Extra Item Disposal Options.
GARBAGE THAT IS TOO BIG OR MAY DAMAGE TRUCK	<ul style="list-style-type: none"> Take garbage to the City of Vancouver Landfill at 5400 72nd Street, Delta. See Extra Item Disposal Options.
HAZARDOUS WASTE	<ul style="list-style-type: none"> Call RCBC Recycling Hotline at 604-RECYCLE or visit www.metrovancouverrecycles.org.
PROVINCIAL PRODUCT STEWARDSHIP COLLECTION (TAKE-BACK) ITEMS	<ul style="list-style-type: none"> Visit bcstewards.com or call 604-RECYCLE.
RECYCLABLES (BLUE BOX & BLUE CART)	<ul style="list-style-type: none"> Place in appropriate recycling receptacle unless it is contaminated by food or other waste.
UNWRAPPED OR LOOSE GARBAGE	<ul style="list-style-type: none"> Must be in garbage bag or can.
YARD TRIMMINGS	<ul style="list-style-type: none"> Single-family homes to place at curbside on garbage collection day. If one cubic yard or less, drop off at Recycling Depot. Unlimited amounts can be dropped off at Ecowaste Industries with proof of residency. Check Green Can section for restrictions and accepted materials.

Two Can Limit

Garbage is collected weekly for all single-family residents and some townhome complexes.

Garbage pickup in Richmond is limited to two containers (cans or bags) per week for each address or service. A \$2.00 tag is required for each additional container or equivalent.

How Big is a "Can"?

For the purposes of garbage pickup in Richmond, each of the following represents one can:

- A garbage can with lid
- Standard size: 19 inches x 22 inches (48 cm x 56 cm)
- Maximum size allowed: 24 inches x 32 inches (61 cm x 81 cm)
- An equivalent container should not exceed 3 cubic feet (100 L)

How Big is a Bag?

- Standard size: 24 inches x 36 inches (61 cm x 91 cm)
- Maximum size allowed: 30 inches x 48 inches (76 cm x 120 cm)
- An equivalent item should not exceed 3 feet x 2 feet (91 cm x 60 cm)

Preparing Garbage for Collection

Loose garbage must be securely packed in plastic bags. This includes ashes, kitty litter, disposal diapers, vacuum cleaner sweepings and other loose household garbage.

To reduce litter and damage by animals, place bags and other garbage in plastic cans wherever possible. Garbage must be packed in plastic bags and then placed in cans with secure lids. Loose plastic bags must not rip when lifted.

All garbage must be placed at curbside, within three feet of the curb, before 7:30 a.m. on collection day. Do not place receptacles or other items on the road.

Residents are responsible for cleaning up any loose materials that have been scattered over the ground by animals, wind or vandalism.

Extra Item Disposal Options

Purchase Garbage Tags or Garbage Disposal Vouchers to dispose of extra garbage.

\$2.00 Garbage Tags

Garbage Tags are available for purchase at all City facilities. One Garbage Tag is good for an additional garbage bag or can.

Garbage Disposal Vouchers

Richmond residents may purchase a garbage disposal voucher for \$5.00 at all City facilities. These vouchers are good for \$20.00 at the Vancouver Landfill, and are valid anytime. They are limited to one per household. Visit www.richmond.ca/recycle for a list of City facilities selling Garbage Tags and Garbage Disposal Vouchers.

City of Vancouver Landfill

Location and Hours

Visit the City of Vancouver Landfill webpage at Vancouver.ca/engsvcs/solidwaste/landfill/index.htm or call 604-873-7000 for hours of operation and rates.

Report a Missed Collection

Call 604-276-4010 or email garbageandrecycling@richmond.ca.



SPECIAL WASTE AND OTHER DISPOSAL ITEMS

Many common household and automotive products must be recycled or disposed through special depots or take back programs. Some are hazardous products that are banned from landfill as they can cause injury or death, or damage to the environment if not handled properly. As an example, hazardous products that are dumped in sewers or green spaces can kill or injure livestock, wildlife and plant life. For the safety of people and the environment, it's essential that we dispose of these materials carefully.

Other products can be recycled to turn waste into resources but they are not accepted in blue boxes due to their size or other factors that affect collection. It is easy and convenient for residents to drop off these products thanks to the City's Recycling Depot and the many community partners who accept these materials through the Product Stewardship Program.

The following is a list of disposal sites. Please note that this information is provided as a reference for your convenience; however, it is not guaranteed. Please call first to confirm that the site is still open to accept these take-back products and to check hours of operation.



TIP FOR RESIDENTS

To spot hazardous waste, look for the words Danger, Warning, or Caution on the product label, and any of the symbols shown above.

**ANTIFREEZE AND EMPTY CONTAINERS^{DB}**

DROP-OFF LOCATION	ADDRESS	PHONE
Richmond Audi	5680 Parkwood Way	604-279-9663
Canadian Tire	3500 No. 3 Road	604-273-2970
Certigard Petro-Canada	4011 Francis Road	604-277-3620
Cowell Motors Ltd. - Volkswagen	13611 Smallwood Place	604-273-3992
Esso Service	7991 No. 1 Road	604-277-1105
Jaguar Land Rover of Richmond	5660 Parkwood Way	604-273-6068
Lubeworld	10991 No. 4 Road	604-951-6662
Metron Auto Service Ltd.	104 - 8077 Alexandra Road	604-270-1668
Mr. Lube	9120 Westminster Highway	604-273-5823
Rainbow Auto Service	142 - 11788 River Road	604-276-2830

For a complete list of antifreeze or containers accepted, visit <http://usedoilrecycling.com/en/bc> or call 604-RECYCLE.

APPLIANCES - SMALL^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010
Ironwood Bottle & Return-It Depot	11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Regional Recycling Richmond	13300 Vulcan Way	604-276-8270

For a complete list of small appliances accepted, visit unpluggedrecycling.ca or call 604-RECYCLE.

AUDIO VISUAL AND CONSUMER ELECTRONICS EQUIPMENT^{DB}, TELEPHONES & TELEPHONE ANSWERING SYSTEMS^{DB}, TELEVISIONS^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
Best Buy	700 - 5300 No. 3 Road	604-273-7335
Future Shop	102 - 5300 No. 3 Road	604-232-9772
Ironwood Bottle & Return-It Depot	11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Ralph's on Mitchell	12011 Mitchell Road	604-325-8323
Regional Recycling Richmond	13300 Vulcan Way	604-276-8270

For a complete list of audio visual & consumer equipment, telephones and telephone answering systems and television accepted, please visit return-it.ca/electronics or call 604-473-2400.

AUTOMOTIVE BATTERIES^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
Canadian Tire	3500 No. 3 Road	604-273-2939
	11388 Steveston Highway	604-271-6651
Kal Tire (Richmond Centre)	6551 No. 3 Road	604-207-1203
Ralph's on Mitchell	12011 Mitchell Road	604-325-8323
Regional Recycling *	13300 Vulcan Way	604-276-8270

Note: All retail locations accept a used car battery for each new one purchased. For a list of collection sites, please visit www.recyclemybattery.ca

DB: Disposal ban | * A fee is charged

**BABY CAR SEATS^{DB}**

DROP-OFF LOCATION	ADDRESS	PHONE
City of Vancouver Landfill *	5400 72nd Street, Delta	604-873-7000

BATTERIES AND MOBILE PHONES^{DB}

Weight of five kilograms or less.

DROP-OFF LOCATION	ADDRESS	PHONE
Batteries Included	319 - 5300 No. 3 Road	604-270-9989
Canadian Tire	11388 Steveston Highway	604-271-6651
Dr Battery	135 - 13900 Maycrest Way	604-273-8248
Future Shop	5300 No. 3 Road Unit 102	604-232-9772
Home Depot	2700 Sweden Way	604-303-7360
London Drugs	5971 No. 3 Road	604-482-4811
	3200 - 11666 Steveston Highway	604-448-4852
Pharmasave	116 - 10151 No. 3 Road	604-241-2898
Rona	7111 Elmbridge Way	604-273-4606
Staples	#1 - 6390 No. 3 Road	604-270-9599
	110 - 2780 Sweden Way	604-303-7850

For a complete list of batteries accepted, please visit call2recycle.ca or call 1-888-224-9764.

For a complete list of mobile phones drop off locations, visit recyclemycell.ca/dropoff.php

CARBON MONOXIDE (CO), SMOKE AND COMBINATION SMOKE AND CO ALARMS^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
Go Green Depot & Recycling	#7 - East 7th Avenue, Vancouver	604-874-0367
South Van Bottle Depot	34 East 69th Avenue, Vancouver	604-325-3370

For a complete list of alarms accepted, please visit productcare.org/Smoke-Alarms or call 604-RECYCLE.

CELLULAR/MOBILE PHONES^{DB}

All cellular/mobile phone stores accepts used cellular/mobile phones for refurbishing or recycling.

To erase information from your device, including text messages, contacts and personal files, use Cell Phone Data Erasers by http://recellular.com/recycling/data_eraser/default.asp available for free.

Visit recyclemycell.ca or call 1-888-797-1740 for a list of collection sites. Pre-paid mail-back label to return cellular phone through Canada Post is available through recyclemycell.ca/labels.php.

Mobile phones are also accepted by all Call2Recycle locations, visit call2recycle.ca/locations.

COFFEE CUPS (PAPER OR SYTROFOAM)

DROP-OFF LOCATION	ADDRESS	PHONE
Household garbage		


**COMPUTERS^{DB}, COMPUTER MONITORS/
KEYBOARD/MICE & OTHER PERIPHERALS^{DB},
DESKTOP PRINTERS^{DB}, DESKTOP &
PORTABLE SCANNERS/FAX MACHINES
& COPYING EQUIPMENT^{DB}**

DROP-OFF LOCATION	ADDRESS	PHONE
Best Buy	700 - 5300 No. 3 Road	604-273-7335
Future Shop	102 - 5300 No. 3 Road	604-232-9772
Ironwood Bottle & Return-It Depot	11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Ralph's on Mitchell	12011 Mitchell Road	604-325-8323
Regional Recycling	13300 Vulcan Way	604-276-8270
Computers for Schools - computers only for reuse	206 - 6741 Cariboo Road, Burnaby	604-294-6886
Free Geek Vancouver - computers only for reuse	1820 Pandora Street, Vancouver	604-879-4335
London Drugs - computers only	5971 No. 3 Road	604-448-4811
	3200 - 11666 Steveston Highway	604-448-4852

To erase data from hard drive or physical destruction, please visit return-it.ca/electronics/recycling/datasecurity/website.

For a complete list of computers, computer monitors/keyboard/mice and other peripherals, printers, scanners, fax machine and copying equipment accepted, please visit return-it.ca/electronics/ or call 604-473-2400.

**COMPACT FLUORESCENT LIGHTS (CFLs)^{DB},
FLUORESCENT TUBES - RESIDENTIAL
USE ONLY^{DB}**

No PCB ballasts

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010
Canadian Tire	11388 Steveston Highway	604-271-6651
Home Depot	2700 Sweden Way	604-303-7360
London Drugs	5971 No. 3 Road	604-482-4811
	3200 - 11666 Steveston Highway	604-448-4852

For a complete list of fluorescent lamps accepted, please visit productcare.org/lights or call 604-RECYCLE.

EYEGLASSES

DROP-OFF LOCATION	ADDRESS	PHONE
Canadian National Institute for the Blind	5055 Yoyce Street, Vancouver	604-431-2121

FIRE EXTINGUISHERS

DROP-OFF LOCATION	ADDRESS	PHONE
Contact Recycling Council of BC at 604-RECYCLE for more information.		

GYPSUM DRYWALL^{DB}

No other materials attached to or on drywall

DROP-OFF LOCATION	ADDRESS	PHONE
City of Vancouver Landfill *	5400 72nd Street, Delta	604-873-7000
Ecowaste Industries Ltd. *	15111 Triangle Road	604-277-1410
Fairway Disposal *	11560 Twigg Place	604-327-7100
New West Gypsum Recycling *	38 Vulcan Street, New Westminster	604-534-9925

**FLAMMABLE LIQUIDS^{DB}, PESTICIDES^{DB},
SOLVENTS^{DB}, GASOLINE^{DB}**

(Gasoline must be in approved ULC container)

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010

For a complete list of flammable liquids, gasoline, pesticides and solvents accepted, please visit productcare.org/BC-Paint-Program or call 604-RECYCLE.

GENERAL HAZARDOUS MATERIALS

DROP-OFF LOCATION	ADDRESS	PHONE
Hazco Environmental *	160 - 13511 Vulcan Way	604-214-7000
Newalta Corporation *	#9 - 7483 Progress Way, Delta	604-940-1220

HYPODERMIC NEEDLES

Purchase a "Sharps Container" from a pharmacy and return the container to same pharmacy when full.

Visit bd.com/ca/safety/products/injection/sharps_disposal for more information.

**LUBRICATING (USED) OIL^{DB}, OIL FILTERS^{DB},
PLASTIC OIL CONTAINERS^{DB}**

DROP-OFF LOCATION	ADDRESS	PHONE
Acurus Automotive	140 - 4280 No. 3 Road	604-273-4141
Audi of Richmond	5680 Parkwood Way	604-279-9663
Canadian Tire	3500 No. 3 Road	604-273-2939
	11388 Steveston Highway	604-271-6651
Certigard Petro-Canada	4011 Francis Road	604-277-3620
Cowell Motors Ltd - Volkswagen	13611 Smallwood Place	604-273-3922
Esso Service Station (Blundell)	7991 No. 1 Road	604-277-1105
Jaguar Land Rover of Richmond	5660 Parkwood Way	604-273-6068
Lubeworld	10991 No. 4 Road	604-951-6662
Metron Auto Service Ltd.	104 - 8077 Alexandra Road	604-270-1668
Mr. Lube	9120 Westminster Highway	604-273-5823
OK Tire Service Centre	5831 Minoru Boulevard	604-278-5171
Rainbow Auto Service	142 - 11788 River Road	604-276-2820
Richmond Acura	4211 No. 3 Road	604-278-8999
Sky Auto Services	110 - 5791 Minoru Boulevard	604-233-1828

For a complete list of lubricating oil, oil filters and plastic oil containers accepted, visit usedoilrecycling.com or call 604-RECYCLE.

DB: Disposal ban | * A fee is charged

DID YOU KNOW?

The Product Stewardship Program helps with take back of many recyclable materials and is guided by the principle that whoever designs, produces, sells or uses a product takes responsibility for minimizing that product's environmental impact. The costs for recycling

these products are covered through environmental handling fees that are charged on the sale of products and through refundable deposits on items like beverage containers.

**MATTRESSES AND BOXSPRINGS ^{DB}**

DROP-OFF LOCATION	ADDRESS	PHONE
City of Vancouver Landfill*	5400 72nd Street, Delta	604-873-7000

MILK CARTONS

DROP-OFF LOCATION	ADDRESS	PHONE
City of Vancouver Landfill*	5400 72nd Street, Delta	604-873-7000
Ironwood Bottle & Return-It Depot	11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Blundell Return-It Centre	130 - 8180 No. 2 Road	604-274-1999
Richmond Return-It Bottle Depot	135 - 8171 Westminster Highway	604-232-5555
Steveston Bottle Depot	#2 - 12320 Trites Road	604-241-9177
Regional Recycling	13300 Vulcan Way	604-276-8270

PAINT & PAINT AEROSOL CONTAINERS ^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010
Rona	7111 Elmbriidge Way	604-273-4606

For a complete list of paint & paint aerosol containers accepted, please visit productcare.org/BC-Paint-Program or call 604-RECYCLE.

PHARMACEUTICAL ^{DB}

All pharmacies accepted left over or outdated prescription drugs, non-prescription medications, herbal products, mineral supplements, vitamin supplements and throat lozenges for safe disposal.

For a list of pharmacies and/or drugs, medications, herbal products and mineral supplements accepted, visit medicationsreturn.ca/british_columbia_en.php or call 604-RECYCLE.

Note: Please do not wash these items down the drain or throw them in the garbage.

PLASTIC SCRAP AND FLOWER POTS

DROP-OFF LOCATION	ADDRESS	PHONE
Westcoast Plastic Recycling Inc	#3 - 2480 Shell Road	604-247-1664

Example of items accepted include nursery pots/trays, shrink wrap, shopping bags, bubble wrap, strapping, etc. Visit westcoastplasticrecycling.com for a complete list of acceptable materials.

PROPANE TANKS - REFILLABLE (EMPTY)

DROP-OFF LOCATION	ADDRESS	PHONE
City of Vancouver Landfill (Maximum 1 unit)	5400 72nd Street, Delta	604-873-7000
Husky Autogas	9060 Bridgeport Road	604-278-0011
Steves Husky Service *	8011 No. 3 Road	604-270-3822

PROPANE TANKS (SMALL) - DISPOSABLE (EMPTY)

DROP-OFF LOCATION	ADDRESS	PHONE
City of Vancouver Landfill (Maximum 2 units)	5400 72nd Street, Delta	604-873-7000

STYROFOAM - MOLDED PACKAGING

DROP-OFF LOCATION	ADDRESS	PHONE
Mansonville Plastics (BC) Ltd	19402 56 Avenue, Surrey	604-534-8626

London Drugs customers can return the moulded packaging Styrofoam from their appliance, computer and accessories products to any London Drugs store with proof of purchase.

STYROFOAM CHIPS (PEANUTS)

DROP-OFF LOCATION	ADDRESS	PHONE
The UPS Store	185 - 9040 Blundell Road	604-231-9643
	186 - 8120 No. 2 Road	604-304-0077
Packaging Depot	6360 Kingsway, Burnaby	604-451-1206
	5524 Cambie Street, Vancouver	604-325-9966

TELUS EQUIPMENT (RENTAL OR RETAIL) ^{DB}

All TELUS rental or retail equipment such as cordless/corded phones, Voice Over IP (VOIP) phones, Global Positioning System (GPS) equipment and video/telephone conference equipment can be returned via Canada Post, call 604-310-2255 for more information.

THERMOSTATS ^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
Andrew Sheret Ltd.	4500 Vanguard Road	604-278-3766

For a complete list of thermostats accepted, visit switchthestat.ca/eng/index.php or call 1-416-922-2448.

DB: Disposal ban | * A fee is charged

Working together with the City of Richmond, producers, retailers and residents can divert hazardous waste and other special disposal items from the landfill. Producers and retailers who support product stewardship and related take-back programs assist with recycling and proper disposal, and residents can use these programs to help turn waste into resources.



TIRES^{DB}		
DROP-OFF LOCATION	ADDRESS	PHONE
A & D Workshop Inc	180 - 12871 Clarke Place	604-351-7696
Acurus Automotive Ltd.	140 - 4280 No. 3 Road	604-273-4141
Canadian Tire	3500 No. 3 Road	604-273-2939
	11388 Steveston Highway	604-271-6651
Chariot Tire	404 - 4940 No. 6 Road	604-276-2966
Costco Wholesale	9151 Bridgeport Road	604-270-3647
Country Tire	11831 Machrina Way	604-270-3333
Express Lube & Tune Centre	2840 No. 3 Road	604-278-1018
Fountain Tire	8971 Bridgeport Road	604-273-3751
Kal Tire	6551 No. 3 Road	604-207-1203
	2633 No. 5 Road	604-278-9181
Metro Tires Ltd.	12311 Mitchell Road	604-783-4435
Midway Tirecraft	170 - 2251 No. 5 Road	604-276-8558
OK Tire Store	5831 Minoru Blvd	604-278-5171
P & P Tire and Auto Service	150 - 8531 Captstan Way	604-278-3777
Redline Automotive Ltd.	#1 - 11711 No. 5 Road	604-277-4269
Richmond Country Tire	11880 Machrina Way	604-241-5555
Roadrunners Dial A Tire Ltd.	11386 Railway Avenue	604-274-8473
Shortstop Auto Service	11251 Bridgeport Road	604-244-0464
Signature Mazda	13800 Smallwood Place	604-278-3185
Vancouver Landfill (Passenger/light truck, with/ without rims limit of 10)	5400 72nd Street, Delta	604-873-7000

Note: All retail locations accept a used tire for a new one purchased.

For a complete list of tires accepted, visit tirestewardshipbc.ca or call 1-866-759-0488.

TIRES AND TUBES - BICYCLE^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
Ace Cycles	3155 West Broadway, Vancouver	604-738-9818
Bike Doctor	137 West Broadway, Vancouver	604-873-2453
Cap's Bicycle Shop	434 East Columbia Street, New Westminster	604-524-3611
Dream Cycle	1010 Commercial Drive, Vancouver	604-253-3737
Kissing Crows Cyclery	4562 Main Street, Vancouver	604-872-5477
La Bicicletta Pro Shop	233 West Broadway, Vancouver	604-872-2424

For more information on the program, visit tirestewardshipbc.ca/bike.php or call 1-866-759-0488

NON HAZARDOUS MISCELLANEOUS ITEMS

Vancouver Landfill *	5400 72nd Street, Delta	604-873-7000
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For a list of items accepted and not accepted at Ecowaste, please visit ecowaste.com or call 604-277-1410.

DB: Disposal ban | * A fee is charged

ACKNOWLEDGEMENTS

The information and data for this report included input from a number of organizations working in solid waste management and recycling in the region. The City of Richmond thanks the following organizations for generously providing assistance, information, photographs, and data to support the development of this report:

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Tire Stewardship BC
BC Used Oil Management Association
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City of Richmond

Report to Committee

TO PWOT - May 24 2012

To: Public Works and Transportation Committee
From: Tom Stewart, ASCT.
Director, Public Works Operations
Re: Green Cart Pilot Program Results

Date: May 9, 2012
File: 10-6370-10-05/2012-
Vol 01

Staff Recommendation

1. That based on the successful results of the Green Cart Pilot Program, staff report back on costs and options for an expanded cart-based collection program for a food scraps and organics recycling program for all townhome units in conjunction with introduction of a similar program for residents in single-family homes.
2. That the Green Cart Pilot program be continued pending a determination by Council on actions relating to a permanent food scraps/organics recycling program for townhomes.

Tom Stewart, ASCT.
Director, Public Works Operations
(604-233-3301)

Att. 2

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

Staff Report

Origin

At their October 25, 2010 meeting, Council approved a pilot program to collect food scraps and yard trimmings from approximately one-third of townhomes in Richmond, or about 3,200 units. The purpose of the program was to test cart-based collection methodology, appropriate cart sizes, participation rates and waste quantities collected. Information from the pilot program can be used to help further develop and expand food scraps recycling services to residents in multi-family developments.

The 9-month pilot program commenced in April, 2011. The program is continuing in 2012 pending completion of the evaluation period and determination of next steps. This report presents the results of the pilot program from its commencement through December, 2011, and recommends that staff report back on costs and options to expand cart-based food scraps/organics recycling to all 11,200 townhomes in conjunction with consideration of a similar program for residents in single-family homes.

Analysis

The pilot program commenced on April 4, 2011 and involved 3,184 units at 77 different sites. The complexes/units selected for the pilot program were based on a number of factors, including: ease of serviceability, interest expressed by residents in food scraps recycling, collection methodology consistent with other services, i.e. door-to-door recycling and garbage collection. Carts were identified for testing in this program using semi-automated collection due to the challenges experienced with the heavy weights of cans in the single-family residential Green Can program.

An overview of the pilot program is provided in the following sections. Information on the program lead-in and implementation phase is provided as well as initial feedback and program adjustments. In addition, the pilot program measurements included operational collection statistics gathered regularly throughout the program, as well as a resident survey conducted two-thirds through the program. Summary information on these measures is provided. Information on the costs of the pilot program, summary conclusions and options/recommended next steps is also included.

1. Program Lead-In and Implementation

A summary of the 2011 activities and timelines associated with the lead-up and implementation aspects of this program is summarized below:

- a) *Early January* – a letter was sent to the property management company advising of the upcoming program and requesting strata council contact information. As part of this, City staff offered to attend strata/resident meetings to make presentations on the program. Nine such presentations/information sessions were conducted.
- b) *End January* – A letter was sent to the individual property/unit owners to advise them of the upcoming program. An FAQ (frequently asked questions) was provided.

- c) *Early March* – Another letter was sent to the individual property/unit owners advising that their collection cart, along with an information brochure and collection information, would be delivered within two weeks' time.
- d) *Middle to End of March* – Cart deliveries took place. Carts were pre-labelled with both a “Green Cart” and instructional decal. Initially, 120 litre and 80 litre carts were targeted for the program. Cart size was pre-determined by the City based on the amount of available green space, i.e. complexes with more green space were provided the larger carts (120 L) and those with less green space were provided with the smaller (80 L) cart. This was based on our assumption that residents might use the carts for their garden trimmings as well as food scraps.
- e) *September* – A letter was sent to individual property/unit owners providing resident feedback received to date along with program tips. Complimentary paper bin liners were provided. In addition, a staff-monitored V-Bulletin discussion forum, where residents were invited to go online and ask questions, get information on tips and resources and share their thoughts and experiences about the program, was introduced. In addition, residents were requested to fill in an on-line survey or those wishing a hard copy of the survey could request one.



Early Feedback and Program Adjustments

Feedback was received early on in the program about the size of the carts being too large and storage and cleaning were difficult, particularly in relation to the 120 L carts. A common issue highlighted was that local strata bylaws do not allow refuse containers to be stored outside. As a result, two key actions were taken: 1) An alternative cart size was introduced, i.e. 46.5 litre, and 2) Carts were switched out, upon request, to either 80 L or 46.5 L carts. A comparison to the initial cart size distribution and that now in place with requested adjustments is shown below.

Table 1: Cart Size Distribution

Cart Size	Initial Carts Distribution	Program Adjustment
46.5 L	-	286 Units
80 L	1757 Units	1654 Units
120 L	1435 Units	1244 Units
Total	3192 Units	3184* Units

*Eight units opted out.

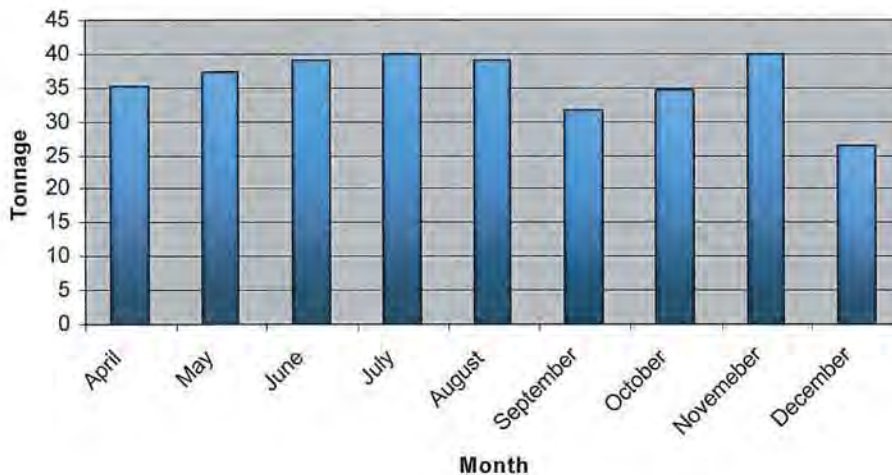
2. Collection Statistics

Program information was collected by the service provider throughout the pilot including quantities collected, weekly set out rates and contamination rates as outlined below:

- a) On average, approximately 36 tonnes was collected per month, or a total of 323.39 tonnes during April – December, 2011. While tonnages collected each month varied slightly, they remained fairly consistent throughout the pilot. This is different from the single-family Green Can program, which spikes considerably in the growing season (March/April – October) and drops off in the winter/cooler months. This would indicate that Green Cart pilot program participants were mostly recycling food scraps and only some yard trimmings.

Graph 1: Volumes Collected Per Month

Total Tonnage Collected Per Month



- b) The average weight collected per unit per month was 11.29 kg averaged over all units.
- c) Weekly set-out rates averaged 45.75%, meaning approximately one-half of residents put their Green Cart out for collection on any given week.
- d) Residents within the Monday collection zone had the highest weekly set out at 52.83%, followed by Wednesday at 49.8%, Thursday at 42.24% and the Tuesday zone at 36.73%.
- e) The number of carts which contained non-program materials (contamination) and had to be tagged with an information sticker was 3.33% at the start of the program, and dropped to .05% by the end of December, indicating a high level of compliance. The contamination make up was as follows:
- 87.6% plastic
 - 6.2% garbage
 - 6.2% plastic liners

Average contamination rates were lowest among residents with collection on Mondays at .59%, followed by Wednesday at .67%, Thursday at .92% and Tuesday at 1.31%.

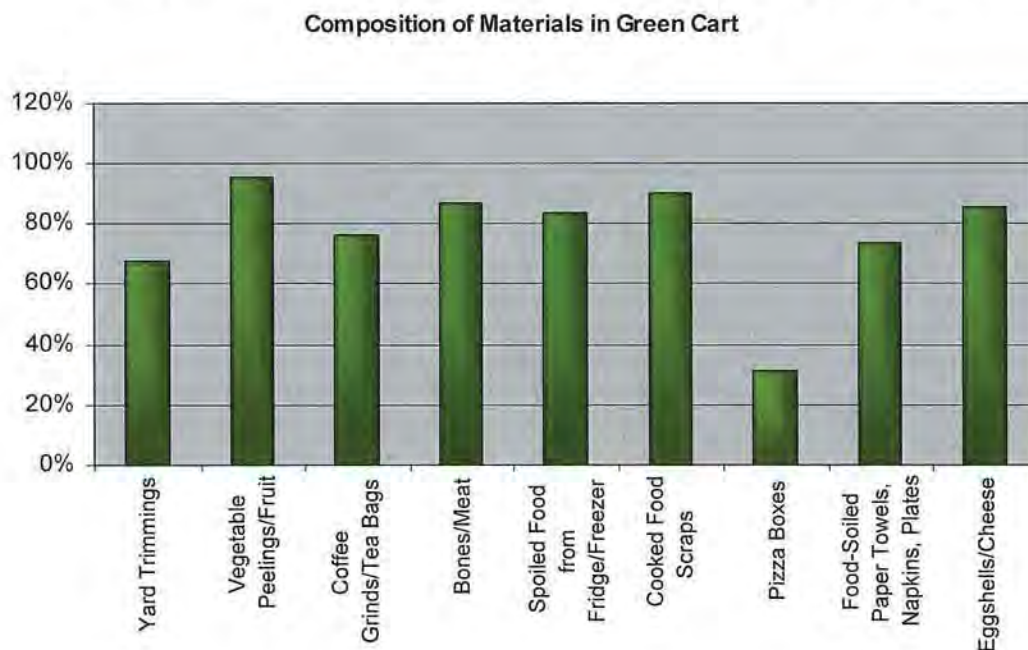
Overall, weekly set out rates were somewhat lower than expected, i.e. slightly less than one-half. However, the quantities collected per unit at 11.29 kg per unit per month (averaged over all units) is significant, or 135 kg per year. Based on estimated total waste generation of 600 kg per unit per year, the pilot program results indicate that a food scraps recycling program will result in 22.6% of waste being diverted from townhomes.

3. *Resident Participant Survey*

As noted previously, residents were requested to complete an on-line survey approximately two-thirds into the program. A copy of the survey is contained in **Attachment 1**. Survey responses were received from 295 residents, or a response rate of over 9%. Of those who responded, 92% indicated they were actively participating in the program and 8% were not. The survey response is summarized in **Attachment 2**. Key highlights from the survey are as follows:

- a) Most residents (84%) indicated they were placing their containers out for collection weekly.
- b) A broad-scale and generally equal variety of materials were being placed in the Green Cart, indicating that residents were very familiar with the program parameters. This is likely due to the robust communication approach used and provision of easy-to-understand program information. Fruit/vegetable peelings, cooked food scraps, and bones/meat topped the list of items being included in the Green Cart, followed closely by eggshells and cheese, spoiled foods, food-soiled paper and coffee grounds. A chart showing the various materials as reported by the survey respondents is shown below:

Graph 2: Resident Reported Composition of Organics Placed in Green Cart



- c) The vast majority of respondents (95%) indicated a preference for door-to-door vs. centralized (4%) collection service.
- d) Residents clearly preferred that the City provide the collection container/cart (83%) vs. 9% who would prefer to provide their own container.
- e) Residents reported significant reductions in their garbage, with most (43%) reporting their garbage reduced by 50%. Thirty-four percent reported their garbage reduced by 75%.
- f) When active participants were asked about the common barriers that might prevent residents from recycling food scraps, 81% reported concerns about smell, 60% reported concerns about rodents/wildlife, 55% reported that they did not want to store food scraps in the home, and 51% reported concerns with lack of sufficient space to store the Green Cart.
- g) When those who were not participating in the program were asked about the common barriers, an equal number (78%) reported concerns about smell and rodents/wildlife, 52% stated they did not want to store food scraps in the home, 48% said that the container size was a barrier, followed by 26% who said there was a lack of sufficient space to store the Green Cart.
- h) In relation to container size, 50% of residents indicated preference for a smaller container.
- i) To encourage greater recycling of food scraps, 57% of residents indicated preference to have a small container to temporarily store their food scraps for later transfer to the Green Cart.
- j) Only 2% of respondents indicated that changes were made to existing landscape contracts as a result of the program. In reviewing survey comments, it would appear this is due to the temporary nature of the pilot and a reluctance to make a contractual change without certainty about the future of the program.
- k) Dislikes about the program included odour concerns, cart size (too large), lack of bin liners, cost of paper bin liners, challenges with keeping the carts clean, and fruit fly/insect issues during the warmer months.
- l) The environmental benefits of recycling and waste reduction overwhelmingly topped the list of 'likes' about the program. Many residents commented on having much less garbage, and reduced smell from their garbage. Positive comments were made about the carts (on wheels, secure lid, sturdy design, etc.). Several residents commented about the convenience of also being able to recycle yard trimmings through this program.

4. Pilot Program Cost

The estimated cost of the pilot program was \$450,000, which aligns closely with approximate total costs incurred of \$439,450:

- Provision of carts, including purchase, assembly, preparation & delivery: \$195,000
- Collection service (Apr-Dec, 2011), material processing and outreach \$244,450
- Total Cost: \$439,450

The ongoing cost of the pilot program in 2012 is approximately \$26,850 per month for collection and processing services only.

5. *Summary Conclusions*

The Green Cart pilot resulted in the food scraps recycling program diverting approximately 22% of total estimated waste generation from townhomes, or approximately .14 tonnes per unit/year. This is significant and indicates that food scraps is likely a large component of material remaining in waste disposed by residents in townhomes. Based on these results, if all 11,200 townhomes were included in a food scraps/organics recycling program, an estimated additional 1,500 tonnes could be diverted from disposal annually. When rolled into Richmond's total residential waste stream, this would further our overall waste diversion by an additional 2.5%.

Given the challenges experienced by townhome residents in storing the carts, it would be beneficial to incorporate the smaller 46.5 L carts into the program and eliminate the larger 120 L carts. Based on the results of this program and survey feedback, the following parameters would likely result in the greatest participation for a food scraps/organics recycling program if expanded to all townhome residents:

- a) Provide options for residents to select either 46.5 L or 80 L carts. All carts to be on wheels for easy manoeuvring. Permit the use of paper yard waste bags for additional yard trimmings that may not fit into the cart.
- b) Ensure all containers have secure lockable lids to avoid concerns regarding intrusion by rodents or wildlife.
- c) Include a kitchen container as a one-time issue for residents to temporarily store scraps before transferring to their storage container.
- d) Include a maximum number of paper bag liners at implementation, with coupons/purchase incentives and information on where to obtain additional liners.
- e) Expand communications materials to provide tips on minimizing fruit flies/insects in warmer weather.
- f) Provide door-to-door collection.
- g) Provide weekly collection service.
- h) Offer attendance at strata council/resident meetings to provide education and Q&A sessions about the program.

6. *Options and Next Steps*

The positive results of the pilot program indicate that an expanded food scraps/organics recycling program for townhomes is an important next step in furthering residential waste diversion. The measures outlined in Section 5 (above) would help to maximize weekly participation in the program, as would the program being introduced on a permanent basis. Expanded programs for food scraps recycling is also important in light of pending disposal bans being considered by Metro Vancouver (i.e. estimated in 2015).

Options for an expanded food scraps/organics recycling program for townhomes could include:

Option 1 – Mandate via Bylaw: No City Involvement in Service Provision (Residents Contract Independently) – Under this option, the City would modify existing Solid Waste and Recycling Bylaw 6803 to require food scraps/organics recycling by residents in townhomes, but would not play any active role in providing the service. Residents would be required to work with independent service providers to arrange collection/recycling services.

This option is not recommended. While it gives residents the flexibility to arrange their services independently, it would require more work and coordination effort on their part to arrange. In addition, piece-meal servicing among different complexes is expected to be more costly for residents when compared with one comprehensive City-provided program. Another key drawback of this option is that the City would not be able to obtain collection data and statistics for measuring waste diversion performance.

Option 2 – Expand Food Scraps/Organics Recycling to all Townhomes

There are two difference approaches within this option that could be pursued:

- a) Issue a separate tender contract for a comprehensive service agreement to all townhomes, or
- b) Expand the City's existing waste management services contract (which is currently targeted to expire December 31, 2014) to include food scraps/organics recycling to all townhomes.

Staff can investigate and report back on the costs associated with Item b). Staff would not know costs associated with Item a) until after a tender was issued and evaluated. However, both of these options are expected to result in costs that may be higher than what could be achieved through a broader program (see Option 3) due to the lack of ability to achieve maximum economies of scale. In the case of Item b), there is the challenge of a lack of economies of scale plus the contract is short-term in nature. The economies of scale are an issue because a collector is not expected to be able to maximize the use of their collection vehicles due to the number that would be required to service the total townhome units involved.

Staff recommend reporting back on Option b) as part of considering a further option, i.e. Option 3, which follows.

Option 3 – Expand Organics Recycling to all Townhomes in Conjunction with Introducing a Cart-Based Collection Program for Single-Family Homes

Under this option, a similar cart based collection program could be introduced for residents in single-family homes, in conjunction with expanding food scraps/organics recycling collection to all townhomes.

This would require single-family residents to transition from Green Cans to carts. This would offer several advantages for single-family residents in that they would have a larger cart to use in place of several Green Cans, would avoid challenges with over-weight containers, would avoid missed collections in situations where residents forget to ensure the Green Can decal faces the road, etc. In addition, it would allow for increased ability for a collector to maximize the use of their collection equipment due to having an increased service base which aligns better with resource requirements. Staff expect this would translate into the most cost-effective approach.

Staff recommend exploring the cost of this option and reporting back to Council for further consideration. A cost analysis for Item 2b) would also be included for Council's consideration.

Financial Impact

Funding in the amount of approximately \$200,000 is included in the 2012 Sanitation and Recycling budget for continuation of the pilot program.

Should Council expand the service on a permanent basis, staff would propose that the costs be recovered through user charges to those eligible for the service.

Conclusion

Excellent insights and information has been obtained from the food scraps/organics recycling pilot program for townhomes, undertaken during April – December, 2011. Results indicate that approximately .14 tonnes per townhome unit per year can be diverted, or over 22% of total estimated townhome waste generated.

Feedback from residents who participated in the pilot (92% of those responding to the survey) has been very positive, with 78% reporting their garbage being reduced by 50%-75%. Eighty-four percent of residents stated they were placing their carts out for collection weekly. In light of pending disposal bans for food scraps/organics expected in 2015, it is important that the City look to provide recycling options for these materials. The information obtained from the resident survey contained very valuable information in terms of cart sizes, preferred methods of collection, etc., in order to help develop a broader scale program for all townhome residents.

Staff recommend reporting back on costs and options associated with an expanded food scraps/organics cart-based recycling program for all residents in townhomes in conjunction with an option to implement cart-based collection for residents in single-family homes. In the interim, it is recommended that the food scraps/organics service be continued for the 3,184 townhome units currently participating in the pilot program.

May 9, 2012

- 10 -

A handwritten signature in black ink, appearing to read 'S Bycraft', with a long horizontal flourish extending to the right.

Suzanne Bycraft
Manager, Fleet & Environmental Programs
(604-233-3338)

SJB:



GREEN CART

Food Scraps and Yard Trimmings Pilot Program

Complete green cart survey for a chance to win an iPad2 and other prizes!

Thank you for assisting us with the review of the Green Cart Pilot Program. Your input as participants in this program is crucial to assessing options for the Green Cart recycling programs for townhomes in the City of Richmond. Please take a few minutes to complete this survey and submit it by **5:00 p.m. on September 12, 2011**. Your individual responses will be kept confidential and will be used in the program review only.

Three ways to submit your completed survey:

- I. Mail or drop off to Linh Huynh, Environmental Programs –
5599 Lynas Lane, Richmond, BC V7C 5B2.
- II. Scan and email to lhuyh@richmond.ca.
- III. Fax it to Environmental Programs, Attention Linh Huynh, 604 233-3336.

This survey can also be completed online at www.richmond.ca/greencart.

Your input is needed!

1. What is your green cart collection day?
☐ Monday ☐ Tuesday ☐ Wednesday ☐ Thursday
2. Are you actively participating in the Green Cart Pilot Program? If no, please skip ahead to question 15.
☐ Yes
☐ No.
3. What size container are you using?
☐ 120 Litre ☐ Other (Please specify.)
☐ 80 Litre
☐ 46.5 Litre
4. How often do you place your Green Cart out for pick-up?
☐ Weekly ☐ Other (Please specify.)
☐ Bi-weekly (every two weeks)
☐ Monthly
5. Which of the following items are you putting in your Green Cart? (Please check all that apply.)

<input type="checkbox"/> Yard trimmings	<input type="checkbox"/> Food-soiled paper towels, napkins, plates
<input type="checkbox"/> Vegetable peelings/fruit	<input type="checkbox"/> Eggshells/cheese
<input type="checkbox"/> Coffee grinds/tea bags	<input type="checkbox"/> Other (Please specify.)
<input type="checkbox"/> Bones/meat	
<input type="checkbox"/> Spoiled food from fridge/freezer	
<input type="checkbox"/> Cooked food scraps	
<input type="checkbox"/> Pizza boxes	

Attachment 1 (Cont'd)

6. If you are not putting food scraps in your Green Cart, please tell us why:

7. Please indicate your preferred method of service:

- ☐ Door-to-door collection
☐ Centralized (pick-up from one central location)

8. Please indicate your preference for the collection container:

- ☐ City-provided cart (pre-decalled)
☐ Resident-provided container of choice (where City provides label only)

9. On average, when using the Green Cart, how much would you estimate that your garbage is being reduced:

- ☐ 75% Less garbage
☐ 50% Less garbage
☐ 25% Less garbage
☐ No change
- ☐ Other (Please specify.) _____

10. If you currently receive curbside collection of your garbage, how often do you feel your garbage needs to be collected when using Green Cart recycling?

- ☐ Weekly
☐ Bi-weekly (every two weeks)
☐ Monthly

11. What do you like about the Green Cart Pilot Program?

12. What do you dislike about the Green Cart pilot program?

13. Did you find the information provided about the Green Cart Pilot Program to be:

- ☐ Very helpful- explained everything I needed to know.
☐ Somewhat helpful – gave me some basic information, but I still had questions.
☐ Not at all helpful – I didn't understand the program or what was required to use my Green Cart.

14. For each statement below, please indicate Yes, No or Not Sure.

- | | Yes | No | Not Sure |
|--|--------------------------|--------------------------|--------------------------|
| A) I need more information on the environmental benefits of recycling yard trimmings and food scraps. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B) I need more information on why I should recycle food scraps. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C) I need more information on how to recycle food scraps. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D) I would recycle food scraps if I had a smaller container. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E) I would recycle food scraps if a small container was supplied for temporarily storing food scraps before transferring them to the Green Cart. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F) I would recycle food scraps if.....: (Please specify.) | | | |

Attachment 1 (Cont'd)

15. What do you think are the most common barriers that prevent residents from using their Green Carts? (please check all that apply.)

- ☐ Not enough space to store Green Cart.
- ☐ Size of container.
- ☐ Not sure what goes into Green Cart.
- ☐ Do not want to put food scraps in home.
- ☐ Concerned about smell of food scraps in Green Cart.
- ☐ Concerned about rodents or other wildlife being attracted to Green Cart.
- ☐ Other (Please specify.)

16. What do you recommend or what do you think would help encourage people to use Green Carts for recycling food scraps?

17. Do you use a backyard composter?

- ☐ Yes
- ☐ No

18. If you answered no to question 2, what are your reasons for not participating?

19. Have you made any changes to your landscaping contract/arrangement as a result of this program?

- ☐ Yes
- ☐ No
- ☐ Not sure
- ☐ Not applicable

20. Please provide any other comments or suggestions about your experience participating in Richmond's Green Cart Pilot Program.

Optional: if you would like to be entered to win the green cart survey grand prize of an iPad2 and other prizes, please provide us with your contact information as follows:

Name: _____
Address: _____
Email: _____
Phone: _____

Thank you for completing this survey and providing the city of Richmond with your comments about your participation in Richmond's Green Cart Pilot Program.

If you have questions about the Green Cart and related recycling services or would like to meet with our staff, please contact Linh Huynh of Environmental Programs directly at 604 233-3346 or lhuyh@richmond.ca or call the Environmental Programs Information Line at 604 276-4010.

Attachment 2**Response from All Survey Respondents****2. Participation**

- | | |
|-------|-----|
| • Yes | 92% |
| • No | 8% |

3. Size of Container

- | | |
|----------------|-----|
| • 46.5 L | 23% |
| • 80 L | 29% |
| • 120L | 30% |
| • Doesn't Know | 19% |

17. Backyard Composters

- | | |
|-------|----|
| • Yes | 9% |
| • No | 3% |

19. Changes to Landscaping Contract/Arrangement

- | | |
|------------------|-----|
| • Yes | 2% |
| • No | 55% |
| • Not Sure | 15% |
| • Not Applicable | 15% |
| • No Response | 26% |

Response from Active Participants (Answered "Yes" to Question #2)**4. Frequency for placing Green Cart for Collection**

- | | |
|---------------|-----|
| • Weekly | 84% |
| • Bi-weekly | 10% |
| • Monthly | 3% |
| • No response | 3% |

5. Composition of Materials in Green Cart

- | | |
|---|-----|
| • Yard Trimmings | 68% |
| • Vegetable Peelings/Fruit | 96% |
| • Coffee Grinds/Tea Bags | 76% |
| • Bones/Meat | 87% |
| • Spoiled Food from Fridge/Freezer | 83% |
| • Cooked Food Scraps | 90% |
| • Pizza Boxes | 31% |
| • Food-Soiled Paper Towels, Napkins, Plates | 74% |
| • Eggshells/Cheese | 86% |

7. Preferred Collection Method

- | | |
|---|-----|
| • Door-to-door collection | 95% |
| • Centralized (pick-up from one location) | 4% |
| • No Response | 1% |

8. Preference for Collection Container

- | | |
|--|-----|
| • City-provided cart (pre-decalled) | 83% |
| • Resident-provided container of choice (where City provides label only) | 9% |
| • No Opinion | 8% |

9. Garbage Reduction

- | | |
|--------------------|-----|
| • 75% Less Garbage | 34% |
| • 50% Less Garbage | 43% |
| • 25% Less Garbage | 16% |
| • No Change | 2% |
| • No Response | 4% |

13. Feedback on Communication about the Program

- | | |
|--|-----|
| • Very helpful- explained everything I needed to know. | 81% |
| • Somewhat helpful – gave me some basic information, but I still had questions | 17% |
| • Not at all helpful – I didn't understand the program or what was required to use my Green Cart | 0% |
| • No Response | 3% |

14. Communications/Education

- | | Yes | No | Not
Sure | No
Response |
|---|------------|-----------|---------------------|------------------------|
| • I need more information on the environmental benefits of recycling yard trimmings and food scraps. | 12% | 83% | 4% | 3% |
| • I need more information on why I should recycle food scraps. | 7% | 90% | 2% | 1% |
| • I need more information on how to recycle food scraps. | 13% | 83% | 1% | 3% |
| • I would recycle food scraps if I had a smaller container. | 50% | 36% | 10% | 4% |
| • I would recycle food scraps if a small container was supplied for temporarily storing scraps before transferring them to the Green Cart | 57% | 30% | 8% | 6% |

Response from Active Participants & Non-Participants (Answered "No" to Question #2)**15. Most Common Barriers That Prevent Residents From Using Their Green Cart**

	Active Participants	Non- Participants
• Not enough space to store Green Cart.	51%	26%
• Size of container.	44%	48%
• Not sure what goes inot Green Cart.	19%	22%
• Do not want to put food scraps in home.	55%	52%
• Concerned about smell of food scraps in Green Cart.	81%	78%
• Concerned about rodents or other wildlife being attracted to Green Cart	60%	78%



City of Richmond

Report to Committee

TO POT - May 24 2012

To: Public Works and Transportation Committee
From: John Irving, P.Eng. MPA
Director, Engineering
Re: 2012 Flood Protection Grant Program

Date: April 16, 2012
File: 10-6045-01/2012-Vol
01

Staff Recommendation

1. That the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the cost share agreements for the Williams Road Drainage Pump Station and the No. 1 Road North Drainage Pump Station which were approved for funding by the Province as part of the 2010 Provincial Flood Protection Program.
2. That the following projects be endorsed for submission to the 2012 Provincial Flood Protection Grant Program.
 - McCallan Drainage Pump Station Upgrade
 - No. 2 Road Drainage Pump Station Upgrade
 - Dike Upgrade and Raise, McCallan Road to No. 2 Road
 - South Dike Seismic Upgrade No. 4 Road to Shell Right of Way
 - Dike Upgrade at Nelson Road Drainage Pump Station
 - South Dike Upgrade Erosion Control Rip-Rap Replacement and Raise, No. 7 Road to ±1000 metres west
 - Dike Upgrade and Raise from Hollybridge Street to approximately 50 metres east of Dinsmore Bridge
3. That should any of the above submissions be successful, the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the cost share agreements with the Province.

[Signature]

John Irving, P.Eng. MPA
Director, Engineering
(604-276-4140)

*ACTING
DIRECTOR
FOR*

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Roads & Dikes.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>[Signature]</i>
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Sewerage and Drainage.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Intergovernmental Relations & Protocol Unit.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Parks.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Law.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> <i>[Signature]</i>	NO <input type="checkbox"/>	REVIEWED BY CAO	YES <i>GA</i> <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

In April 2012, the City was advised that the Province may issue a grant program similar in nature and funding level to the Emergency Management BC 2010 Flood Protection Program. The 2010 program was funded to approximately \$55 Million. Past grant program instructions have been such that projects must be endorsed by Council to be considered and this same requirement is anticipated for 2012.

This report identifies priority projects that staff recommend be submitted as part of the Province's next flood protection related grant program. This report also recommends authority be given to the Chief Administrative Officer and General Manager Engineering and Public Works to negotiate and execute the cost share agreements for projects approved for funding by the Province as part of the 2010 Flood Protection Grant Program.

Analysis

Emergency Management BC and the Federal Building Canada Plan, Disaster Mitigation Category of Infrastructure Canada have partnered in the past to provide flood protection funding to communities throughout British Columbia. Staff have been advised by provincial representatives that there may be an additional call for grant applications in the Fall 2012 with funding expected to be in the \$50 million range. Application requirements are anticipated to be similar to what was required in 2010.

The 2010 grant program was based on a 1/3 Province Government, 1/3 Federal Government and 1/3 Local Government cost sharing formula for local government area populations that are greater than 100,000. It is anticipated that the 2012 program will be of a similar nature.

The City was awarded \$3,570,000 (grant value) as part of the Emergency Management BC 2010 Flood Protection Program.

The following outlines the flood protection related projects recommended (not in priority order) for the next flood protection grant program anticipated for Fall 2012.

Project	Description
McCallan Drainage Pump Station Upgrade	Includes design and a complete renovation of the pumping system and buildings to upgrade ageing infrastructure and increase the pumping capacity approximately threefold.
No. 2 Road Drainage Pump Station Upgrade	Includes design and a complete renovation of the pumping system and buildings to upgrade ageing infrastructure, increase the pumping capacity approximately twofold and allow for dike raising related to sea level rise.
Dike Upgrade and Raise, McCallan Road to No. 2 Road	Includes a dike seismic upgrade and raise to meet minimum Provincial requirements including an allowance for sea level rise.

South Dike Seismic Upgrade No. 4 Road to Shell Road Right of Way	Includes design and construction of upgrades required to stabilize this section of dike from a seismic viewpoint and a dike raise to meet minimum Provincial requirements including an allowance for sea level rise.
Dike Upgrade at Nelson Road Drainage Pump Station	Includes a dike seismic upgrade and raise to meet minimum Provincial requirements including an allowance for sea level rise and pump station modifications to accommodate a raised dike.
South Dike Upgrade Erosion Control Rip-Rap Replacement No. 7 Road to ±1000 metres west	Includes placement of erosion protection riprap on the existing dike face and a dike raise to meet minimum Provincial requirements including an allowance for sea level rise.
Dike Upgrade and Raise from Hollybridge Street to approximately 50 metres east of Dinsmore Bridge	Includes a dike seismic upgrade and raise to meet minimum Provincial requirements including an allowance for sea level rise.

Cost Share Agreements

Following Council endorsement of projects, staff submitted applications for flood protection grant funding in 2010 and were successful on the Williams Road and No. 1 Road North Drainage Pump Station projects. In May 2012 staff received and have been asked to execute the proposed cost share agreements from the Province for these projects. These cost share agreements include the following key terms:

- The Province will provide two-thirds (2/3) of the actual eligible costs of the projects up to \$1,270,000 for the Williams Road Drainage Pump Station and \$2,300,000 for the No. 1 Road North Drainage Pump Station;
- Projects must be started within 3 months of executing the agreement;
- Projects must be completed by March 2013;
- The City will maintain general commercial liability insurance in an amount not less than \$2 million and include the Province as an additional insured;
- The City will grant a release and indemnity in favour of the Province;
- In the event that the City sells or otherwise disposes of the works, the City must repay a portion of the grant funding to the Province; and
- The City must provide status updates to the Province at least every 30 days.

Staff anticipates that if any of the City's submissions for the 2012 Flood Protection Grant Program are successful, the cost-share agreements for the approved projects will include similar key terms, including granting of a release and indemnity by the City in favour of the Province.

Staff recommends authority be given to the Chief Administrative Officer and General Manager Engineering and Public Works to negotiate and execute the cost share agreements from the Province for the Williams Road Drainage Pump Station and the No. 1 Road North Drainage Pump Station and if any of the City's submissions for the 2012 program are successful, to negotiate and execute the cost share agreements for those projects.

Financial Impact

There is no funding impact at this time.

Staff will submit the projects identified in this report for Council consideration as part of future capital programs with the City portion of funding from the Drainage and Dikes Utility and/or Drainage DCC's.

Conclusion

The Provincial and Federal governments have partnered to provide flood protection funding to communities throughout British Columbia. It is anticipated that there will be a flood protection funding grant opportunity announcement in the Fall 2012 with funding levels and application parameters similar to what was required in 2010. Staff have prepared a list of flood protection related projects and are seeking Council endorsement in accordance with the anticipated program requirements. Further, staff are seeking Council authority for the negotiation and execution of cost share agreements approved pursuant to the two grant programs.

A handwritten signature in black ink, appearing to read 'J. V. Young', is positioned above the printed name and title.

Jim V. Young, P. Eng.
Manager, Engineering Design and Construction
(604-247-4610)

JVY:jvy



City of Richmond

Report to Committee

TO: PLOT - may 24 2012

To: Public Works and Transportation Committee

Date: April 26, 2012


From: John Irving, P.Eng. MPA
Director, Engineering

File: 10-6340-01/2012-Vol
01

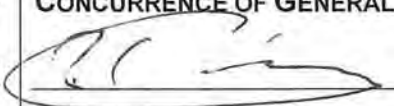
Re: Permits for City Pump Stations

Staff Recommendation

That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to sign Vancouver Fraser Port Authority (Port Metro Vancouver) Permits in the format shown in Attachment 1 as needed for the construction and operation of current and future City pump stations.


John Irving, P.Eng. MPA
Director, Engineering
(604-276-4140)

Att. 1

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

Staff Report

Origin

The City operates 38 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 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 Port Metro Vancouver Permits 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.

The Vancouver Fraser Port Authority (Port Metro Vancouver) currently holds head leases from the Ministry of Transportation and Infrastructure (MOTI) for the North Arm and Lower Main Arm. These parties are currently negotiating a new head lease that will require approval from the federal Minister of Transport. Until this new head lease is finalized, the Port will require execution of a yearly Release of Liability and Indemnity and Permit ("Permit") to allow for construction and operation of works within the head lease area. Due to the indemnity clause contained in this Permit, Staff require Council approval to enter into these agreements.

Currently, a Permit is required for the No. 4 Road Drainage Pump Station only (Attachment 1). However, additional Permits may be required on future stations.

Once the new head lease between the Port and MOTI is finalized, the Port and City will negotiate a sub-lease agreement that will be brought forward to Council for approval.

Financial Impact

None at this time.

The current yearly Permit cost for the No. 4 Road Drainage Pump Station is \$1,575 and was included in the 2008 Capital Submission Operating Budget Impact (OBI). Annual costs for future pump stations that encroach into Crown land are anticipated to be similar and will be included in the relevant Capital Submission.

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, agreements will be required with the relevant authorities.

A handwritten signature in blue ink, appearing to read 'Milton Chan', with a long horizontal flourish extending to the right.

Milton Chan, P.Eng.
Senior Project Engineer
(604-276-4377)

MC : mc

NO. RIC609-10109P-003

RELEASE OF LIABILITY AND INDEMNITY AND PERMIT

VANCOUVER FRASER PORT AUTHORITY

TO

CITY OF RICHMOND

DATED: As of January 1, 2012

AUTHORITY: Submission No. RE195-12 dated March 5, 2012 and approved March 6, 2012

REFERENCE: Certain waterlot area, labelled Parcel 'A' of some 51 square metres, more or less, fronting No. 4 Road, Sections 14, 15, 22 and 23, Block 5 North, Range 6 West, New Westminster District, City of Richmond, Province of British Columbia

LOCATION: Foot of No. 4 Road and River Road, City of Richmond, Province of British Columbia

**RELEASE OF LIABILITY AND INDEMNITY AND PERMIT ("Permit")
(No. 4 Road Pump Station)**

In consideration of Vancouver Fraser Port Authority ("VFPA") permitting the City of Richmond and its servants, agents and contractors (the "City") to enter those properties owned by Her Majesty the Queen in Right of Canada and managed by VFPA labelled "PCL 'A'" on Sketch Plan S2010-196 dated October 26, 2010 (attached hereto as Schedule "A"), (the "VFPA Parcel") for the sole purpose of operating, maintaining and repairing a viewing platform, steel pipes, three (3) storm water discharge pipes and a concrete headwall in the vicinity of No. 4 Road and River Road, Richmond, Province of British Columbia (hereinafter referred to as the "Pump Station Works"), the City hereby releases and forever discharges VFPA, its servants and agents, from any and all claims, demands, actions, suits or other proceedings which the City may have in any manner whatsoever on the VFPA Parcel, including any claims or demands for loss of or damage to machines or other equipment brought upon the VFPA Parcel or injuries or death to persons on the VFPA Parcel, pursuant to this permission, except only to the extent that such loss, damage, or injury or death is caused by the wilful misconduct or negligence of VFPA.

In further consideration of the said permission, the City hereby covenants to indemnify and save harmless VFPA from any and all expenses, costs, claims, demands, actions, suits or other proceedings arising out of the said permission, except only to the extent caused by the wilful misconduct or negligence of VFPA. Without limiting the generality of the foregoing such indemnity shall include all expenses, costs, claims, demands or actions, arising out of injury or death to persons who gain access to the VFPA Parcel as a result of said permission.

Claims referred to herein shall include any awards made against VFPA under any statute for the protection of workmen.

The City agrees to comply with all applicable laws, regulations and environmental conditions respecting the City's use and construction activities on or about the VFPA Parcel. The City further agrees not to bring any hazardous substance onto the VFPA Parcel.

The parties agree that while it is their intention to enter into a longer term tenure agreement regarding the Pump Station Works, should such agreement for whatever reason not be entered into by the time this Permit expires, the City agrees that it shall remove the Pump Station Works and restore the VFPA Parcel to its original condition at its sole cost and expense no later than nine (9) months after expiration of the Permit. Notwithstanding any prior discussions between the parties, the VFPA shall in no way be bound to enter into any further agreement permitting the use and occupancy of the VFPA Parcel by the City.

In consideration of granting consent for the use and access of the VFPA Parcel, the City agrees to pay unto VFPA the sum of ONE THOUSAND FIVE HUNDRED AND SEVENTY FIVE DOLLARS (\$1,575.00) for the period representing January 1, 2012 to December 31, 2012. Such payment is to be remitted to VFPA in advance on or before the commencement date.

THIS PERMIT EXPIRES AT 24:00 HOURS ON December 31, 2012.

DATED THIS ____ DAY OF _____, 2012.

VANCOUVER FRASER PORT AUTHORITY

CITY OF RICHMOND

Manager, Real Estate

Print Title: _____

Corporate Secretary

Print Title: _____





City of Richmond

Report to Committee

TO POST - May 24 2012

To: Public Works and Transportation Committee

Date: Apr 3, 2012


From: Victor Wei, P. Eng.
Director, Transportation

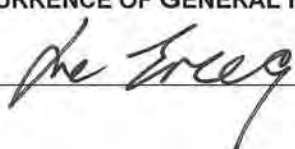
File: 01-0150-20-ICBC1-
01/2012-Vol 01

Re: ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED
PROJECTS FOR 2012

Staff Recommendation

1. That the list of proposed road safety improvement projects, as described in the report, be endorsed for submission to the ICBC 2012 *Road Improvement Program* for consideration of cost sharing funding.
2. That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements and the 2012 Capital Plan and 5-Year (2012-2016) Financial Plan be amended accordingly.


Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Budgets & Accounting.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Law.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
RCMP.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

At the April 26, 2011 regular Council meeting, Council endorsed a number of proposed joint ICBC-City of Richmond road safety improvement projects for 2011. This report summarizes the projects implemented in 2011 with funding from ICBC and presents a list of projects proposed to be implemented with funding contributions from ICBC as part of the 2012 ICBC-City of Richmond *Road Improvement Program* partnership.

Analysis

1. Partnership with ICBC on Road Improvement Program

The City has been in partnership with ICBC in the *Road Improvement Program* since 1994. This partnership is a vital component of the City's traffic safety program as it enables the City not only to undertake more traffic safety enhancements than it could alone, but also to expedite some of these road safety improvement projects. Each year, a list of potential capital projects is developed for inclusion in the *Road Improvement Program* based on the results of joint ICBC/City traffic safety studies and input from the Traffic Safety Advisory Committee and other stakeholders. Past funding from ICBC has contributed to the implementation of projects such as the realignment of left-turn lanes at intersections to improve sightlines, the installation and upgrading of pedestrian crosswalks and the installation of new traffic signals.

2. 2011 ICBC/City of Richmond Road Improvement Projects

As shown in Table 1 below, a number of City projects completed in 2011 will receive a total of \$83,500 in funding from ICBC's *Road Improvement Program*.

Table 1: 2011 Road Improvement Projects Receiving ICBC Funding

Location	Project Description	2011 ICBC Contribution
No. 3 Road: Cambie Road-Brown Gate Road	• Installation of railing in centre median	\$15,000
Minoru Gate and Granville Ave	• Installation of additional crosswalk on west leg	\$5,000
Lansdowne Road at Garden City Road	• Installation of electronic "Pedestrian Caution" sign for eastbound to northbound motorists	\$7,000
16 Intersection Locations	• Additional traffic signal heads and backboard upgrades	\$38,000
Chatham Street & 2 nd Avenue	• Upgrade of existing crosswalk to a special crosswalk	\$3,000
Gilbert Road south of Steveston Hwy	• Installation of speed humps and speed reader board	\$6,000
Finn Road at curve	• Installation of advisory warning flashers	\$8,000
Westminster Hwy at Smith Crescent	• Installation of overhead signs at crosswalk	\$1,500
Total ICBC Funding		\$83,500

3. Proposed 2012 ICBC-City of Richmond Road Improvement Projects

Table 2 below identifies a number of projects proposed for submission to the 2012 *Road Improvement Program* for funding contribution from ICBC. The implementation of these projects, as well as any additional projects identified prior to ICBC's deadline in May 2012, will

be subject to review by and cost sharing with ICBC. All of these projects have been previously approved by Council.

Table 2: Proposed 2012 City-ICBC Road Improvement Projects

Proposed 2012 ICBC-City of Richmond Road Improvement Program Projects ⁽¹⁾		Estimated Total Cost	Source of City Funds ⁽²⁾	Confirmed External Agency Funding
Westminster Hwy (Gilley Road to Fraserside Gate): minor shoulder widening to create path separated by extruded curb		\$180,000	\$90,000 2010 & 2011 Misc Intersection Improvements Program	\$90,000 TransLink
Arterial Crosswalk Upgrades to Special Crosswalks	• Francis Road & Ash Street	\$55,000	\$27,500 2012 Arterial Road Crosswalk Program	\$27,500 TransLink
	• Francis Road & St. Albans Road	\$45,000	\$32,500 2012 Arterial Road Crosswalk Program \$12,500 2011 Misc Intersection Improvements Program	-
	• No. 4 Road & Dayton Avenue	\$50,000	\$25,000 2012 Transit Plan Infrastructure Improvements	\$25,000 TransLink
	• Railway Avenue & Linfield Gate	\$45,000	\$22,500 2011 Transit Plan Infrastructure Improvements	\$22,500 TransLink
No. 3 Road (Saba Road to Richmond-Brighthouse Stn): installation of median railing		\$14,000	\$14,000 Canada Line No. 3 Road Restoration Program	-
Garden City Rd & Granville Ave: installation of pedestrian signal and multi-use paths		\$195,400	\$48,850 2010 Cycling Network Expansion Program	\$97,700 / TransLink \$48,850 / BCMoT
Steveston Hwy (Hwy 99 to No. 5 Road): frontage improvements on north side including additional westbound right- and left-turn lanes ⁽³⁾		\$1,028,000 (Est. Max Roads DCC Credits)	\$514,000 Net Roads DCC Credits after External Grants	\$514,000 TransLink
Herbert Road (Afton Dr to Bates Rd): construction of neighbourhood pathway		\$250,000	\$250,000 2012 Neighbourhood Walkways Program	-
Aquila Rd (lane north of Williams Rd to Albion Rd): construction of neighbourhood pathway		\$32,000	\$32,000 2011 Neighbourhood Traffic Safety Program	-
Forsyth Cr (Gibbons Dr to Thompson School): construction of neighbourhood pathway		\$48,500	\$48,500 2012 Asphalt Re-Paving Program - Non-MRN	-
Garden City Road at Garden City School: installation of flashing school zone warning sign		\$12,000	\$12,000 2011 Neighbourhood Traffic Safety Program	-
Finn Road: installation of driver feedback signs at limits of 30 km/h zone		\$30,000	\$30,000 2011 Public Works Minor Capital Traffic Project	-

(1) Some projects that were originally submitted to the 2011 Program are being re-submitted to the 2012 Program as they were not initiated and/or substantially completed in 2011.

(2) Should the submitted project receive funding from ICBC, the City's portion of the total cost would be reduced accordingly.

(3) This project is associated with the redevelopment of the former Fantasy Gardens site approved by Council in September 2009.

ICBC's potential funding contribution to these projects will be determined by historical traffic accident rates at these locations and the estimated reduction in ICBC claim costs resulting from the proposed traffic safety improvements as well as eligibility of the project vis-à-vis the funding guidelines. The outcome of ICBC's review of the above projects, as well as any additional projects identified, will be reported back as part of 2013 ICBC Road Improvement Program.

Upon approval of a project by ICBC, the City would be required to enter into a funding agreement with ICBC. The agreement is provided by ICBC and generally includes an indemnity in favour of ICBC. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements for approved projects and the 2012 Capital Plan and 5-Year (2012-2016) Financial Plan be amended accordingly to reflect the receipt of external grants.

4. Other Road Safety Partnerships with ICBC

Staff are also collaborating with ICBC on the following initiatives outside of the scope of the *Road Improvement Program* (which is focussed on funding capital projects):

- *Pedestrian Safety Campaign*: development of an education and awareness campaign for both pedestrians and motorists to highlight the importance of about road safety and ultimately prevent collisions, injuries and fatalities for all road users;
- *No. 5 Road and Cambie Road Intersection*: while this intersection was recently mistakenly reported as the being the third worst in Metro Vancouver, ICBC has confirmed that this intersection has an unusually high ratio of side-impact (T-bone) crashes, which are symptomatic of red light running. Staff therefore will pursue conducting a joint road safety review of the intersection with ICBC to identify if any capital improvements are warranted to improve the safety of the intersection. Staff will report back on the results of the study, and any capital improvements identified, as part of 2013 ICBC *Road Improvement Program*.

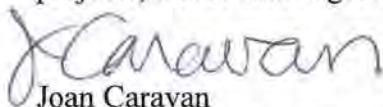
Financial Impact

None.

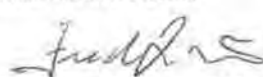
The funding sources for the City's portion of the costs of the projects have been previously approved or endorsed by Council as outlined in Section 3 of this report. Several of the identified projects have additional external grants either approved or pending approval from other agencies (e.g., TransLink, ICBC).

Conclusion

ICBC is a significant long-time partner working with the City to promote traffic safety in Richmond. The traffic safety initiatives jointly implemented by ICBC and the City, including various road and traffic management enhancements, educational efforts and enforcement measures, have resulted in safer streets for all road users in Richmond. Staff therefore recommend that Council endorse the various local road safety improvement projects for submission to the 2012 joint ICBC-City of Richmond *Road Improvement Program*. Upon approval by ICBC of any projects, a cost-share agreement will be executed by staff with ICBC.



Joan Caravan
Transportation Planner
(604-276-4035)



Fred Lin, P.Eng., PTOE
Senior Transportation Engineer
(604-247-4627)



City of Richmond

Report to Committee

TO PWOT - MAY 24 2012

To: Public Works & Transportation Committee

Date: April 24, 2012

From: Victor Wei, P. Eng.
Director, Transportation

File: 10-6455-01/2012-Vol 01

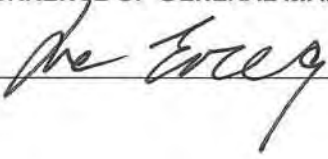

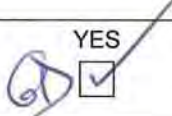
Re: **PROPOSED PARKING STRATEGY FOR STEVESTON VILLAGE**

Staff Recommendation

1. That Option 1 to retain free public parking on City-managed parking spaces in the Steveston Village area, as described in the report, be endorsed as a trial strategy and that staff report back on its effectiveness after the trial period in Fall 2012.
2. That Council send a letter to the Steveston Harbour Authority (SHA) and the Steveston Merchants Association expressing its support of the two parties working together to facilitate employee parking in the SHA lot on Chatham Street on a temporary basis from June 11 to September 30, 2012, as generally proposed in Attachment 2.
3. That staff be directed to negotiate the renewal of the City's licence of occupancy for 3771 Bayview Street with the Steveston Harbour Authority and report back on the outcome of these discussions as soon as possible.
4. That, as described in the report, staff be directed to:
 - develop short- and long-term streetscape visions for Bayview Street and Chatham Street and report back by the end of 2012; and
 - undertake the supplementary improvements to support other travel modes.

Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 3

FOR ORIGINATING DEPARTMENT USE ONLY						
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER			
Community Bylaws		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Parks and Recreation		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Policy Planning		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Budgets & Accounting		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
REVIEWED BY TAG		YES <input checked="" type="checkbox"/> 	NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> 	NO <input type="checkbox"/>

Staff Report

Origin

At its July 20, 2011 meeting, the Public Works & Transportation Committee made the following referral:

That staff investigate and report back on:

- (1) the Steveston Harbour Authority's plans for pay parking on their lots in Steveston;*
- (2) private pay parking lots in Steveston;*
- (3) an update on the City's pay parking policy for Steveston;*
- (4) City owned lots in Steveston and their potential future uses; and*
- (5) pay parking on City owned lots in Steveston.*

This report responds to the referral and recommends the implementation of several measures to improve the availability of public parking in the Steveston Village area, especially during busy months.

Analysis

1. Steveston Harbour Authority Plans for Pay Parking on its Lots

Of the eight existing pay parking lots for use by the public in Steveston Village (Lots 1 to 8 on **Attachment 1**), three of these lots (Lots 1, 6 and 7) are owned solely by the Federal Crown (Department of Fisheries & Oceans) and administered by the Steveston Harbour Authority (SHA). The SHA implemented pay parking on these three lots in July-August 2011 with a rate structure of \$2.00 per hour and varying amounts of additional time that can be purchased. The SHA-administered public parking lot at the south end of 7th Avenue (Lot 12) is currently free but the SHA has indicated that it may convert this lot to pay public parking in the future.

The SHA has indicated that it would consider designating a portion of Lot 6 (i.e., gravel lot on Chatham Street) for monthly permit parking and/or leasing part of the lot to TransLink for an off-street bus exchange. Staff have informed TransLink of this latter suggestion and have offered to facilitate a meeting with the SHA. The SHA has cautioned that as it derives parking revenue from film crews that occasionally use the lot, any film crews displaced by these potential uses would need to be accommodated in other private lots or on public streets.

The City did hold an annual licence of occupancy with the SHA for the use of its lot at 3771 Bayview Street (Lot 11) for free off-street public parking. This licence expired in December 2011 and the City currently retains use of the lot on a month-to-month basis at a cost of \$560 per month. In February 2012, the SHA advised the City of its interest in converting the lot to pay public parking. The SHA has agreed to defer action on this issue to May 31, 2012 pending Council consideration of this report. Staff recommend that the City seek to renew its licence of occupancy for Lot 11 with the SHA with the intent of retaining the lot as free public parking at a cost similar to the existing terms. Staff would report back on the outcome of these discussions as soon as possible.

2. Pay Parking on Privately-Owned Off-Street Properties in Steveston

Of the remaining five existing public pay parking lots, four of these (Lots 2 through 5) are jointly owned by the Federal Crown, the SHA and a third private entity. As with the three lots administered by the SHA discussed in Section 1, pay parking was also implemented on Lots 2 through 5 in July-August 2011 with the same rate structure of \$2.00 per hour and varying amounts of additional time that can be purchased.

The remaining site is an underground pay public parking lot on Bayview Street east of No. 1 Road (Lot 8), which was built as part of the Imperial Landing development and is owned by Onni Development Corp. The lot has a rate structure of \$2.00 for the first hour and \$1.00 per hour thereafter up to a maximum of 24 hours.

3. Pay Parking Policy for City-Owned Properties in Steveston

There is no existing formal City policy regarding pay parking in Steveston. Council last considered this specific topic in July 2007 when staff presented a report on the results of a public open house held in Steveston in July 2006 to solicit feedback on a number of parking improvement ideas for the Steveston Village area. At that open house, one of the ideas presented to the public was: *"Do you support the implementation of pay parking in the Village core?"* Based on the 88 feedback forms completed, 70 per cent of respondents were opposed to pay parking. Per written comments, Steveston area residents felt that the imposition of pay parking would penalize them for shopping locally and lead to their choosing to shop at a nearby mall with free parking which, in turn, would negatively impact Steveston businesses.

The parking improvement ideas presented at the July 2006 open house were subsequently refined to a list of draft recommendations that were presented at a second open house in June 2009. As little support had been indicated for the general introduction of pay parking, the draft recommendation proposed that pay parking be established only for new additional public parking that would comprise new angle spaces to be created on the north side of Bayview Street. Based on the 114 feedback forms completed, there was insufficient support for this proposal and thus the final recommendation was to remain at status quo (i.e., do not construct angle parking on Bayview St and thus do not implement pay parking for those spaces). The City has not since considered pay parking in Steveston.

4. Potential Future Use of City-Owned Off-Street Properties in Steveston

Within the Village core, the City owns two properties that are currently used to provide a total of 48 free off-street public parking spaces (Lots 9 and 10). These lots are anticipated to remain as public parking lots for the foreseeable future but ultimately, if there is an opportunity to provide additional public parking as part of a parkade within a future major development (either at the two subject sites or other sites in the Steveston Village), then the two properties could potentially be disposed of with the resulting revenue invested towards a joint partnership between the developer and the City to improve and consolidate parking for the public.

Outside the Village core, the City-owned lot at 4320 Moncton Street (Lot 14) across from the Steveston Community Centre currently provides informal free off-street parking with a capacity of approximately 55 vehicles. Access is gained via a temporary ramp from Easthope Avenue and there is no signage regulating the use of the lot. Parks and Recreation staff intend to present

a separate report regarding the potential future uses of this lot at the June 2012 meeting of the Parks, Recreation & Cultural Services Committee.

5. Pay Parking on City-Owned Properties in Steveston

As noted in Section 3, the City has no existing formal policy regarding pay parking in Steveston. Currently, the off-street public parking lots operated by the City (Lots 9, 10 and 11) as well as on-street parking spaces within the Village core are free with a two-hour time restriction in effect between 9:00 am and 6:00 pm, seven days per week. On-street parking on Chatham Street west of 3rd Avenue as well as Bayview Street east of No. 1 Road is free with no time restriction.

While it is feasible for the City to introduce pay parking to these three lots (given a renewed license with the SHA for Lot 11) similar to that already implemented by the SHA, staff recommend that these lots be retained as free parking for the time being in light of recent community's desire of not introducing further pay parking in the Village. Furthermore, local community representatives have proposed an alternative option to improve the availability of public parking, as discussed further in Section 6.1 below.

6. Proposed Measures to Improve Public Parking in Steveston

The implementation of pay public parking by the SHA on its lots in Steveston Village has increased parking demand for the remaining free spaces, most of which are City-owned. The following sections identify potential measures to improve the availability of public parking through increased turnover in the Village area.

6.1 Options to Manage City On- and Off-street Public Parking

Essentially, there are two alternative options with respect to the management of City-operated public parking: maintain free parking or implement pay parking as part of a comprehensive parking strategy. The scopes of these options are outlined below for Council's consideration.

Option 1: Maintain Free Parking with Increased Enforcement (Recommended)

On April 17, 2012, the City received a proposal from Mr. Robert Kiesman, the community representative on the Steveston Harbour Authority Board (see **Attachment 2**), that suggested the following two key measures for a trial period between June and September this year to improve the availability of free public parking in Steveston, which is perceived as currently inadequate due to employee usage of the spaces beyond the two-hour limit:

- (1) increased enforcement of the existing two-hour time limit; and
- (2) temporary use of the SHA's lot on Chatham Street (Lot 6) for employee parking.

The proposal is to be presented by Mr. Kiesman to the Steveston 20/20 Group at its meeting to be held in early May 2012 and to the SHA Board at its meeting to be held on May 24, 2012.

Staff have reviewed the proposal and support its approach of engaging all stakeholders to find a collective solution to the current problems arising from a lack of adequate turnover of free public parking spaces. With staff's proposed modifications to the proposal, Option 1 would comprise the following measures:

- Increase Enforcement: in order to provide an effective level of parking enforcement to ensure adherence to the existing two-hour time limit that is in effect between 9:00 am and 6:00 pm daily and thus generate sufficient turnover, Community Bylaws staff advise that an additional 1.5 FTE position (i.e., full-time officer dedicated daily to the Village) plus operating overhead would be needed during the four month trial period to ensure compliance to all posted signage. This element would incur an estimated increase of \$39,000 to the City's 2012 operating budget for the proposed trial period from June to September 2012 but would be more than offset by additional violation revenue due to increased enforcement. As this proposal is for a trial period only, there would be no lasting, full-time labour component for Community Bylaws and the position would be filled through the use of existing auxiliary staff. Staff acknowledge that enforcement is inherently unpopular and that local residents and visitors may express concerns to the City regarding the proposed significant increase in enforcement presence.
- Permit Parking in Lanes: instead of a two-hour time limit being imposed in the three north-south lanes as suggested in the proposal, staff recommend that the entrances to each lane be signed for monthly permit parking only, as stakeholders have indicated that most motorists currently parking in the lanes are regular all-day users such as business owners and/or employees. For each lane, spaces would available only to those adjacent businesses on a first-come, first-serve basis at a market rate (e.g., \$50 per month per permit). Staff estimate that there are a total of 60 informal spaces available in the three lanes.
- Mitigate Potential Spill-Over Parking: increased enforcement of the existing two-hour time limit may prompt some visitors and/or employees to seek free parking on the street in the surrounding residential neighbourhoods or off-street in nearby lots (e.g., Steveston Community Centre). Staff propose the following measures to preclude these possible actions.
 - Residential Neighbourhood North of Chatham Street: Section 12.4(1) of Traffic Bylaw 5870 specifies that a three-hour maximum parking time limit is in effect between 8:00 am and 6:00 pm on streets abutting any residential or commercial premise, unless the parked vehicle belongs to the owner of such premise. Given this existing regulation, signage advising of this parking restriction would be installed at entrances to the single family residential neighbourhood north of Chatham Street and west of No. 1 Road (e.g., at the intersections of local roads with Chatham Street, No. 1 Road and 7th Avenue) rather than installing two-hour parking time limit signage along selected streets only as suggested in the proposal. The installation of similar signage in Burkeville (see **Figure 1**) has proven highly effective in deterring parking intrusions into the neighbourhood as well as minimizing impacts on local residents and/or their visitors.



Figure 1: Parking Restriction Signage in Burkeville

Traffic enforcement would occur on a complaint basis only where a resident finds a vehicle parked in front of his/her house, he/she may contact Community Bylaws for

parking enforcement (note that a resident cannot file a complaint regarding a vehicle parked in front of someone else's house). The additional Bylaw Enforcement officer proposed for the Steveston area would then be dispatched to record the vehicle and follow-up to check for compliance to the three-hour parking restriction limit.

- Residential Neighbourhood East of No. 1 Road: currently there are no on-street parking restrictions with respect to the multi-family residential neighbourhood immediately east of No. 1 Road and bounded by Moncton Street and Bayview Street. As Section 12.4(1) of Traffic Bylaw 5870 is not applicable in multi-family areas, staff propose to introduce a parking restriction of a three hour maximum time limit on Bayview and Moncton Streets, both between No. 1 Road and Easthope Avenue, which are within a five minute walk (200 m) of the Village core.
- Steveston Community Centre: should Option 1 be approved, staff recommend that a joint workshop be held with facility staff, Community Bylaws staff and the Steveston Community Society to develop a plan to address the potential of intrusion into the parking lots that serve the community centre.
- Designate Employee Parking: for the peak season only (i.e., June through September), long-stay employees that do not have on-site parking available could utilize the SHA's Lot 6 on Chatham Street. This component would require the support of a majority of Village merchants and the successful negotiation of an arrangement between the SHA and the merchants regarding the terms for the use of Lot 6 (i.e., parking rate, number of parking spaces to be designated, accommodation of film crews, etc).

Option 2: Develop Parking Strategy with Pay Parking Program (Not Recommended)

Under this option, a pay parking strategy for City on- and off-street facilities in the area would be developed with the following primary objectives:

- use of variable pay rates to:
 - encourage parking space turnover of the most desirable and convenient parking spaces (i.e., those near the waterfront);
 - optimize existing parking supply by shifting parking demand away from a location or time period with especially high demand to areas that are relatively underutilized; and
- improve operational efficiency of parking enforcement methods.

This option would include the development of a pay parking program with the following key components:

- rate structure by time, day and/or season;
- type of payment system;
- possible concession parking rates for Richmond residents using smart card/smart phone technology;
- forecast revenues and expenses of introducing pay parking; and
- measures to address the following potential impacts:
 - viability of local businesses;
 - parking intrusion into the surrounding residential neighbourhoods as well as the parking lots of the Steveston Community Centre;

- parking incursions in the lanes; and
- need for parking spaces designated for local employees.

Once a draft pay parking strategy is developed, staff would undertake further consultation with area stakeholders, the Richmond Parking Advisory Committee and the general public to solicit feedback. Upon compilation of the feedback, staff would bring forward a set of final recommendations for Council's consideration in Fall 2012.

6.2 Evaluation of Options

Option 1 would help address the issue of a lack of parking space turnover but would continue to rely on time-based parking enforcement that is labour intensive. Option 2 would not only address parking space turnover but also broader goals such as:

- enable more efficient parking enforcement;
- optimize existing parking supply;
- potentially recover costs related to providing public parking or transportation infrastructure; and
- generate revenue for possible local improvements, particularly those that encourage the use of alternative travel modes.

However, a number of stakeholders, local merchants and residents have expressed concerns regarding the introduction of pay parking for City on- and off-street facilities, as it is perceived as placing the Village at a competitive disadvantage to other neighbourhood centres where parking is offered free (e.g., Seafair or Broadmoor), thereby discouraging transient and recurring visits to the area that in turn may negatively impact the viability of local businesses.

Given these factors, staff therefore recommend that Option 1 be implemented on a trial basis to determine its effectiveness in generating sufficient parking space turnover. Should Option 1 be approved at the May 28, 2012 Council Meeting, staff would seek to implement the measures within 14 days of the approval (therefore commencing on June 11, 2012 as opposed to June 1, 2012 as originally proposed) in light of the approaching peak season.

While the implementation of designated employee parking is a key element of Option 1, staff acknowledge that this component is beyond the City's control. Should the SHA and the merchants be unable to agree upon terms for the use of Lot 6, staff recommend that the City still proceed with the measures of increased enforcement, implementation of permit parking in the lanes and mitigation of potential spill-over parking as a trial, as they will improve parking turnover as well as minimize any potential traffic safety concerns that may arise from an increased demand for parking in the lanes or residential areas should they remain unregulated.

6.3 Streetscape Visions for Bayview Street and Chatham Street

In light of current and anticipated development along both Bayview Street and Chatham Street, staff recommend that short- and long-term streetscape visions for both roadways be developed to help guide the enhancement of the pedestrian realms as well as the efficiency of curb parking. These proposed streetscape visions would include the examination of possible re-configurations

of on-street parking spaces to improve public parking. Staff would report back with the proposed streetscape visions by the end of 2012.

6.4 Supplementary Parking Improvements for Bicycles and Motorcycles

As a complement to determining the appropriate management of City-operated public parking, staff have identified supplementary improvements for bicycle and motorcycle parking that would be implemented as soon as possible with the intent of having the improvements in place prior to the peak tourist season.

6.4.1 On-Street Bicycle Parking

Steveston is a popular destination for cyclists, particularly during the peak season, and the City has installed a number of bike racks to provide secure parking, typically at curb extensions where sufficient space is available to accommodate the rack. However, there are several mid-block locations where a lack of curb extensions and/or narrow sidewalk width preclude the installation of a bike rack and, as a result, parked bicycles can block the passage of pedestrians (see **Figure 2**).



Figure 2: Overflow Bike Parking on Bayview St

Staff propose the creation of on-street “bike corrals,” whereby curb space can be temporarily delineated for bicycle parking through the use of rubber curbs and delineators. Corrals provide a ten to one customer to parking space ratio and improve an outdoor café seating environment by removing locked bicycles from the sidewalk. **Figure 3** illustrates a typical example of a permanent bike corral in Portland, Oregon.

These spaces would be demarcated as a pilot project for the peak season only (e.g., June 1st through August 31st). Staff have identified the following two potential locations:

- west side of No. 1 Road mid-block between Moncton Street and Bayview Street; and
- south side of Bayview Street in the vicinity of 2nd Avenue near the entrance to Steveston Landing.



Figure 3: On-Street Bike Corral in Portland, OR

Upon determination of a specific space for each location, staff would consult with any local merchants fronting the proposed parking areas prior to implementation of the bike corrals, with a view to minimizing any impacts to existing parking spaces.

A third location that is popular with cyclists is the grassed area at the northwest corner of No. 1 Road and Bayview Street. This property is owned by the federal government and administered by the SHA. Staff propose to discuss with the SHA the potential of providing bike parking at this site (e.g., install concrete pad with bike racks).

6.4.2 Parking for Motorcycles, Mopeds and Scooters

The City has received requests for the designation of on-street parking specifically for motorcycles, mopeds and scooters. As these vehicles have a smaller footprint than automobiles, parking spaces for these modes can often be accommodated within the clearances at either end of existing on-street parking with no impact. A review of the existing on- and off-street parking layouts in the Village core identified that 22 to 25 special parking spaces for motorcycles can be easily created with minor pavement markings and signage (see **Attachment 3** for the location of the spaces).

7. Consultation to Date

In February and March 2012, staff discussed some of the elements of what could comprise a parking strategy with representatives of the following stakeholder groups: Steveston Harbour Authority, Steveston Merchants Association, Steveston Community Society, Steveston 20/20 Group, and the Richmond Parking Advisory Committee. These elements included pay parking and potential rate structures, the creation of additional on-street angle parking, parking in lanes, and the possible need for designated employee parking.

With respect to pay parking, there is mixed support from stakeholders; some recognize the benefit of increased parking turnover while others believe the proposal would damage the viability of local businesses and deter residents from shopping locally. There is some support for the various options to increase on-street parking by creating angle parking on Bayview Street and/or Chatham Street but also stronger opposition to the loss of green space on Bayview Street. There are also mixed opinions regarding employee parking – some believe it is the sole responsibility of the business owner while others see the merit of providing designated parking for employees.

Numerous comments were also received from individual residents and merchants in the Steveston area, including a petition signed by 150 merchants. Amongst individuals and residents, there is strong opposition to the introduction of pay parking on City streets and lots with most stating that such a program would be detrimental to local businesses and that residents should be allowed to park for free.

Financial Impact

None.

Option 1, the recommended option, is estimated to require an additional \$39,000 in 2012 funding for a 1.5 FTE parking bylaw officer and associated overhead for the proposed trial period between June 11 and September 30, 2012 inclusive. Staff estimate that these costs would be more than offset by the projected additional violation revenue due to increased enforcement. Staff would accommodate this additional expenditure within the existing budget Community

Bylaws for 2012. The outcome of the recommended trial parking strategy will be reported out to Council in Fall 2012.

Conclusion

The implementation of pay public parking by the Steveston Harbour Authority has shifted parking demand to the remaining free spaces, most of which are City-owned. To improve the availability of public parking in the Steveston Village area, staff recommend that:

- Option 1 as described in the report be implemented and Council send a letter to the Steveston Harbour Authority (SHA) and the Steveston Merchants Association expressing its support of the two parties working together to facilitate employee parking in the SHA lot on Chatham Street on a temporary basis from June 11 to September 30, 2012;
- the City negotiate the renewal of its licence of occupancy for 3771 Bayview Street with the SHA and report back on the outcome of these discussions as soon as possible; and
- the supplementary improvements to support other travel modes as described in the report be implemented.

The recommended Option 1 is considered to be the most supportable by all stakeholders and, importantly, requires that all key stakeholders collectively share the responsibility of resolving this community issue. This option would be implemented on June 11, 2012 but on an initial trial basis to determine its effectiveness in generating sufficient parking space turnover. Staff would report back on its efficacy in Fall 2012.

As a complementary initiative, staff also recommend that short- and long-term streetscape visions for Bayview Street and Chatham Street be developed to help guide the enhancement of the pedestrian realms as well as identify opportunities to improve on-street public parking. Staff would report back with the proposed streetscape visions by the end of 2012.



Joan Caravan
Transportation Planner
(604-276-4035)

JC:lce

Public Parking in the Steveston Village Area



#	Address	Owner	Spaces	Rates
1	3540 Bayview St	DFO/SHA	18	\$2.00/hr up to 24 hrs
2	3711 Bayview St	DFO/SHA/Steveston Waterfront Properties	29 (+9 reserved)	\$2.00/hr up to 3 hrs
3	3800 Bayview St (West)	DFO/SHA/Steveston Waterfront Properties	24 (2 with 15-min time limit)	\$2.00/hr up to 3 hrs
4	3800 Bayview St (East)	DFO/SHA/Steveston Waterfront Properties	14 (1 with 15-min time limit)	\$2.00/hr up to 3 hrs
5	3971 Bayview St	DFO/SHA/Riversong Inn Ltd	38 (+6 reserved)	\$2.00/hr up to 3 hrs / \$8.00 all day
		Subtotal within Core	123	
6	12111 6th Ave	DFO/SHA	45	\$2.00/hr up to 4 hrs / \$10.00 all day
7	3300 Chatham St	DFO/SHA	225	\$2.00/hr up to 4 hrs / \$10.00 all day
8	4111 Bayview St	Onni Development Corp.	57	\$2.00/hr for 1st hr / \$1.00/hr additional hr up to 24 hrs
		Subtotal outside Core	327	
9	12220 1st Ave	City	38	Free with 2-hr time limit from 9 am-6 pm
10	12200 2nd Ave	City	10 (+5 reserved)	Free with 2-hr time limit
11	3771 Bayview St	DFO/SHA (City Lease)	18	Free with 2-hr time limit from 9 am-6 pm but may convert to pay
		Subtotal within Core	66	
12	3080 Moncton St	DFO/SHA	22	Free with no time limit but may convert to pay
13	12138 4th Ave	Parks Canada	72 (+3 bus)	Free with no time limit but may convert to pay
14	3720 Moncton St	City	55	Free with no time limit
		Subtotal outside Core	149	
On-Street Parking			328	Free with 2-hr time limit from 9 am to 6 pm
On-Street Parking			65	Free with no time limit
Subtotal			393	
TOTAL			1,058	

Proposal from Community Representative to SHA Board

From: Robert Kiesman [mailto:robertkiesman@gmail.com]

Sent: Tuesday, 17 April 2012 15:59

To: MayorandCouncillors

Cc: AdministratorsOffice; Cantarella, Lorraine; CorporateServices; Wei, Victor; Steves, Harold; Barnes, Linda; billmcnulty@shaw.ca; McPhail, Linda; Au, Chak; Dang, Derek; ehalsey-brandt@richmond.ca; Johnston, Ken

Subject: STEVESTON VILLAGE PARKING PROPOSAL

Mr. Mayor,

I am the community representative on the board of the Steveston Harbour Authority. I recently sent the email below to key residents and business people in the Village for their consideration. I have received mostly positive feedback from them and there is a desire to press forward.

Please review the two-point proposal to solve the parking problem in Steveston Village.

As summer approaches, time is of the essence, and I would appreciate it if the City would respond as soon as possible. The proposal will be assessed at the upcoming 20/20 meeting in early May, and the SHA will be addressing it at our next board meeting on May 24th.

Clearly, timely co-operation of the City is paramount to making this simple proposal work.

Regards,
Robert Kiesman

Hi Everyone,

Over the past week, I have discussed with many of you my temporary 4 month proposal (June - September 2012) to help solve the parking problem in Steveston Village. It is a very simple proposal comprised of the following TWO points:

1. All of Bayview, Moncton and Chatham Streets, (along with the alleys in the Village) would be limited to free parking for 2 hours. This rule would require the City of Richmond to: (1) put up more signs; and (2) strictly enforce the time limits by issuing tickets. Second and Third Avenue (between Richmond and Chatham Streets) would also need to be limited to free parking for two hours or have permit parking imposed. For obvious reasons, imposing these limits on the streets and not the alleys would be a waste of time.
2. The merchants in the Village would enter into a 4 month arrangement with the Steveston Harbour Authority whereby they would agree upon a reasonable daily/month parking fee for all of their employees in the SHA Chatham lot, 24/7 for the 4 month period.

Proposal from Community Representative to SHA Board

This proposal will require certain responsibilities from the three parties, and would bring both benefits and problems for each of them. In my view, when everyone both benefits and gets stung at the same time, that means we are doing something right:

City of Richmond:

- *Responsibilities:* Consistently monitor and enforce parking rules.
- *Benefits:* (a) Prevents the need to impose metered parking in the Village and thereby reduces the heat they are taking from the merchants; (b) increase revenue from tickets in the Village; (c) save the time and effort in coming up with another proposal.
- *Problems:* (a) Incur expenses for additional signs and personnel for enforcing parking limits; (b) will take heat from merchants and/or employees who will essentially be forced to participate in the arrangement if the majority agrees to go ahead with it.

Steveston Harbour Authority:

- *Responsibilities:* (a) Come up with terms for arrangement, including appropriate fee and logistics; (b) provide a reliable, consistent parking place for over 100 cars.
- *Benefits:* Increased revenue from a lot that currently generates very little revenue.
- *Problems:* (a) Certain conflicts with fuller lot with cars and film crew trailers --> the employees will need assurance that they have access to the lot consistently and reliably; (b) may require the lot to be paved in the future which will be very expensive.

Merchants/Employees:

- *Responsibilities:* (a) Come up with arrangement for paying the fees (combination of employers and employees, etc.); (b) need to get a majority of merchants/employees to sign on in a relatively short time frame.
- *Benefits:* (a) Will open up much-needed parking space for customers who pay their bills and wages; (b) Will **pay less than they otherwise would to the City if metered parking is imposed in the Village**; (c) will have reliable, consistent access to a large parking lot that is relatively close to work.
- *Problems:* (a) Will have to pay to park, whereas now it is free.

In order to get this moving before summer arrives and the problem gets much worse, the merchants need to get together to agree on this plan with the SHA. I wish to emphasize that although I am a director on the SHA, **the SHA board has not approved this plan (and ultimately may not)** although the board is aware that I am pressing for it. The next SHA board meeting is on May 24th, and we therefore need to reach some sort of a consensus before then so that it can be presented to the SHA board and then to the City. Obviously, if the City does not agree to this plan, it won't happen regardless of how many of us want it to.

If you are in favor of this plan, please do the following:

- Pass this note along to everyone who should see it.
- Speak to all of the merchants you know and persuade them to sign on.

Proposal from Community Representative to SHA Board

- Speak to all of your contacts at the City and persuade them to agree to put up the signs and enforce them.

I want to press forward with this plan if for no other reason that I'd like to have something in place, working, so that I never have to hear about the parking problem in Steveston Village ever again. Like most of you, I'm quite tired of hearing about it and would like to see the problem solved. I think that this plan would have the potential of solving 60-70% of the problem.

This plan is not about raising revenue. It is about altering behavior and habits that are harming our quaint little Village and putting it at risk. In any event, it would only be for 4 months, and if it doesn't work, it doesn't work and you can try something else next summer.

Please let me know if you have any comments or concerns. If and only if you are willing to move forward with the plan and discuss the details, I would be willing to head up a 1 hour meeting with interested parties to discuss the terms. I am NOT willing to have a meeting to discuss whether we should move on with the plan or not. That should be decided beforehand. And please don't use this as an opportunity to sound off against the SHA. I really don't think there are any better alternatives. We've been talking about this problem for far too long now - its time to try something.

Cheers,

Robert

Proposed Locations of Motorcycle, Moped & Scooter Parking



M Parking Space (1-2 spaces per location on-street plus 4 spaces in Lot 10)



City of Richmond
Planning and Development Department

Report to Council

To: Planning Committee

To: Planning Comm. May 23, 2012
Date: April 23, 2012

From: Brian J. Jackson, MCIP
Acting General Manager, Planning and
Development

File: RZ 10-516267

Re: **Supplemental Report: Application by Western Maple Lane Holdings Ltd. for
Rezoning at 9160 No. 2 Road from Single Detached (RS1/E) to Medium Density
Townhouses (RTM3)**

Staff Recommendation

1. That Bylaw No. 8769, for the rezoning of 9160 No. 2 Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM3)", be forwarded to Public Hearing, to be held on Monday, June 18, 2012; and
2. That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 14 of the Report to Committee dated June 17, 2011.

Brian J. Jackson, MCIP
Acting General Manager, Planning and Development

BJJ:el
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation	Y <input type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Western Maple Lane Holdings Ltd. has applied to the City of Richmond for permission to rezone 9160 No. 2 Road (**Attachment A**) from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) in order to permit the development of 18 three-storey townhouse units on the site with vehicle access from Maple Road.

Background

A Report to Committee (**Attachment B**) on the subject rezoning application was taken to Planning Committee on July 5, 2011. The Committee endorsed the staff recommendation to forward the subject application to Public Hearing but requested information on potential signalization at the corner of Maple Road and No. 2 Road.

Prior to Public Hearing, the applicant decided to revise the proposed and requested to have the application removed from the Public Hearing agenda. The application was therefore deleted from the September 7, 2011 Public Hearing agenda and referred back to staff.

This supplemental report is being brought forward now to provide information regarding signalization at the corner of Maple Road and No. 2 Road, a discussion on vehicle access to the proposed development, a summary of revisions made to the project, and the result of the second open house for the proposed development held on March 29, 2012.

Findings of Fact

Please refer to the attached updated Development Application Data Sheet (**Attachment C**) for a comparison of the proposed development data with the relevant Bylaw requirements. Please refer to the original staff report dated June 17, 2011 (**Attachment B**) for information pertaining to related City's policies and studies, pre-Planning Committee consultation process and result, as well as staff comments related to tree retention, site servicing, and frontage improvements.

Review of Transportation Issues:

Signalization at the Corner of Maple Road and No. 2 Road

Typically, new traffic signals are funded through the City's Road DCC Program and prioritized based on the Transportation Association of Canada (TAC) Signal warrant Analysis.

Based on the TAC analysis, it is found that a traffic signal is not warranted at this location. The anticipated traffic volume generated by the proposed 18 unit townhouse development will result in only a marginal increase and the intersection will continue to perform adequately with the stop control operation. However, staff recognize that the likely ultimate signalization at the intersection will be required in the future due to growth. Currently, the eastbound left-turn traffic on Maple Road does experience some delays during the morning peak period due to commuter traffic on No. 2 Road.

In light of the developer's commitment for the design and construction of the traffic signals, staff can support signalizing the Maple Road intersection as part of this development to stop traffic on

No. 2 Road for local access from Maple Road and help to address neighbourhood concerns related to traffic delay.

As a condition of rezoning, the developer is committed to enter into a standard Servicing Agreement for the design and construction of the No. 2 Road/Maple Road upgrades with full traffic signals, complete with audible pedestrian signals (APS). The works will include but not be limited to: roadway widening, utility relocation, reconstruction of Maple Road on the east and west leg, pavement markings and signage changes. In order to determine the requirements of the Servicing Agreement for the design and construction of off-site works, a functional plan including road dimensions and road cross sections for all approaches is required. All proposed transportation and traffic improvements are subject to review and final approval of the Director of Transportation and the Director of Engineering. All works to be provided at developer's sole cost with no applicable DCC credits.

Vehicle Access

Site Access on Maple Road

Residents from the single-family neighbourhood east of No. 2 Road (on Maple Road, Martyniuk Place, and Romaniuk Drive) have expressed concerns about the location of vehicle access to the townhouse development on Maple Road. They feel that the increased traffic generated by the townhouse development would increase the delay at the No. 2 Road and Maple Road intersection during peak hours.

Site Access on No. 2 Road

Residents from the adjacent senior apartment and the users of the church to the south object to a No. 2 Road driveway for the proposed townhouse development. A letter from the Christian Reformed Senior Housing Society (**Attachment D**) and a petition from the Tapestry Church with 121 names was submitted (**Appendix I**). They feel that the proposed driveway would be too close to their shared driveway, making it more difficult to enter and exit their shared driveway, posing a safety concern. In addition, the nine (9) units in the senior apartment that look out over the proposed driveway would be impacted by the noise, exhaust fumes, and bright headlights at night from vehicles using the driveway.

In addition to the comments from the area residents, staff considered the following factors when reviewing the two possible site access locations:

- The hierarchy of roads, i.e., their functions and capacity. No. 2 Road is classified as an Arterial Road while Maple Road is classified as a local road.
- The distance of the proposed driveway from the intersection and other driveways.
- Tree preservation and its benefits to the neighbourhood. At least two (2) additional bylaw-sized trees and four (4) under-sized trees that were identified for retention would be removed to accommodate vehicle access off No. 2 Road.
- The gain and/or loss of on-street parking spaces.
- The applicant's proposal to upgrade the existing Special Crosswalk at the north leg of the No. 2 Road/Maple Road intersection to a full traffic signal without requiring any City roads DCC funding.

Upon reviewing both site access options, Staff concluded either an access on Maple Road or No. 2 Road would be workable.

Review of Proposed Revisions:

Entry Driveway on Maple Road

The applicant has considered relocating the entry driveway from Maple Road to No. 2 Road. Based on the comments received from the neighbourhood, the applicant proposes to keep the entry driveway on Maple Road; however, the proposed driveway location has been shifted west to reduce potential impacts on the neighbouring property to the east.

Site Layout

The site layout has been revised (**Attachment E**). The developer is now proposing six (6) duplex units with a pedestrian walkway along the east property line. The duplexes will be set back 6 m from the east property line and a hedgerow will be planted along a portion of the east property line to provide backyard privacy for the neighbouring property to the east.

All proposed units fronting on Maple Road are now in duplex form, creating a similar massing and character as the adjacent single-family developments. In addition, the four-plex in the central part of the site has been split into two (2) duplexes, the free standing electrical rooms along the south yard setback have been removed, and the outdoor amenity area has been relocated to the Maple Road frontage.

Same as the original proposal, every unit has two (2) side-by-side parking spaces. A total of four (4) visitor parking spaces are provided throughout the site, including one (1) accessible parking space. The applicant has indicated that eight (8) of the double car garages are deeper than usual and each of these garages may accommodate up to three (3) compact vehicles.

Detailed design of the project, including site design, architectural form, and landscaping, will be reviewed at the Development Permit stage.

Consultation:

Petition Received August 31, 2011

In addition to the comments letters attached to the Report to Committee dated June 17, 2011 (**Attachment B**), 213 petition letters (with 447 signatures) in opposition to the proposal was submitted on August 31, 2011 (**Appendix II**). A sample petition letter can be found in **Attachment F**.

Open House March 29, 2012

The applicant held a second public Open House on March 29, 2012 at the Thompson Community Centre. An Open House flyer was sent by mail to the owners and residents of over 140 neighbouring properties. Approximately 57 people attended representing 49 households in the City, in which 19 households are located within the notification area and an additional 6 households are located within the immediate neighbourhood bounded by Francis Road, Woodward Road, Gilbert Road, and No. 2 Road. Staff attended the Open House as observers. Comment sheets were provided to all the attendees and 43 responses were received (**Appendix**

III). A copy of the Open House Summary prepared by the applicant is included in **Attachment G**. A mapping of the responses received at the open house can be found in **Attachment H**. The survey result is as follows:

- 16 attendants from 15 households within the notification area oppose the proposal;
- 4 attendants from 4 households within the immediate neighbourhood (bounded by Francis Road, Woodward's Road, Gilbert Road, and No. 2 Road) oppose the proposal;
- 1 attendant from a household within the immediate quarter section support the proposal;
- 20 attendants in 16 households in Richmond, but outside of the immediate quarter section, support the proposal; and
- 2 attendants did not indicate whether they support or oppose the proposal.

Most attendants who oppose the proposal feel that nothing has changed since this application was forwarded to Planning Committee in July 2011. The concerns raised by these attendants are similar to the comments received on the first round of consultation.

Petition Received April 12, 2012

Pursuant to the second open house, a second petition from the area residents with 196 petition letters (350 signatures) in opposition to the proposal was submitted on April 12, 2012 (**Appendix IV**). A sample petition letter can be found in **Attachment I**. A mapping of the households in opposition to the proposal is included in **Attachment J**. Staff have subsequently met with representatives of the neighbourhood group to review the revised proposal and answer questions.

Public Input

A copy of the petitions and comment sheets from the second open house (**Appendix I to IV**) has been compiled into a binder. Copies of the binder have been placed in the Councillor's lounge for City Council reference and also at the City Hall information desk for public viewing.

A list of major concerns raised by the area residents is provided below, along with responses in *italics*:

1. The single-family residential character should be maintained.

The subject townhouse development is not the first multiple-family development on this block of No. 2 Road between Maple Road and Woodward's Road. There is an existing 4-storey seniors' apartment building located to the immediate south of the subject site. The subject site, along with the properties on both side of No. 2 Road, between Francis Road and Woodward's Roads, is identified for townhouse development under the Arterial Road Redevelopment Policy in the Official Community Plan (OCP). Townhouse developments are limited to properties fronting onto arterial roads, such as No. 2 Road, and are not envisioned in the internal subdivision.

Duplex units are being proposed along the Maple Road frontage to create a massing and character similar to the adjacent single-family homes.

2. The proposed density is too high; 18 units are too many.

Please see Analysis section for the discussion on the proposed density in term of Floor Area Ratio (F.A.R.). The City does not restrict the number of units, as long as the proposal complies with all zoning requirements.

3. The proposed three-storey buildings are too tall.

The Arterial Road Redevelopment Policy permits 3-storey height (above the Flood Plain Construction Level (FCL)). In order to address the adjacency issue and to preserve mature trees on site, the proposed development will be built on existing grade, which is approximately 1.37 m below the FCL, 0.80 m below the No. 2 Road sidewalk elevation, and 0.25 m below the existing Maple Road elevation. The ground floor will be for parking only and no habitable area is permitted. A low sloped 4-in-12 roof is proposed to keep the apparent building height along the fronting streets as low as possible. The proposed buildings will appear to be 2½ storeys above the FCL, which would be similar in height as the newer/future single-family homes on Maple Road.

4. Four (4) visitor parking spaces are not enough for 18 townhouse units. The proposed development would create parking and traffic problems on Maple Road.

The proposal includes two (2) side-by-side parking spaces per unit and a total of four (4) visitor parking spaces on site, which is in compliance with the bylaw requirement.

At present, no parking is permitted on both sides of No. 2 Road but there is no restriction along Maple Road. With the new traffic signal and the proposed development in place, no parking should be allowed on the south side of Maple Road between No. 2 Road and the proposed site access. From the site access to the easterly property boundary, it is feasible to accommodate three (3) on-street parking spaces on the south side of Maple Road. On-street parking on the north side of Maple Road is very limited due to the existing property driveways.

*The applicant has indicated that some of the garages may accommodate up to three (3) compact cars (see Alternate Parking Plan in **Attachment E**). The developer has also agreed to explore the opportunities to provide additional visitor parking stalls on site at Development Permit stage.*

5. Increased traffic generated by the townhouse development would make the already problematic intersection at No. 2 Road and Maple Road more dangerous.

Transportation Division staff have conducted field traffic counts and performed an intersection operational analysis as part of their review; the applicant has retained Bunt & Associates to prepare a Traffic Impact Study. Both Transportation Division staff and the Traffic Impact Study concluded that the proposed development would have a insignificant traffic impact to the existing operations at the No. 2 Road and Maple Road intersection; the existing vehicle access to No. 2 Road is within the existing roadway and intersection geometry.

In addition, as part of the development, the pavement on Maple Road along the site frontage will be widened to provide additional travelling space on Maple Road.

Furthermore, the provision of full traffic signal at Maple Road and No. 2 Road will allow traffic making left turns out from Maple Road with the protection of signalization.

6. The proposed traffic light on Maple Road is too close to Francis Road.

The Maple Road approaches carry very moderate traffic volumes; the introduction of a new traffic signal at Maple Road will not adversely impact traffic progression along No. 2 Road currently through Maple and Francis. Final signal timing plans can be worked out in the detailed design stage to optimize traffic progression and minimize vehicle delays. The new signal at Maple will improve existing traffic conditions at the intersection by providing protected pedestrian crossings across No. 2 Road and adequate capacity for Maple Road left-turn traffic to No. 2 Road northbound.

7. The diverters on Maple Road will be removed in the future.

While some residents suggested removal of the existing diverters on Maple Road at Romaniuk Drive (between No. 2 Road and Gilbert Road) to ease traffic congestion at the No. 2 Road and Maple Road intersection, many have concerns that such removal will create serious safety issues in the neighbourhood.

Transportation Division staff noted that the existing mid-block closure of Maple Road was instated several years ago in response to concerns raised by residents regarding speed and traffic short-cutting on Maple Road. Opening up the Maple Road link between the two (2) arterial roads will create a potential for a significant increase of traffic volume and speed on Maple Road, impacting the intersection at No. 2 Road. The diverters would still be required to manage traffic levels and speed in the area. Therefore, the removal of the existing diverters are not recommended.

Analysis

Official Community Plan (OCP) Compliance

The proposed development is consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and east and the apartment building to the south:

- The proposed 3-storey townhouses will be built on existing grade, so their 3-storey appearance will be somewhat lessened. The proposed top floor is also about the same height as the second floor of the adjacent seniors' apartment.
- The site grade along the east property line will be raised to achieve the minimum Flood Construction Level (FCL). The duplexes along the east property line are considered 2½ storey in height above the FCL. Thereby, the interface with single-family along the east property line is considered in compliance with the Arterial Road Redevelopment Policy in terms of building height and setback.
- Units are laid out along the No. 2 Road and Maple Road to provide a pedestrian scale along the street fronts. Duplex units with direct street entry are proposed along Maple Road, creating a coherent streetscape with the existing single-family homes on the block.
- The rest of the townhouse blocks on-site are laid out with an east-west orientation to provide view corridors (north-south) from the adjacent seniors' apartment.

These proposed design features will be controlled through the Development Permit process.

Medium Density Townhouses (RTM3)

The proposed zoning (RTM3 with a maximum density of 0.7 FAR) and the proposed density (0.675 FAR) complies with the Low-Density Residential land use designation contained in the Official Community Plan (OCP) for development on the City's arterial roads. Densities above the base density, for townhouse development along arterial road, of 0.6 floor area ratio (FAR) are usually considered in conjunction with development sites in close proximity to a Community Centre and/or Neighbourhood Service Centre. The subject site is across from a local commercial site and is within walking distance to the Blundell Shopping Centre (approximately 650 m). To qualify for the proposed density and to satisfy the requirements of the RTM3 zone, the applicant is:

- Preserving eight (8) bylaw-sized trees and four (4) under-sized trees on-site, as well as protecting all trees on adjacent properties, located in proximity to the development site;
- Providing a voluntary contribution to the Affordable Housing Strategy reserve fund; and
- Providing at least one (1), possibly two (2), convertible units which are designed to accommodate a vertical lift.

Development Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTM3) zone. Based on the review of revised site plan for the project, no variance is being requested.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9160 No. 2 Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 9.3 (Multiple-Family Guidelines);
- Detailed review of the site plan to ensure a 4.3 m minimum vertical clearance is provided over the entire 6.7 m width of the internal drive aisle and that corner cuts are provided at the internal intersections on-site;
- Opportunities to provide additional visitor parking stalls on site;
- Detailed review of the site plan to ensure semi-private space is distinguished from private spaces including the design and location of visitor parking;
- Detailed review of building form and architectural character including elimination of significant projections into required yard setbacks as well as unit design that facilitates conversions of garage area into habitable space;
- Unit entry design with respect to CPTED principles;
- Review of site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space;
- Ensure there is adequate private outdoor space for each unit; and

- Landscaping design, site grading, and enhancement of the outdoor amenity area to maximize use.

Conclusion

The proposed 18-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads and meets the zoning requirements set out in the Medium Density Townhouses (RTM3) zone. Overall, the proposed land use, site plan, and building massing relates to the surrounding neighbourhood context. The applicant is proposing to upgrade the No. 2 Road/Maple Road intersection with full traffic signals, complete with audible pedestrian signals (APS), to address concerns raised by delegations to Planning Committee related to traffic. A Transportation Functional Plan will be provided prior to the Servicing Agreement stage to determine ultimate transportation and traffic improvements.

Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

The updated list of rezoning considerations is included as **Attachment K**, which has been agreed to by the applicants (signed concurrence on file).

While the proposal generates significant concerns from the immediate neighbourhood, the proposal does address all of the concerns raised and is in compliance to the City's Arterial Road Redevelopment Policy. The subject site is specifically identified in the OCP for multiple family development. On this basis, staff recommends support for the rezoning application.

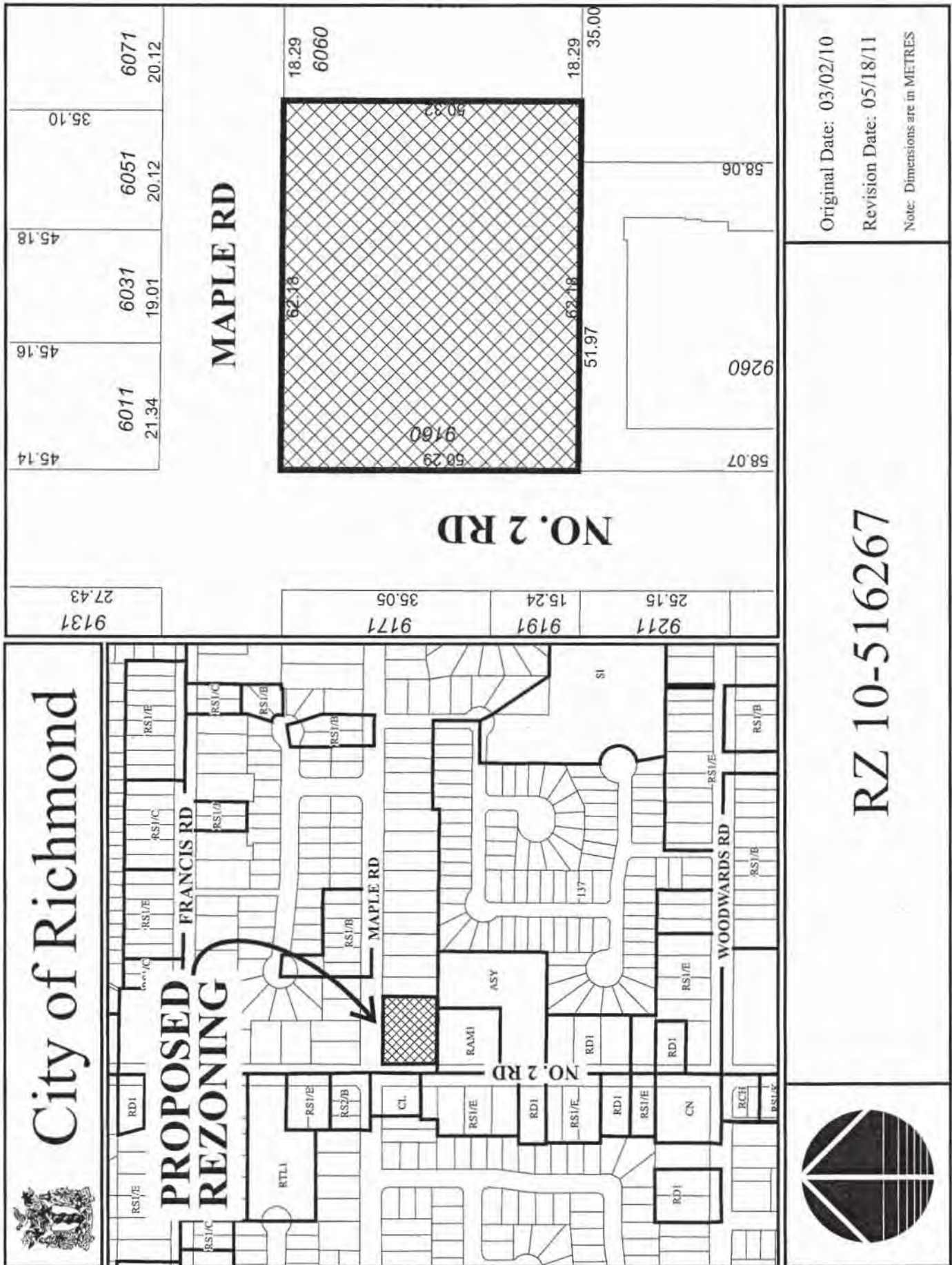


Edwin Lee
Planner I
(604-276-4121)

EL:rg

Attachment A: Location Map
Attachment B: Report to Committee dated June 17, 2011
Attachment C: Development Application Data Sheet
Attachment D: Letter from Christian Reformed Senior Housing Society dated April 2, 2012
Attachment E: Revised Development Concept
Attachment F: Sample Petition Letter dated August 5, 2011 (received on August 31, 2011)
Attachment G: Open House Summary
Attachment H: Public Consultation Responses (Open House, March 29, 2012)
Attachment I: Sample Petition Letter dated April 1, 2012 (received on April 12, 2011)
Attachment J: Mapping of Petition received April 12, 2012
Attachment K: Rezoning Considerations Concurrence

Appendix I: Petition from Tapestry Church
Appendix II: Petition Received August 31, 2011
Appendix III: Comment Sheets Received at Open House Held on March 29, 2012
Appendix IV: Petition Received April 12, 2012





RZ 10-516267

Original Date: 03/02/10

Amended Date: 05/18/11

Note: Dimensions are in METRES

CNCL - 337



City of Richmond
Planning and Development Department

ATTACHMENT B

Report to Committee

To: Planning Committee

Date: June 17, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 10-516267

Re: Application by Western Maple Lane Holdings Ltd. for Rezoning at
9160 No. 2 Road from Single Detached (RS1/E) to Medium Density
Townhouses (RTM3)

Staff Recommendation

1. That Bylaw No. 8769, for the rezoning of 9160 No. 2 Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading;
2. That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 14; and
3. That Bylaw No. 8769 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 p.m., in the Council Chambers.

Brian J. Jackson, MCIP
Director of Development

EL:blg

Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Western Maple Lane Holdings Ltd. has applied to the City of Richmond for permission to rezone 9160 No. 2 Road (**Attachment 1**) from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) in order to permit the development of 18 three-storey townhouse units on the site with vehicle access from Maple Road (**Attachment 2**).

Findings of Fact

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

Surrounding Development

- To the North: Across Maple Road, existing single-family dwellings on large lots zoned Single Detached (RS1/E);
- To the East: Existing single-family dwellings on large lots zoned Single Detached (RS1/E);
- To the South: Four-storey senior apartment building (three-storeys over parking) zoned Medium Density Low Rise Apartments (RAM1) and Christian Reformed Church Of Richmond on a large piece of property zoned Assembly (ASY); and
- To the West: At the southwest corner of No. 2 Road and Maple Road, a commercial retail building on a property zoned Local Commercial (CL); at the northwest corner of Maple Road, a recently approved 3-lot subdivision on a site zoned Single Detached (RS1/B) fronting on Maple Road.

Related Policies & Studies

Arterial Road Redevelopment and Lane Establishment Policies

The Arterial Road Redevelopment Policy is supportive of multiple family residential developments along major arterial roads, especially in locations such as the subject site, which are within walking distance of commercial services and where public transit is available.

The subject site is a large single-family lot fronting No. 2 Road with a lot depth much deeper than a standard single-family lot in the area. This site is identified for townhouse development under the Arterial Road Redevelopment Policy and the proposed development is generally consistent with the Policy. While this proposal is the first townhouse development proposal on the east side of No. 2 Road between Maple Road and Woodward Road, the proposal is not the first multiple family development on the block as there is an apartment building for seniors located to the immediate south of the site. It is noted that there is a predominant presence of other previously approved townhouses along the east side of No. 2 Road between Woodward Road and Williams Road. It is envisioned that the rest of the single-family and duplex lots on this block between Maple Road and Woodward Road could be redeveloped for multiple family residential under the Arterial Road Redevelopment Policy in the OCP.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$47,003.23.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. There has been significant interest from the neighbouring residents regarding this proposed rezoning. Staff have received:

- Two (2) support letters from two (2) households on Romaniuk Drive and Gilbert Crescent within the immediate quarter-section, and one (1) support letter from a household in the King George/Cambie Neighbourhood (**Attachment 4**);
- Eight (8) opposition letters from nine (9) households on Maple Road, Martyniuk Place, No. 2 Road, and Ramaniuk Drive (**Attachment 5**); and
- A petition with 37 signatures from 33 households within the immediate neighbourhood in opposition to the proposed development (**Attachment 6**).

Concerns expressed by the public include changes in neighbourhood character, increased density, increased traffic, parking, safety at the No. 2 Road and Maple Road intersection, tree preservation, building height, and loss of privacy.

Open House

The applicant has conducted public consultation regarding the rezoning application through a public Open House on March 15, 2011 at the Richmond City Hall. An Open House flyer was hand delivered by the applicant to over 140 neighbouring single-family homes (see **Attachment 7** for the Notification Area). Approximately 19 people attended representing 12 households of neighbouring residents. Staff attended the Open House as observers. Comments sheets were provided to all the attendees and 16 responses were received. A copy of the Open House Summary prepared by the applicant is included in **Attachment 8**. An updated petition, with a total of 192 signatures from 148 households, was submitted to the City in April, 2011 (**Attachment 6**).

A mapping of the petition, including all written submissions, is included in **Attachment 9**. A list of major concerns raised by the area residents is provided below, along with the responses in *bold italics*:

1. The proposed density is too high; the single-family residential character should be maintained.

(The subject townhouse development is not the first multiple-family development on this block of No. 2 Road between Maple Road and Woodward Road. There is an existing 4-storey seniors' apartment building located to the immediate south of the subject site. The subject site, along with the properties on both side of No. 2 Road, between Francis Road and Woodward Roads, is identified for townhouse development under the Arterial Road Redevelopment Policy in the Official Community Plan (OCP). Townhouse developments are limited to properties fronting onto arterial roads, such as No. 2 Road, and are not envisioned in the internal subdivision.

The developer has agreed to explore the opportunities to break the townhouse block fronting Maple Road down to duplexes or triplexes, at the Development Permit stage, to make the form and massing of the townhouses more compatible to the existing single-family developments on Maple Road. The developer will also explore the opportunities to shift the entry driveway on Maple Road westwards to reduce possible impacts to the neighbouring single-family home.)

2. Increased traffic generated by the townhouse development would make the already problematic intersection at No. 2 Road and Maple Road more dangerous.

(In order to address this concern, Transportation Division staff have conducted field traffic counts and performed an intersection operational analysis as part of their review; the applicant has retained Bunt & Associates to prepare a Traffic Impact Study. Both Transportation Division staff and the Traffic Impact Study concluded that the proposed development would have insignificant traffic impact to the existing operations at the No. 2 Road and Maple Road intersection; the existing vehicle access to No. 2 Road is within the existing roadway and intersection geometry.

It is also noted that, with the pavement widening on Maple Road, two (2) outbound lanes to No. 2 Road will be provided; this arrangement will provide additional capacity on Maple Road compared to the existing single outbound lane approach.

Some residents suggested removal of the existing mid block closure of Maple Road between No. 2 Road and Gilbert Road to ease traffic congestion at the No. 2 Road and Maple Road intersection. Transportation Division staff noted that this closure was instated several years ago in response to concerns raised by residents regarding speed and traffic short-cutting on Maple Road. Reinstating the Maple Road link between the two (2) arterial roads will create a potential for a significant increase of traffic volume and speed on Maple Road, impacting the intersection at No. 2 Road.

Some residents suggested installation of a traffic signal at the No. 2 Road and Maple Road intersection. Both Transportation Division staff and the Traffic Impact Study concluded that a full traffic signal is not warranted at this intersection due to the projected traffic volumes.)

3. The proposed development would create a parking problem on Maple Road.

(The proposal includes two (2) side-by-side parking spaces per unit and a total of four (4) visitor parking spaces on site, which is in compliance with the bylaw requirement. In addition, as part of the development, the pavement on Maple Road

along the site frontage will be widened to provide additional parking/travelling space on Maple Road. Transportation Division staff indicated that Maple Road is a typical local road which is designed for on-street parking on either side without hindering vehicle movements.)

4. The proposed three-storey buildings are too tall and would create privacy and overlook concerns.

(The proposed development will be built on existing grade, which is approximately 1 m below the existing road elevation. The building will appear to be 2½-storey along Maple Road.

A 10.9 m setback from the east property line to the 3-storey townhouse is being proposed. The developer has agreed to explore the opportunities to reduce the height of the easternmost townhouse block to 2½ storey with a minimum 6.0 m setback, at the Development Permit stage, to address the privacy and overlook concerns.)

5. The proposed development would change the streetscape of No. 2 Road by removing the beautiful big trees along the frontage.

(Two (2) of the ten (10) bylaw-sized trees along the site's No.2 Road frontage are being proposed for removal due to poor condition. The applicant has agreed to maintain existing site grade along No. 2 Road to preserve as many trees as possible. Custom design crossing between the sidewalk and the unit entries is proposed to minimize the disruption to the root systems. The applicant is also proposing to plant additional trees and shrubs along the No. 2 Road frontage to enhance the streetscape. Staff will work with the applicant on the landscaping scheme to ensure that these design elements are include in the landscape design at the Development Permit stage.)

Consultation with Covenant Court Residents

The applicant has also hosted a consultation meeting with the residents at Covenant Court (the seniors' apartment located adjacent to the subject site) on April 4, 2011. Approximately 13 residents and two (2) officials of the Christian Reformed Senior Housing Society attended the meeting. Staff also attended the meeting as an observer. A copy of the Meeting Summary prepared by the applicant is included in **Attachment 10**. A comment letter from the Christian Reformed Senior Housing Society submitted to the City after the consultation meeting is included in **Attachment 11**. A list of major concerns raised by the residents in the seniors' apartment building is provided below, along with the responses in ***bold italics***:

1. The proximity of the townhouses to the south property line would reduce privacy and sunlight to the existing residential units in the adjacent apartment building to the south.

(The proposed townhouses will be built on existing grade. The applicant has confirmed that the proposed first habitable floor is at a lower elevation than the neighbours' first floor; and the proposed top floor is of about the same height as the seniors' apartments second floor. All proposed windows on the side elevations facing the seniors' apartment building are high and small to minimize overlooking potential).

2. Increased traffic on No. 2 Road makes it more difficult to enter and exit Covenant Court's driveway, which is shared with the church next door; relocating the existing northbound bus stop and No. 2 Road cross walk from north of Maple Road to south of Maple Road would make the intersection safer for pedestrians.

(Coast Mountain Bus Company requires all bus stops to be located at the far side of an intersection, which is typical of the bus stops on No. 2 Road. Pedestrian crosswalks are preferred to be located in proximity to a bus stop. Relocating the crosswalk to the south poses vehicular and pedestrian conflicts due to an adjacent active driveway).

3. Special consideration should be given to minimize noise emanating from the proposed outdoor amenity space.

(The proposed children's play area is located along the east property line, away from the seniors' apartment. At the Development Permit stage, staff will work with the applicant on the landscaping scheme to ensure that an adequate buffer or separation between the proposed play area and the adjacent residential developments is provided).

Staff Comments

Tree Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application. 33 bylaw-sized trees were identified on the Tree Survey and reviewed by the Arborist. The majority of the trees in the center of the site are old fruit trees in very poor condition, whereas the majority of the trees along the periphery of the site (No.2 Road and Maple Road frontages) are conifers in good condition.

The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurred with the Arborist's recommendations to preserve eight (8) bylaw-sized trees along No. 2 Road and four (4) under-sized trees on site along the south property line (see **Attachment 12** for a Tree Preservation Plan). Among the 25 trees proposed for removal:

- Three (3) trees are in fair condition, but are proposed for removal due to over-crowding.
- One (1) Birch tree along the south property line is in good condition; however, it is proposed for removal due to building conflicts that cannot be mitigated unless one (1) townhouse unit is deleted.
- Four (4) on-site trees and two (2) off-site trees along the Maple Road frontage are in good condition, but warranted for removal due to conflicts with required servicing upgrades and frontage improvements that cannot be mitigated. Parks Operations staff have agreed to the proposed removal of the off-site trees and have determined a 2:1 compensation for the Hazelnut tree (\$1300) and a 3:1 compensation for the Cedar tree (\$1950). Prior to the removal of any City trees, the applicant will need to seek formal permission from Parks Operations Division and removal of the hedges will be at the owner's cost.
- 15 trees are in poor condition.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 46 replacement trees are required for the removal of 23 bylaw-sized trees on-site. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 35

replacement trees on-site and provide cash-in-lieu (\$500/tree) for off-site planting of the balance of the required replacement trees (i.e. \$5,500 cash contribution for 11 replacement trees). Staff will work with the landscape architect to explore additional tree planting opportunity on-site at the Development Permit stage. Should the applicant wish to begin site preparation work after Third Reading of the rezoning bylaw, but prior to Final Adoption of the rezoning bylaw, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit a landscape security (i.e. \$23,000) to ensure the replacement planting will be provided.

In order to ensure that the eight (8) protected trees will not be damaged during construction, as a condition of rezoning, the applicant is required to submit a \$24,000 tree survival security. The City will retain 50% of the security until the proposed landscaping is planted on-site. The City will retain the remaining 50% of the security for one (1) year after inspection of the completed landscaping to ensure that the protected trees have survived.

All neighbouring trees are to be protected. Tree protection fencing on-site around the driplines of all trees to be retained will be required prior to any construction activities, including building demolition, occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within all tree protection zones (for both on-site and off-site trees) must be submitted prior to final adoption of the rezoning bylaw. Tree protection barriers, as per the Tree Retention Plan (**Attachment 12**), must be installed on-site prior to any construction or demolition works commencing.

Site Servicing and Frontage Improvements

An independent review of servicing requirements (sanitary and storm) has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The Capacity Analysis concludes that no sanitary upgrades are required to support the proposed development, however, storm upgrades to the existing system are required. Prior to issuance of the forthcoming Building Permit, the developer is required to enter into a standard Servicing Agreement for the design and construction of the storm upgrades as identified in the capacity analysis (please see **Attachment 13** for details).

Prior to final adoption, the developer is required to dedicate a 4 m x 4 m corner cut at Maple Road and No. 2 Road, provide a 2.0 m wide Public Rights-of-Passage (PROP) along the entire No. 2 Road frontage for future road widening, and provide a \$3,000 contribution for the upgrade of the pedestrian signal on the north leg of the No. 2 Road/Maple Road intersection. As part of the Servicing Agreement for the servicing upgrades, the design and construction of frontage improvements is also required. Improvement works include but are not limited to widening of Maple Road with new curb and gutter, grass and treed boulevard, and a 1.5 m sidewalk along the new property line (see **Attachment 13** for details).

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$18,000 as per the Official Community Plan (OCP) and Council policy.

Outdoor Amenity Space

Outdoor amenity space will be provided on-site and is adequately sized based on Official Community Plan (OCP) guidelines. The design of the children's play area and landscape details will be refined as part of the Development Permit application.

Public Art

The Public Art Program Policy does not apply to residential projects containing less than 20 units.

Analysis

Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and east and the apartment building to the south:

- The proposed 3-storey townhouses will be built on existing grade, which is approximately 1 m below the existing road elevation, so their 3-storey appearance will be somewhat lessened. The proposed top floor is also about the same height as the second floor of the adjacent seniors' apartment.
- The 2½-storey interface with single-family along the east property line complies with the requirements under the Arterial Road Redevelopment Policy in the OCP.
- The 2½- to 3-storey massing is also a result of the design intent to leave existing grade as is, which requires non-habitable space below the road elevation.
- Units are laid out along the No. 2 Road and Maple Road to provide a pedestrian scale along the street fronts. The rest of the townhouse blocks on-site are laid out with an east-west orientation to provide view corridors (north-south) from the adjacent seniors' apartment.

These proposed design features will be controlled through the Development Permit process.

Medium Density Townhouses (RTM3)

The proposed zoning (RTM3 with a maximum density of 0.7 FAR) and the proposed density (0.69 FAR) complies with the Low-Density Residential land use designation contained in the Official Community Plan (OCP) for development on the City's arterial roads. Densities above the range of 0.6 floor area ratio (FAR) are usually considered in conjunction with development sites in close proximity to a Community Centre and/or Neighbourhood Service Centre. The subject site is across from a local commercial site and is within walking distance to the Blundell Shopping Centre (approximately 650 m). To qualify for the proposed density and to satisfy the requirements of the RTM3 zone, the applicant is:

- Preserving eight (8) bylaw-sized trees and four (4) under-sized trees on-site, as well as protecting all trees on adjacent properties, located in proximity to the development site;
- Providing a voluntary contribution to the Affordable Housing Strategy reserve fund; and

- Providing at least one (1), possibly two (2), convertible units which are designed to accommodate a vertical lift.

Development Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTM3) zone. Based on the review of current site plan for the project, no variance is being requested. However, the following variances are envisioned should the proposal be revised to provide some 2- to 2½-storey units with the same overall floor area and unit yield as currently proposed:

- i. Increase in lot coverage for buildings; and
- ii. reduction in lot coverage for landscaping with live plant materials.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9160 No. 2 Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 9.3 (Multiple-Family Guidelines);
- Opportunities to shift the entry driveway west;
- Detailed review of the site plan to ensure a 4.3 m minimum vertical clearance is provided over the entire width of the internal drive aisle and that corner cuts are provided at the internal intersections on-site;
- Opportunities to reduce the height of the easternmost townhouse block to a maximum of 2½ storeys;
- Opportunities to break the townhouse block fronting Maple Road down to duplexes or triplexes better match the form and character of the large single-family houses on Maple Road;
- Detailed review of building form and architectural character including elimination of significant projections into required yard setbacks;
- Review of the location and design of the convertible unit and other accessibility features;
- Review of site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space;
- Ensure there is adequate private outdoor space for each unit;
- Landscaping design and enhancement of the outdoor amenity area to maximize use; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

Public Hearing Notification Area

Should the application be endorsed by Council and proceed to Public Hearing, it is recommended that the notification area be expanded. The statutory requirement for notification of Public Hearing is 50 m (164 ft.) from the development site, which generally includes all immediate neighbours. An expanded notification area as shown in **Attachment 14** is proposed.

During the public consultation process, neighbours within the area identified in **Attachment 7** were notified and invited to the meetings. It is recommended that the Public Hearing notices be sent to the same notification area to ensure that residents who were involved in the earlier public consultation process are advised of the Public Hearing date.

In addition, a significant number of residents reside outside of the area identified in **Attachment 7** signed the petition in opposition to the subject proposal (see mapping of the petition, including written submissions received, in **Attachment 9**). It is recommended that the Public Hearing Notices also be sent to these residents to ensure that they are advised of the Public Hearing date.

Financial Impact or Economic Impact

None.

Conclusion

The subject application is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Further review of the project design will be required to ensure a high quality project. This review will be part of the future Development Permit process. On this basis, staff recommend that the proposed rezoning be approved



Edwin Lee
Planning Technician – Design
(604-276-4121)

EL:blg

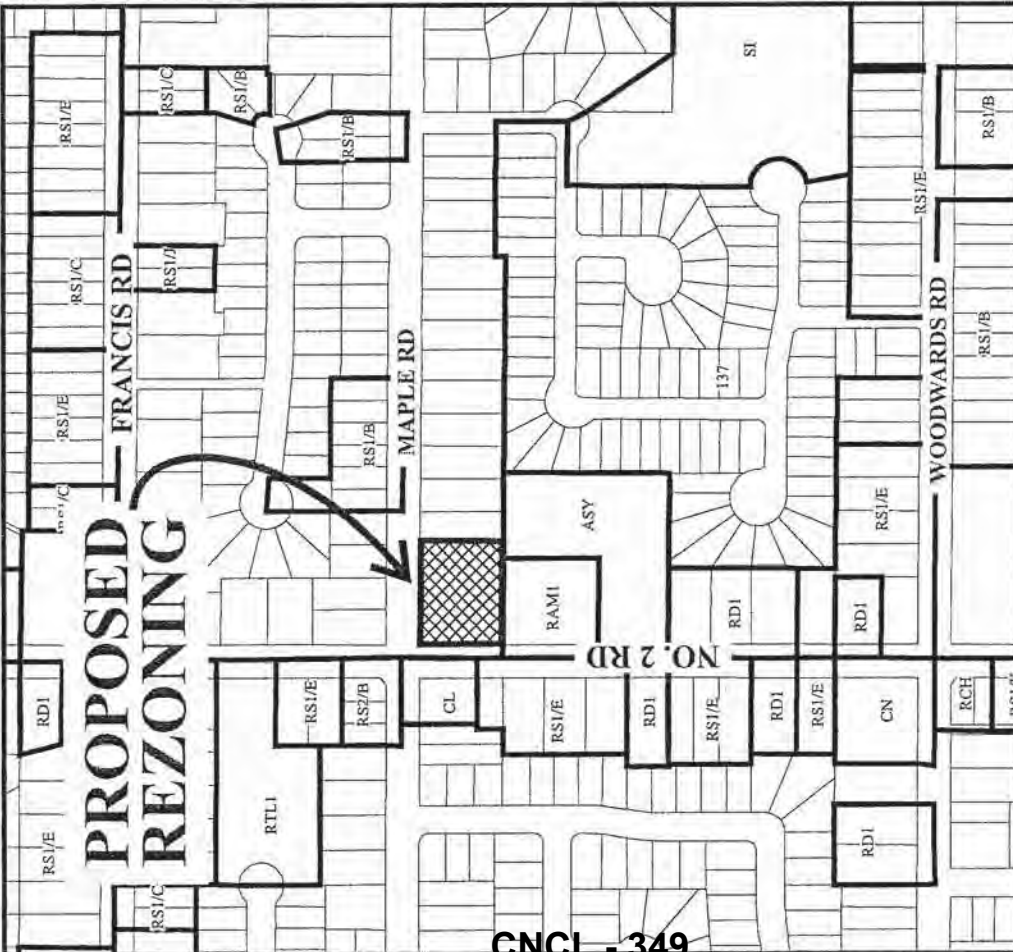
- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Support Letters
- Attachment 5: Opposition Letters
- Attachment 6: Petition
- Attachment 7: Open House Notification Area
- Attachment 8: Open House Summary
- Attachment 9: Public Consultation Responses
- Attachment 10: Consultation Meeting Summary (Covenant Court)
- Attachment 11: Letter from Christian Reformed Senior Housing Society (Covenant Court)

- Attachment 12: Tree Preservation Plan
- Attachment 13: Rezoning Considerations Concurrence
- Attachment 14: Proposed Public Hearing Notification Area



City of Richmond

PROPOSED REZONING



CNCL - 349

NO. 2 RD

MAPLE RD

6011	6031	6051	6071
21.34	19.01	20.12	20.12

$$\begin{array}{r} 6051 \\ 20.12 \end{array}$$

6031	19.01
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6011
21.34

45.14

45.18

35.10

18.29
6060

18.29
35.00

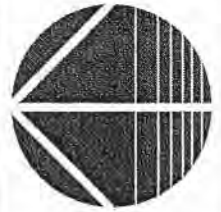
58.07

58.06

Original Date: 03/02/10

Revision Date: 05/18/11

Note: Dimensions are in METRES



RZ 10-516267



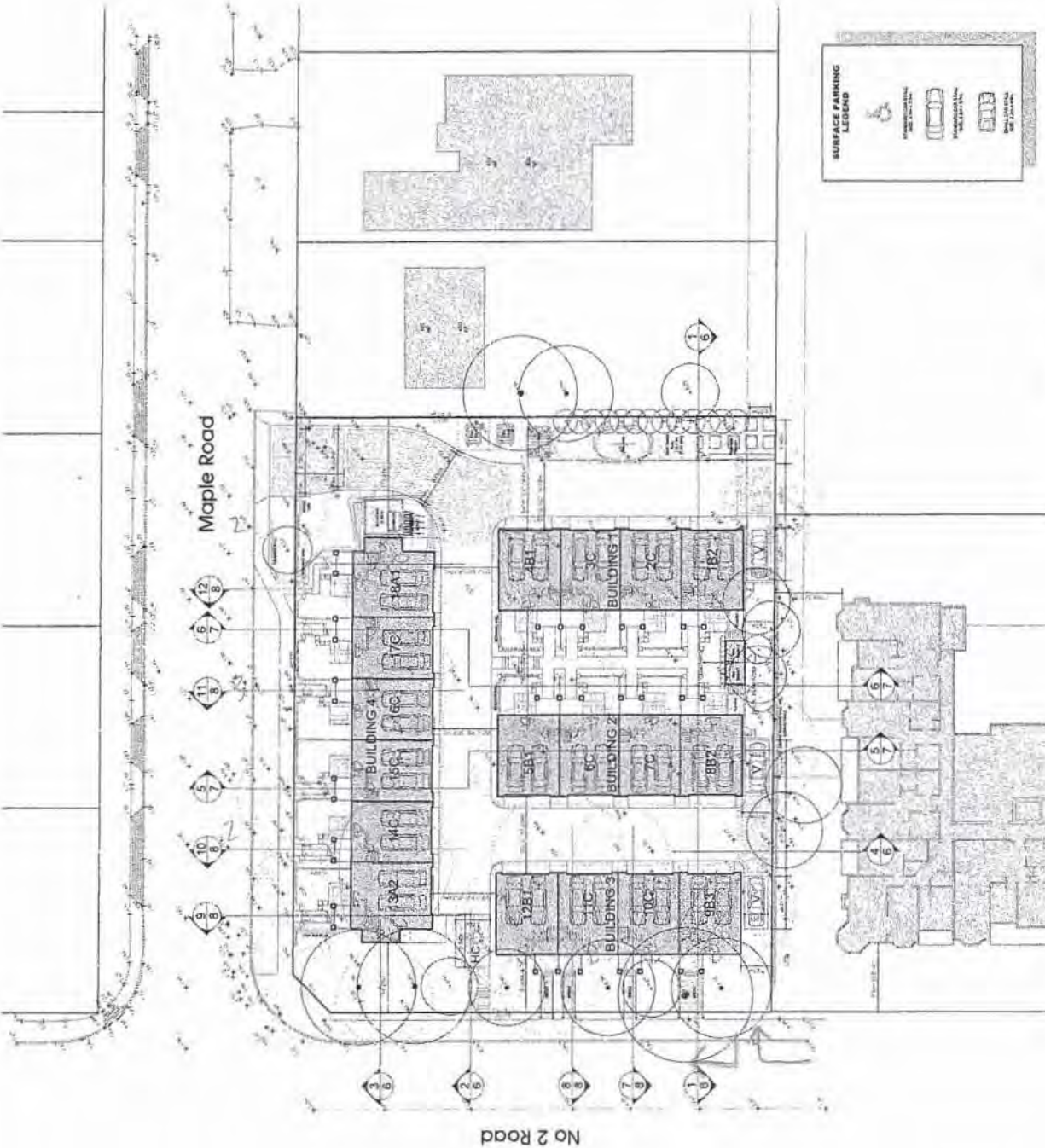
RZ 10-516267

CNCL - 350

Original Date: 03/02/10

Amended Date: 05/18/11

Note: Dimensions are in METRES



CNCL - 351

SITE DATA		RTMS
Proposed Zoning		33.071.41 (13.114) Unit 1
Site Area		33,371 sq. ft. (771 sq. ft.)
Unit Count		233 Units
Land Area Calculations		
1. A	1,546	4.5
2. B	1,546	4.5
3. C	1,546	4.5
4. D	1,546	4.5
5. E	1,546	4.5
6. F	1,546	4.5
7. G	1,546	4.5
8. H	1,546	4.5
9. I	1,546	4.5
10. J	1,546	4.5
11. K	1,546	4.5
12. L	1,546	4.5
13. M	1,546	4.5
14. N	1,546	4.5
15. O	1,546	4.5
16. P	1,546	4.5
17. Q	1,546	4.5
18. R	1,546	4.5
19. S	1,546	4.5
20. T	1,546	4.5
21. U	1,546	4.5
22. V	1,546	4.5
23. W	1,546	4.5
24. X	1,546	4.5
25. Y	1,546	4.5
26. Z	1,546	4.5
27. AA	1,546	4.5
28. AB	1,546	4.5
29. AC	1,546	4.5
30. AD	1,546	4.5
31. AE	1,546	4.5
32. AF	1,546	4.5
33. AG	1,546	4.5
34. AH	1,546	4.5
35. AI	1,546	4.5
36. AJ	1,546	4.5
37. AK	1,546	4.5
38. AL	1,546	4.5
39. AM	1,546	4.5
40. AN	1,546	4.5
41. AO	1,546	4.5
42. AP	1,546	4.5
43. AQ	1,546	4.5
44. AR	1,546	4.5
45. AS	1,546	4.5
46. AT	1,546	4.5
47. AU	1,546	4.5
48. AV	1,546	4.5
49. AW	1,546	4.5
50. AX	1,546	4.5
51. AY	1,546	4.5
52. AZ	1,546	4.5
53. BA	1,546	4.5
54. BB	1,546	4.5
55. BC	1,546	4.5
56. BD	1,546	4.5
57. BE	1,546	4.5
58. BF	1,546	4.5
59. BG	1,546	4.5
60. BH	1,546	4.5
61. BI	1,546	4.5
62. BJ	1,546	4.5
63. BK	1,546	4.5
64. BL	1,546	4.5
65. BM	1,546	4.5
66. BN	1,546	4.5
67. BO	1,546	4.5
68. BP	1,546	4.5
69. BQ	1,546	4.5
70. BR	1,546	4.5
71. BS	1,546	4.5
72. BT	1,546	4.5
73. BU	1,546	4.5
74. BV	1,546	4.5
75. BW	1,546	4.5
76. BX	1,546	4.5
77. BY	1,546	4.5
78. BZ	1,546	4.5
79. CA	1,546	4.5
80. CB	1,546	4.5
81. CC	1,546	4.5
82. CD	1,546	4.5
83. CE	1,546	4.5
84. CF	1,546	4.5
85. CG	1,546	4.5
86. CH	1,546	4.5
87. CI	1,546	4.5
88. CJ	1,546	4.5
89. CK	1,546	4.5
90. CL	1,546	4.5
91. CM	1,546	4.5
92. CN	1,546	4.5
93. CO	1,546	4.5
94. CP	1,546	4.5
95. CQ	1,546	4.5
96. CR	1,546	4.5
97. CS	1,546	4.5
98. CT	1,546	4.5
99. CU	1,546	4.5
100. CV	1,546	4.5
101. CW	1,546	4.5
102. CX	1,546	4.5
103. CY	1,546	4.5
104. CZ	1,546	4.5
105. DA	1,546	4.5
106. DB	1,546	4.5
107. DC	1,546	4.5
108. DD	1,546	4.5
109. DE	1,546	4.5
110. DF	1,546	4.5
111. DG	1,546	4.5
112. DH	1,546	4.5
113. DI	1,546	4.5
114. DJ	1,546	4.5
115. DK	1,546	4.5
116. DL	1,546	4.5
117. DM	1,546	4.5
118. DN	1,546	4.5
119. DO	1,546	4.5
120. DP	1,546	4.5
121. DQ	1,546	4.5
122. DR	1,546	4.5
123. DS	1,546	4.5
124. DT	1,546	4.5
125. DU	1,546	4.5
126. DV	1,546	4.5
127. DW	1,546	4.5
128. DX	1,546	4.5
129. DY	1,546	4.5
130. DZ	1,546	4.5
131. EA	1,546	4.5
132. EB	1,546	4.5
133. EC	1,546	4.5
134. ED	1,546	4.5
135. EE	1,546	4.5
136. EF	1,546	4.5
137. EG	1,546	4.5
138. EH	1,546	4.5
139. EI	1,546	4.5
140. EJ	1,546	4.5
141. EK	1,546	4.5
142. EL	1,546	4.5
143. EM	1,546	4.5
144. EN	1,546	4.5
145. EO	1,546	4.5
146. EP	1,546	4.5
147. EQ	1,546	4.5
148. ER	1,546	4.5
149. ES	1,546	4.5
150. ET	1,546	4.5
151. EU	1,546	4.5
152. EV	1,546	4.5
153. EW	1,546	4.5
154. EX	1,546	4.5
155. EY	1,546	4.5
156. EZ	1,546	4.5
157. FA	1,546	4.5
158. FB	1,546	4.5
159. FC	1,546	4.5
160. FD	1,546	4.5
161. FE	1,546	4.5
162. FF	1,546	4.5
163. FG	1,546	4.5
164. FH	1,546	4.5
165. FI	1,546	4.5
166. FJ	1,546	4.5
167. FK	1,546	4.5
168. FL	1,546	4.5
169. FM	1,546	4.5
170. FN	1,546	4.5
171. FO	1,546	4.5
172. FP	1,546	4.5
173. FQ	1,546	4.5
174. FR	1,546	4.5
175. FS	1,546	4.5
176. FT	1,546	4.5
177. FU	1,546	4.5
178. FV	1,546	4.5
179. FW	1,546	4.5
180. FX	1,546	4.5
181. FY	1,546	4.5
182. FZ	1,546	4.5
183. GA	1,546	4.5
184. GB	1,546	4.5
185. GC	1,546	4.5
186. GD	1,546	4.5
187. GE	1,546	4.5
188. GF	1,546	4.5
189. GG	1,546	4.5
190. GH	1,546	4.5
191. GI	1,546	4.5
192. GJ	1,546	4.5
193. GK	1,546	4.5
194. GL	1,546	4.5
195. GM	1,546	4.5
196. GN	1,546	4.5
197. GO	1,546	4.5
198. GP	1,546	4.5
199. GQ	1,546	4.5
200. GR	1,546	4.5
201. GS	1,546	4.5
202. GT	1,546	4.5
203. GU	1,546	4.5
204. GV	1,546	4.5
205. GW	1,546	4.5
206. GX	1,546	4.5
207. GY	1,546	4.5
208. GZ	1,546	4.5
209. HA	1,546	4.5
210. HB	1,546	4.5
211. HC	1,546	4.5
212. HD	1,546	4.5
213. HE	1,546	4.5
214. HF	1,546	4.5
215. HG	1,546	4.5
216. HH	1,546	4.5
217. HI	1,546	4.5
218. HJ	1,546	4.5
219. HK	1,546	4.5
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221. HM	1,546	4.5
222. HN	1,546	4.5
223. HO	1,546	4.5
224. HP	1,546	4.5
225. HQ	1,546	4.5
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227. HS	1,546	4.5
228. HT	1,546	4.5
229. HU	1,546	4.5
230. HV	1,546	4.5
231. HW	1,546	4.5
232. HX	1,546	4.5
233. HY	1,546	4.5
234. HZ	1,546	4.5
235. IA	1,546	4.5
236. IB	1,546	4.5
237. IC	1,546	4.5
238. ID	1,546	4.5
239. IE	1,546	4.5
240. IF	1,546	4.5
241. IG	1,546	4.5
242. IH	1,546	4.5
243. II	1,546	4.5
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245. IK	1,546	4.5
246. IL	1,546	4.5
247. IM	1,546	4.5
248. IN	1,546	4.5
249. IO	1,546	4.5
250. IP	1,546	4.5
251. IQ	1,546	4.5
252. IR	1,546	4.5
253. IS	1,546	4.5
254. IT	1,546	4.5
255. IU	1,546	4.5
256. IV	1,546	4.5
257. IW	1,546	4.5
258. IX	1,546	4.5
259. IY	1,546	4.5
260. IZ	1,546	4.5
261. JA	1,546	4.5
262. JB	1,546	4.5
263. JC	1,546	4.5
264. JD	1,546	4.5
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266. JF	1,546	4.5
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268. JH	1,546	4.5
269. JI	1,546	4.5
270. JJ	1,546	4.5
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280. JT	1,546	4.5
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284. JX	1,546	4.5
285. JY	1,546	4.5
286. JZ	1,546	4.5
287. KA	1,546	4.5
288. KB	1,546	4.5
289. KC	1,546	4.5
290. KD	1,546	4.5
291. KE	1,546	4.5
292. KF	1,546	4.5
293. KG	1,546	4.5
294. KH	1,546	4.5
295. KI	1,546	4.5
296. KJ	1,546	4.5
297. KK	1,546	4.5
298. KL	1,546	4.5
299. KM	1,546	4.5
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301. KO	1,546	4.5
302. KP	1,546	4.5
303. KQ	1,546	4.5
304. KR	1,546	4.5
305. KS	1,546	4.5
306. KT	1,546	4.5
307. KU	1,546	4.5
308. KV	1,546	4.5
309. KW	1,546	4.5
310. KX	1,546	4.5
311. KY	1,546	4.5
312. KZ	1,546	4.5
313. LA	1,546	4.5
314. LB	1,546	4.5
315. LC	1,546	4.5
316. LD	1,546	4.5
317. LE	1,546	4.5
318. LF	1,546	4.5
319. LG	1,546	4.5
320. LH	1,546	4.5
321. LI	1,546	4.5
322. LJ	1,546	4.5
323. LK	1,546	4.5
324. LL	1,546	4.5
325. LM	1,546	4.5
326. LN	1,546	4.5
327. LO	1,546	4.5
328. LP	1,546	4.5
329. LQ	1,546	4.5
330. LR	1,546	4.5
331. LS	1,546	4.5
332. LT	1,546	4.5
333. LU	1,546	4.5
334. LV	1,546	4.5
335. LW	1,546	4.5
336. LX	1,546	4.5
337. LY	1,546	4.5
338. LZ	1,546	4.5
339. MA	1,546	4.5
340. MB	1,546	4.5
341. MC	1,546	4.5
342. MD	1,546	4.5
343. ME	1,546	4.5
344. MF	1,546	4.5
345. MG	1,546	4.5
346. MH	1,546	4.5
347. MI	1,546	4.5
348. MJ	1,546	4.5
349. MK	1,546	4.5
350. ML	1,546	4.5
351. MM	1,546	4.5
352. MN	1,546	4.5
353. MO	1,546	4.5
354. MP	1,546	4.5
355. MQ	1,546	4.5
356. MR	1,546	4.5
357. MS	1,546	4.5



Maple Road

for
Western Maple Lane Holdings Ltd



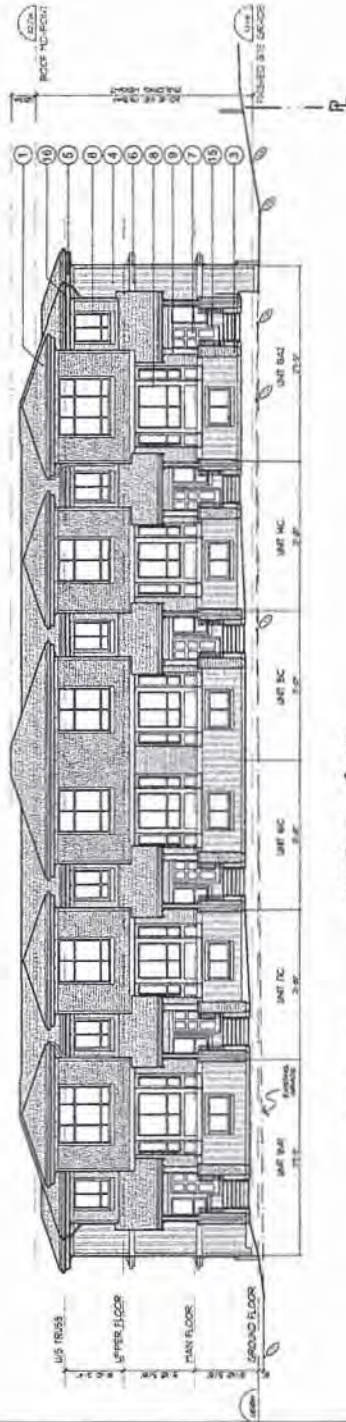
It is important to note that the results of this study are based on a cross-sectional design, which limits the ability to establish causality. Future research should employ longitudinal designs to investigate the temporal relationships between these variables.

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ELEVATIONS BUILDING 3
SCALE 1/8" = 1'-0"



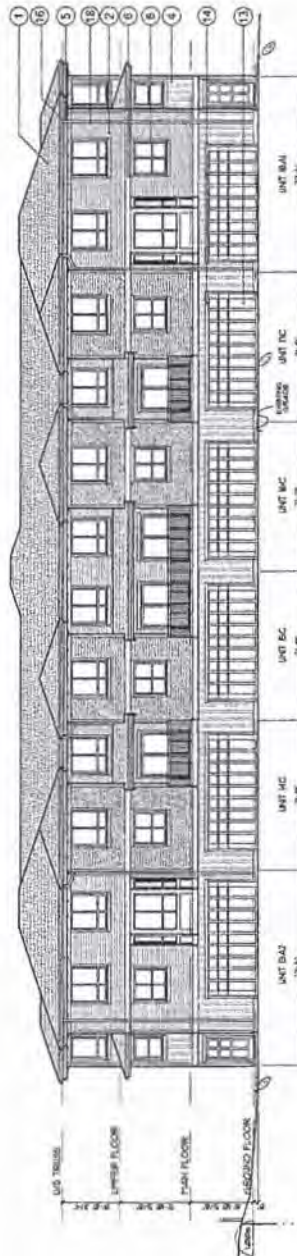
EXISTING BUILDING 1500'



MAPLE ROAD

FRONT ELEVATION

SIDE ELEVATION



BACK ELEVATION

SIDE ELEVATION

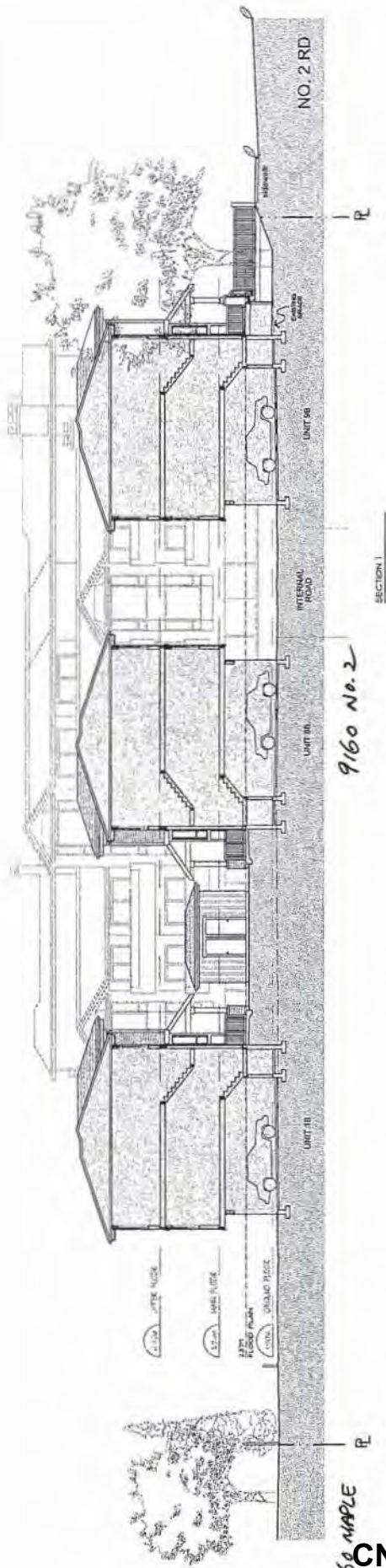
EXTERIOR FINISHES SCHEDULE

1. ROOF - Asphalt shingles - weathered wood
2. VINYL SIDING - HORIZONTAL
3. VINYL SHAKES - HORIZONTAL
4. VINYL SHAKES - VERTICAL
5. BRICK - Common
6. BRICK - Facing
7. BRICK - Pattern
8. BRICK - Pattern
9. BRICK - Pattern
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1. ROOF - Asphalt shingles - weathered wood
2. VINYL SIDING - HORIZONTAL
3. VINYL SHAKES - HORIZONTAL
4. VINYL SHAKES - VERTICAL
5. BRICK - Common
6. BRICK - Facing
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ELEVATIONS BUILDING 4
SCALE 1/8" = 1'-0"

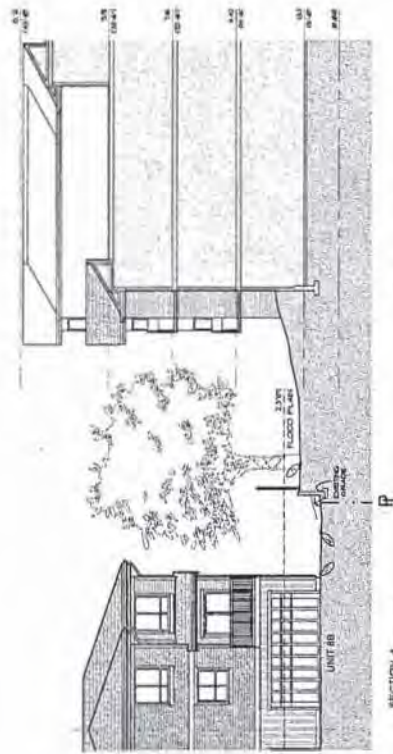




9160 No. 2

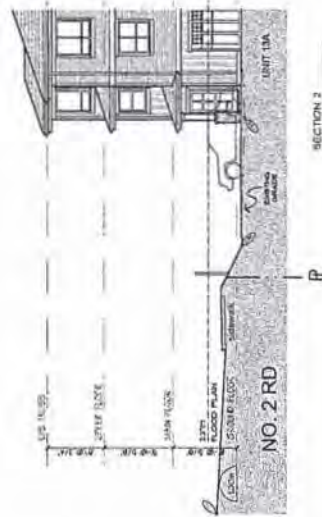
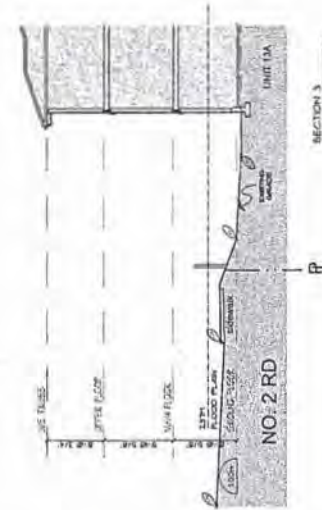
6060 MAPLE

CNCL - 355



9160 No. 2

9260 No. 2
COVENANT COURT



SITE SECTIONS
SCALE: 1/8" = 1'-0"

HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

NOV 18, 2014
1. The owner has been notified of the project's status.
2. The owner has been notified of the project's status.
3. The owner has been notified of the project's status.
4. The owner has been notified of the project's status.
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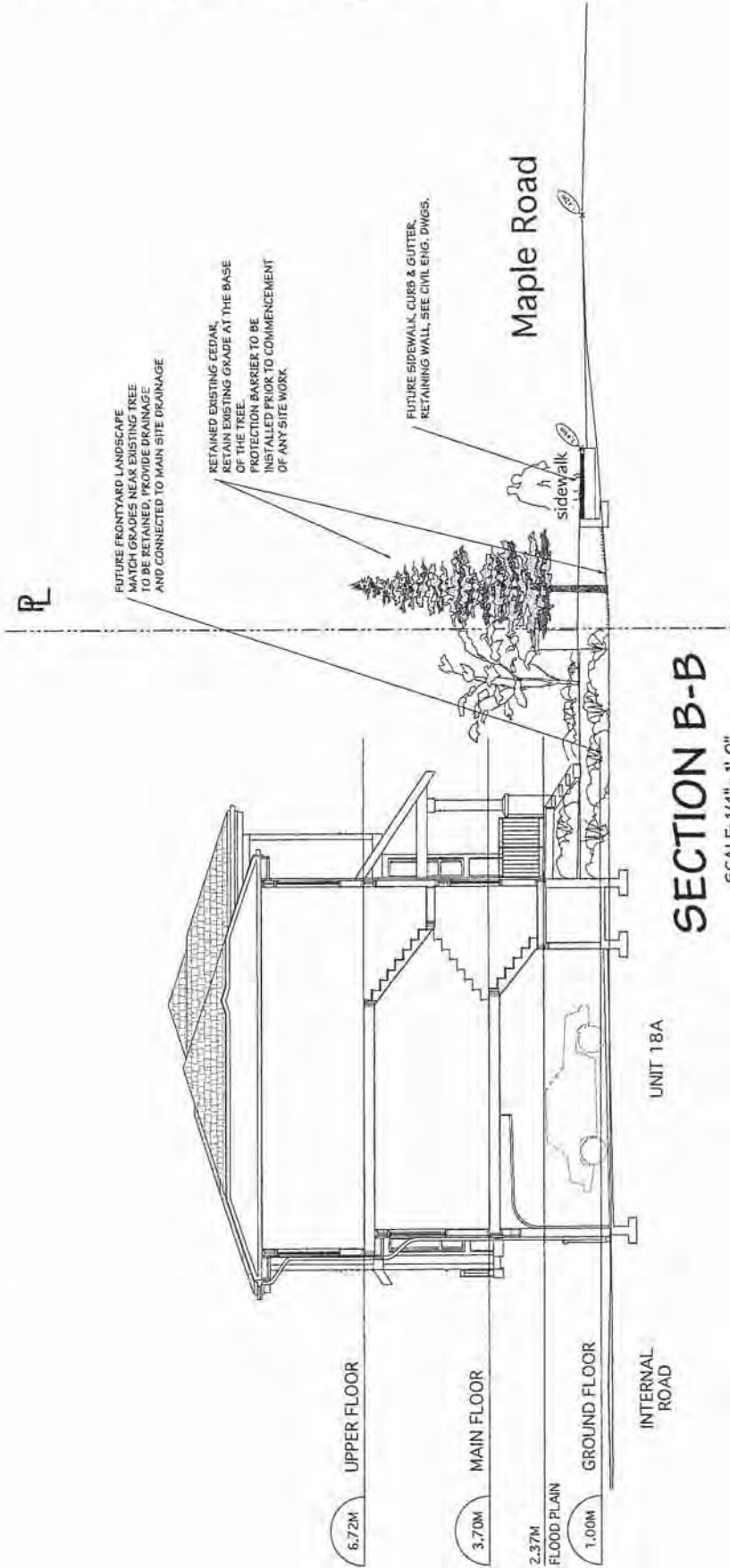
ITO
& ASSOCIATES
Landscape Architects
1442 E 5th Ave, Suite 100
Vancouver, BC V6L 1A2
TEL: (604) 263-1000
Email: info@itoandassociates.com

Project:
HARRINGTON COURT
RICHMOND

Section:
SECTION

Scale:
1" = 1'-0"
Date:
11/18/14
Drawn:
11/18/14
Check:
11/18/14
Title:
11/18/14
Sheet:
11/18/14

L5 of 6





City of Richmond

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

Development Application Data Sheet

RZ 10-516267

Attachment 3

Address: 9160 No. 2 Road

Applicant: Western Maple Lane Holdings Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Western Maple Lane Holdings Ltd.	No Change
Site Size (m²):	3,127 m ² (33,660 ft ²)	3,119 m ² (33,574 ft ²)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Medium-Density Townhouses (RTM3)
Number of Units:	1	18
Other Designations:	Arterial Road Redevelopment Policy – Multiple Family Development	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	23.3 upa	n/a
Floor Area Ratio:	Max. 0.7	0.69	none permitted
Lot Coverage – Building:	Max. 40%	35.4%	none
Lot Coverage – Non-porous Surfaces	Max. 70%	60.7%	none
Lot Coverage – Landscaping:	Min. 25%	25% min.	none
Setback – Front Yard – No. 2 Road (m):	Min. 6 m	6.0 m	none
Setback – Exterior Side Yard – Maple Road (m):	Min. 6 m	6.0 m	none
Setback – Interior Side Yard (South) (m):	Min. 3 m	3.2 m	none
Setback –Rear Yard (East) (m):	Min. 3 m	10.9 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	Max. 12.0 m (3 storeys)	9.15 m (3 storeys)	none
Lot Size (min. dimensions):	Min. 40 m wide x 30 m deep	Approx. 50.29m wide x 62.18 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.22(V) per unit	none
Off-street Parking Spaces – Total:	40	40	none
Tandem Parking Spaces:	not permitted	0	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$18,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 18 units = 108 m ²	132 m ² min.	none

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

LEO CHAN

9297 Romaniuk Drive, Richmond BC V7E 5G6

Tel: 604-377-7748 (C) / 604-448-9297(H)

March 2, 2011

The Urban Development Division
City Hall
6911 No.3 Road,
Richmond, B.C.
V6Y 2C1

Ref: RZ 10-516267

Dear Sir,

I saw that the property at the corner of Maple Road and No.2 Road is finally demolished, cleaned up and will be developed. I am in full support of the development. That area was an eye-sore for many years and the land was under-used. The townhouse development will improve the look and value of the neighborhood and the criminal occurrence in any case.

I hope the City will approve the project.

Yours truly,



Leo Chan Shu Woon
9297 Romaniuk Drive
Richmond BC V7E 5G6

March 15th, 2011

Urban Development Division

City of Richmond

6911 No.3 Road,

Richmond, B.C. V6Y-2C1

Re : Re-Zoning Application to rezone 9160 No.2 Road,
Richmond.

Dear Sir or Madame :

My name is Tom Cheng and I reside at 9651 Gilbert
Crest in Richmond, B.C.

I hereby to express my support for the rezoning
application from Western Maple Holdings Ltd to rezone
9160 No.2 Road from a single detached (RS1/E) to a
townhouse (ZT69) zone.

Should you have any additional questions, please feel
free to contact the undersigned.

Respectfully Yours,

A handwritten signature in black ink, appearing to read 'Tom Cheng', written over a circular stamp or seal.

Tom Cheng

May 31, 2011

Tiffany Kwong
#77-12500 McNeely Drive
Richmond, B.C.
V6V 2S4

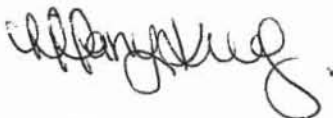
Planning Department
City of Richmond
6911 No.3 Road
Richmond, B.C.
V6Y 2C1

Ref: RZ 10-516267

Dear Sir/Madam,

My name is Tiffany Kwong and I live in #77-12500 McNeely Drive, Richmond, B.C. Canada. I am living with my parent now and I am graduating from Simon Fraser University this summer. I have an uncle who lives in the Maple Road/Gilbert Road area. My uncle and his family live in a pretty nice and big house. I heard from my uncle that a proposed townhouse projects in that area is getting a lot of opposition, simply because the residents in that area do not want any smaller and multiple family homes. I think this is a totally wrong idea. If we maintain this idea, Richmond will become a city that will be occupied only by rich people. People like me and many of my high school classmates who do not have rich parents will be forced to move out of Richmond, where we grew up and have many friends and relatives. We like to stay in Richmond. My uncle is rich and he helped his children to buy their own homes in Richmond. As the newspaper said, housing in Richmond is getting very expensive and unaffordable, the City official should, whenever possible, allow more houses to be built. This will help to make housing more affordable to the younger generation people like me and my friends. The townhouse project that is getting all the opposition is on No.2 Road. It is on a busy street, a location more suitable for multiple family and more affordable housing. Actually, I do not understand why the people living on Maple Road and Gilbert Road oppose to the project, because it has very little effect on this end of Maple Road. Richmond City officials should not listen only to the rich people, they should be aware of the situation of the average and not so rich citizens. They should allow this townhouse and similar projects to go ahead, so that more houses are built and Richmond becomes more affordable to live.

Yours truly,



Tiffany Kwong

The Township of Richmond
Urban Development Dept

Proposed Development at Maple & Two Road

The destruction of the property and the construction of eighteen townhouses is going to negatively impact the lives of many of the senior citizens who live at 9260 Two Rd. (Already, since the demolition of the buildings on the property, we have had an invasion of large carpenter ants.) Many wildlife animals and birds inhabited the property – no doubt the surrounding homes will inherit them. It's already creating an increase in our Budget for Pest control.

On the north side of the building the residents, especially those on the first and second floors, will lose quiet enjoyment, view and light when the development is completed. (The reasons we moved here in the first place) Plus during construction the dust that inevitably comes with building will invade our homes making it next to impossible to keep them clean. Many of the seniors who live here are allergic to dust. It follows that they will suffer health problems (in some cases, severe) from the pollution and it will cost more to keep our homes clean

With eighteen units there will be a dramatic increase in vehicles producing more pollution. They will have to turn on to Two Rd (a road that is already one of the busiest in Richmond – but not well serviced by Translink) as there is **no exit** from Maple to the east.

We seniors have to cross Maple Rd to get to and from the bus.
In all likelihood there will be an increase in accidents as none of us move quickly.

On top of that we understand that the building will be only ten feet from our fence, so those of us on the north side will have to keep our window coverings closed all the time. And the noise level will increase dramatically.

All of this will contribute to a decrease in market value for our homes. (Not to mention less inheritance for the families we leave behind.)

It is our hope that if the application to rezone is approved (and from the work that has already been done this seems to be a 'done deal') there will at least be a restriction on the number of units to be built. Also some way to decrease the problems the residents at Covenant Court (9260 Two Rd) will face.

Sincerely,
Ellen Langan
110-9260 No 2 Rd.,
Richmond, BC
V7E2C8
604-277-0994 or email omato4@gmail.com

Man Ying Lee
6240 Maple Road
Richmond BC
V7E 1G5

John & Eleanor Cantello
6120 Maple Road
Richmond BC
V7E 1G5

March 29, 2010

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

Dear Sir / Madam: *EDWIN LEE*

Re: Rezoning Application on 9160 No. 2 Road Richmond (File No. RZ10-516267)

I am writing to oppose the abovementioned rezoning application. The concerns include the following:

1. This project will not conform to the norm, stereotype of our neighborhood as the size of each proposed individual dwelling would be too small and too dense (size of each of the neighborhood single-family house is over 2,000 sq. ft.).
2. Increased flow of traffic and corresponding increased parked cars along Maple Road and its interception with No. 2 Road will be hazardous to the drivers and the residents living in this area.
3. It will be even more dangerous when the main entrance of this site is set on Maple Road as it is too close to the junction of No. 2 Road. Cross-traffic accidents may be easily occurred.
4. The proposed 3-storey building would no doubt affect the private lives of our neighbors, especially when the proposed 3-storey building is constructed facing the East and/or facing the North of Maple Road.
5. Increased density of population will inevitably hamper the quality of life, the harmony and peaceful environment of this quiet community.

In view of the foregoing, your decision to decline this rezoning application would be highly appreciated.

Yours faithfully

[Signature]
Man Ying Lee
Owner and Occupant

*We would highly appreciate this too.
We feel the same as Mr. Lee.*

*Yours faithfully
John E. Cantello
& My Wife Eleanor
Owners & Occupants*

6280 Maple Road
Richmond BC
V7E1G5

March 29, 2010.

City of Richmond
6911 No. 3 Road
Richmond BC
V6Y2C1

Dear Sir/Madam:

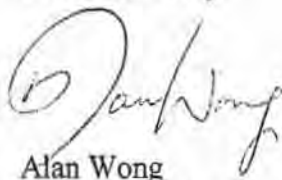
Strongly oppose the rezoning application on 9160 No. 2 Road Richmond (File No. RZ10-516267)

I am writing to oppose the above mentioned rezoning application. The concerns include the following:

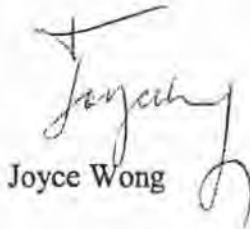
1. This project will not conform to the norm, stereotype of our neighbourhood as the size of each proposed individual dwelling would be too small and too dense (size of each of the neighbourhood single-family house is over 2,000 sq. ft.).
2. Increased flow of traffic and corresponding increased parked cars along Maple Road as it is too close to the junction of No. 2 Road will be hazardous to the drivers and the residents living in this area.
3. It will be even more dangerous when the main entrance of this site is set on Maple Road as it is too close to the junction of No. 2 Road. Cross-traffic accidents may be easily occurred.
4. The proposed 3-storey building would no doubt affect the private lives of our neighbours, especially when the proposed 3-storey building is constructed facing the East and /or facing the North of Maple Road.
5. Increased density of population will inevitably hamper the quality of life, the harmony and peaceful environment of this quiet community.

In view of the foregoing, your decision to decline this rezoning application would be highly appreciated.

Yours faithfully



Alan Wong
Owners and Occupants



Joyce Wong

05 April 2010

Urban Development Division

City Hall

6911 No 3 Road

Richmond B.C.

V6Y 2C1

Dear Madam/ Sir:

Re: Western Maple Holdings Ltd.

It seems the above company has applied for permission to rezone 9140 No 2 Road from single detached (RS1/E) to Townhouse (2T69) proposed 18 Unit 3 Storey.

This property is a corner lot of Maple & No. 2 Road with the dwelling facing maple, not No 2 Road.

I firmly believe this should stay as it is - single detached. On No 2 Road it is trees, not a dwelling.

There are too many single dwellings changed on No. 2 Road, beautiful big trees cut down so

development can bring in many
townhouses.

Please do not allow this change
as that house is facing Maple
not No. 2 Road.

Sincerely,

Mary Jardine

MARY JARDINE

Edmund San
6180 Maple Road,
Richmond, B.C.
V7E 1G5

April 11th, 2010
City of Richmond
6911 No. 3 Road,
Richmond
B.C.
V6Y 2C1

CITY OF RICHMOND

APR 13 2010

RECEIVED

Dear Sir/Madam,

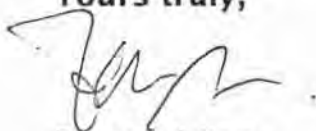
Re: Rezoning Application on 9160 No. 2 Road, Richmond (File No. RZ10-516267)

We are writing to oppose to the captioned rezoning application. Our reasons for objections are:

- This project is of high density in nature crowded with 18 smaller townhouse units. This does not conform with our neighbourhood with mostly larger single family houses on bigger lots.
- This project will have an adverse impact on the parking situation on Maple Road. No. 2 Road is not allowed for parking at all times and occupants and visitors of this 18 units will greatly increase the number of cars parked on Maple Road.
- This increased flow of traffic along Maple Road and its interception of No. 2 Road will be hazardous to the drivers and residents in the area.
- The proposed 3 storey building would invade the privacy of us as the east facing units are overlooking directly onto our backyards.

We strongly oppose to any high density developments in this area and your decision to decline this rezoning application would be highly appreciated.

Yours truly,



Edmund San

J. & S. Bjelos
6100 Maple Road
Richmond, BC
V7E 1G5

April 29, 2010

City of Richmond
6911 No. 3 Road
Richmond, BC

Dear Sir/Madam:

RE: Rezoning Application on 9160 No. 2 Road, Richmond (File No. RZ10-516267)

We are writing to you to express our opposition and concerns regarding the above mentioned rezoning application. Please note the following concerns:

1. The proposed project at 3 stories does not conform to our neighbourhood's profile. The height of the buildings will impede on the homes around the project. **IT WOULD BE PREFERABLE THAT THE PROJECT BE KEPT TO 2 STORIES IN HEIGHT.** This would be a much better fit and keep the flow of the existing neighbourhood.
2. The increase in density is of concern as well. The increase in traffic created by the project will affect the flow and congestion of both Maple & No. 2 Road in a negative fashion.
3. Privacy - The height of the project will negatively affect the levels of privacy that the residential home occupants have.

With reference to the foregoing , your decision to decline this rezoning application or at the very least, review and change to 2 storey application would be greatly appreciated.

Sincerely,

John & Stella Bjelos
Owner

John Bjelos
Stella Bjelos

To: BRIAN JACUSON
(for attaching to the
relevant staff report)

PA	
GT	JS
KY	
DB	

RECEIVED

John Bjelos



Lee, Edwin

From: Al and Harriet [deboer1867@shaw.ca]
Sent: August 24, 2010 9:04 PM
To: Lee, Edwin
Cc: Hingorani, Sonali
Subject: Townhome proposal
Follow Up Flag: Follow up
Flag Status: Green

Dear Edwin,

This e-mail concerns the townhome developement proposal at No. 2 Rd and Maple Rd. .
The file number is RZ10516267.

I was given your name to contact with my concerns.

My name is Harriet deBoer and I live at 9248 Romaniuk Drive which is just around the corner from the above. My husband and I are concerned about the traffic that will inevitably become much busier should this developement be allowed. Already, it is very difficult to make a left turn onto No. 2 Rd. and many in the neighborhood choose not to and make a right turn instead but then are also adding to their driving distance. Even turning right on this street can take awhile because of traffic volume on No. 2 Rd.. Maple Rd. turns into my street Romaniuk Drive at the barrier on Maple Rd. Therefore my way out is mainly at this point. An 18 unit townhome, will increase traffic significantly regardless of where the entrance to the developement is planned.

Also, this area is comprised of all single family homes, from Francis Rd. north to Woodward Rd.. I think it should be kept that way. The other developements that are happening at this moment - 2 on Maple Rd. close to the above mentioned site are large single family homes. I am concerned that a townhouse developement will hinder the house values in this area.

The block - off in the mid point of Maple Rd between Gilbert and No.2 Rd. was created years ago due to traffic concerns, when our area was developed. People feared cars racing to Gilbert or No. 2 Rd. with young children living on Maple Rd. Now that No. 2 Rd. has become much busier and Gilbert less busy I would suggest opening up Maple Rd. again so we can travel either east or west to our destinations, whatever is prudent. A round-about in place of the barrier will prevent through traffic from speeding through. I think there is enough room, as on the east side of the barrier, the road is a large cul-de-sac.

I would appreciate your feed back on this matter.

Thank you in advance for your consideration to our concerns,

Sincerely,

Harriet deBoer

604-271-1867

CNCL - 373

12/01/2010

Lee, Edwin

From: Aliard Lau [aliardlau@gmail.com]
Sent: April 25, 2011 9:28 PM
To: Lee, Edwin
Subject: Folder # 10 516267 000 00 RZ - Rezoning of 9160 No 2 Road to 18 units townhouse
Follow Up Flag: Follow up
Flag Status: Purple

Hi,

Further to our phone conversation of April 14, 2011, I am emailing you my personal opinion on the above rezoning. I apologize of missing the public hearing last month.

I disagree to open up the barrier on Maple and I suggest the access to the townhouse through No 2 Road instead of Maple.

I live at 6100 Martyniuk Place, Richmond for more than 10 years. I like the setup in my area because there are 2 cul-de-sac and a few more near the park area, plus one barrier on Maple and the other one on Woodward's to block the traffic. The only entrance and exit to the whole area is the intersection at No 2 Road and Maple.

I believe this set up is to ensure road safety and to prevent car accident for the reasons below:

(1) walk / bike to elementary and secondary school

My son is currently 14 years old. His elementary school was Errington and secondary school Steveston-London. He has to walk through Maple, through the park area, cross the street to get to his school. It is a 20-30 minutes walk to Errington and 15-20 minutes to Steveston-London.

In addition to my son, I believe there are other kids walk to school or bike to school every day. Errington has about 200-250 students (Age 5 to 12) and Steveston-London about 1200-1300 students (Age 12 to 17). That is probably why we have barriers on both Maple and Woodward's to reduce the traffic in the area.

(2) walk / bike to the park

My mom is currently 83 years old. She walks to the park almost every day, again through Maple, to meet her friends from the neighbourhood. Her eyesight and hearing is not as good as before and she walks slow. Lesser traffic is for sure more encouraging for seniors to continue exercising and walk to the park as a daily routine. I believe there are other seniors and adults walk (with a dog) / bike to the park every day.

I prefer no change to the current set up in the area and I disagree to open up the barrier on Maple. The followings explain the probable impact if opened..

(1) Opening up the barrier on Maple could be attracting more traffic, from east of the barrier to the intersection of No 2 Road and Maple.

CNCL - 374

5/11/2011

If there is no barrier on Maple, people can choose which main road to take - Gilbert or No 2 Road. If the parent drives the kid to Steveston-London, probably will turn right on Gilbert. If the driver wants to go to Richmond Centre, Airport or Vancouver during peak hours, probably will turn right on No 2 Road, then No 2 Bridge to Vancouver.

During peak hours, people tend to turn right - less lanes and traffic to worry about before making the turn, and less chance to be held responsible if car accidents happen.

(2) Potential re-zoning to another townhouse directly across the street from the current site

I notice that the houses on Maple, directly across the street from this 18 units townhouse were recently sold. With the opening up of the barrier, it would enhance the developer to re-zone these single detached houses into another townhouse or condo next year. If this is the case, the traffic at this intersection of No 2 Road and Maple would become a serious issue.

The re-zoning of 9160 No 2 Road from 1 single detached home to 18 units townhouse in this 0.77 acres lot result in everything being 18 times more as compared to before - cars, garbage, visitors etc. It is a plus that each unit of the townhouse has double garage and there are 6 visitor parkings. However, if it snows and stays in winter times, the owners of these townhouse tend to park their cars along Maple for easy access. During holidays like Christmas and New year, the visitors to this same 0.77 acres lot become 18 times more than before and the overflow has to park along Maple. The 6 visitor parking could be just comparable to the driveway of the previous 1 single detached home.

Conclusion

The traffic increases as a result of this re-zoning into a 18 units townhouse. As explained above, the opening up of the barrier on Maple is not a good option. To minimize the impact on the neighbourhood, I suggest to have the townhouse accessed through No 2 Road instead of Maple. By the way, the official address of the site is **9160 No 2 Road**, Richmond. The City cannot sacrifice the intent of the current set up and the interests of the other owners (kids and seniors) in the whole area to accommodate 1 owner - the developer of 9160 No 2 Road.

In addition, there should be more visitor parking in this 18 unit townhouse complex to reduce the likelihood of cars parking along Maple.

The approval of current proposal plan could set a precedence for future rezoning and development, like the potential sites directly across the street from this 18 unit townhouse. As explained above, the opening up of the barrier on Maple and the entrance to the townhouse through Maple could increase the likelihood of car accident in the area with a probable result of holding Richmond City Hall responsible.

Please email me if you need any clarification. Hopefully, this email is not too late for consideration by Richmond City Hall.

Thanks.

April 28, 2010

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

Attn: Urban Development Division

Dear Sir / Madam:

Re: Rezoning Application on 9160 No. 2 Road Richmond (File No. RZ10-516267)

We are writing to oppose the abovementioned rezoning application. The concerns include the following:

1. This project will not conform to the norm, stereotype of our neighborhood as the size of each proposed individual dwelling would be too small and too dense (size of each of the neighborhood single-family house is over 2,000 sq. ft.).
2. Increased flow of traffic and corresponding increased parked cars along Maple Road and its interception with No. 2 Road will be hazardous to the drivers and the residents living in this area.
3. It will be even more dangerous when the main entrance of this site is set on Maple Road as it is too close to the junction of No. 2 Road. Cross-traffic accidents may be easily occurred.
4. The proposed 3-storey building would no doubt affect the private lives of our neighbors, especially when the proposed 3-storey building is constructed facing the East and/or facing the North of Maple Road.
5. Increased density of population will inevitably hamper the quality of life, the harmony and peaceful environment of this quiet community.

In view of the foregoing, your decision to decline this rezoning application would be highly appreciated.

Yours faithfully

Owners and Occupants
Maple Road
Richmond BC

Encl. 37 Specimen Signatures for 33 owners/co-owners and occupants of Maple Road opposing this rezoning application.

CNCL - 376

SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

<p><u>FANIA LIU</u></p> <p>Name 6191 MAPLE RD Address RICHMOND, B.C. V7E1G4</p>	<p><u>Brandon Cheng</u></p> <p>Name 9151 Rossmore Dr. Address Richmond BC V</p>	<p><u>Blaine Powell</u></p> <p>Name Blaine Powell Address 6360 Martyniuk Pl. Richmond</p>
<p><u>PETER CHEUNG</u></p> <p>Name 9091 MARTYNIUK AVE Address V7E6L7</p>	<p><u>Mike Cheng</u></p> <p>Name Address 6135 Maple Rd. Richmond B.C.</p>	<p><u>May Zhu</u></p> <p>Name Address 6288 Martyniuk V7E 6K1</p>
<p><u>PEGAN KWOK</u></p> <p>Name 6191 MARTYNIUK Address V7E 6E1</p>	<p><u>Michael Ng</u></p> <p>Name Address 6091 Maple Rd. Richmond BC</p>	<p><u>Edmond Lau</u></p> <p>Name 6320 Martyniuk Place Address Edmond Lau</p>
<p><u>J. O. King</u></p> <p>Name 6231 MARTYNIUK Address V7E 6K1</p>	<p><u>Jason Au</u></p> <p>Name JASON AU Address 6200 MARTYNIUK PL V7E 6K1</p>	<p><u>Yu Xiong</u></p> <p>Name Address 6320 Martyniuk PL V7E 6K1</p>
<p><u>ZHI TANG. Li</u></p> <p>Name 6060 Maple Road Address V7E 1G5 778-PP9-PS63.</p>	<p><u>PIK HA CECILIA TANG</u></p> <p>Name 6291 Martyniuk Place Address V7E 6K1 778-889-2118</p>	<p><u>MAY YU</u></p> <p>Name 6329 Martyniuk Address V7E 6K1</p>

SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

<p>MARY LOA</p> <p>Name Mary Lo</p> <p>Address 6200 Maple Road Richmond BC V7E 1G5 loamary@hotmail.com</p>	<p>John E. Cantello</p> <p>Name John E. Cantello</p> <p>Address 6120 Maple Rd. Richmond B.C. V7E 1G5. elejohncantello.net</p>	<p>Eleanor Cantello</p> <p>Name Eleanor Cantello</p> <p>Address 6120 Maple Rd. Richmond B.C. V7E 1G5</p>
<p>Man Ying Lee. Mse</p> <p>Name Man Ying Lee</p> <p>Address 6240 Maple Road. mytse28@hotmail.com</p>	<p>Elizabeth Koma</p> <p>Name Elizabeth Koma</p> <p>Address 6140 Maple Rd.</p>	<p>Joyce & Alan Wong Joyce Wong</p> <p>Name Joyce & Alan Wong</p> <p>Address 6240 MAPLE ROAD RICHMOND</p>
<p>Chen Cui Juan pg</p> <p>Name Chen Cui Juan</p> <p>Address 6160 Maple Road.</p>	<p>Richard Wang</p> <p>Name Richard Wang</p> <p>Address 9111 Martyniuk Gate V7E 6L7</p>	<p>ALICE & FELIX HO</p> <p>Name ALICE & FELIX HO</p> <p>Address 6315 MAPLE ROAD RICHMOND V7E 1G4</p>
<p>Thomas Fockes</p> <p>Name Thomas Fockes</p> <p>Address 6220 Maple Rd.</p>	<p>Terence Chan</p> <p>Name Terence Chan</p> <p>Address 6231 Maple Rd. Richmond V7E 1G4 BC</p>	<p>Ben Law</p> <p>Name Ben Law</p> <p>Address 6291 MAPLE ROAD RICHMOND.</p>
<p>Mary Anne Foster</p> <p>Name Mary Anne Foster</p> <p>Address 6220 Maple Rd.</p>	<p>STEVE HUONG Steve Huong</p> <p>Name Steve Huong</p> <p>Address 9100 MARTYNIUK GATE</p>	<p>Xian</p> <p>Name KWAI DIN LAM</p> <p>Address 9080 MARTYNIUK GT. RICHMOND BC</p>

SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

<u>Esther Yu</u> Name Address 6333 MARTYNIUK PL	<u>Xiao Sa</u> Name Address 6333 Martyniuk PL	<u>WAN YIN FUANG</u> Name Address 6271 MARTYNIUK PLACE
<u>Woan Ming Duh</u> Name Address 6211 Maple Rd., Richmond	<u>Felicia Lee</u> Name Address 9226 Romanuk Dr.	
<u>XIA ZHANG</u> Name Address 9226 ROMANUK DR	<u>KENNETH Lee</u> Name Address 6211 Maple Road V7E 1G5	
Name Address	Name Address	Name Address
Name Address	Name Address	Name Address

2011 April 08

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

Attention: City Clerks Department

Dear Sirs:

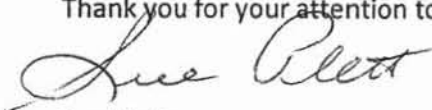
Re: Rezoning Application File No. RZ10-516267

Please find enclosed lists of signatures of homeowners/occupants opposing the above rezoning. Please note that a letter with a list of signatures, (attached) was sent to the Urban Development Division on 2010 April 28 and those signatures are now included in the new list provided along with a copy of the letter.

My husband and myself have lived on Maple Road for 38 years and have come up against a few developers wanting to change the zoning. This road should remain as single family residences, we have beautiful expensive (\$3,000,000 plus) homes being built and sold on our road and think townhouses are not suited to our neighbourhood.

The undersigned would like to be notified of any upcoming meetings regarding this property.

Thank you for your attention to this matter.



Sue Plett
6611 Maple Road
Richmond, BC V7E 1G4
(604) 274-7302

cc: Urban Development Division, w/encls.

CNCL - 380



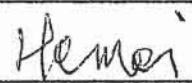

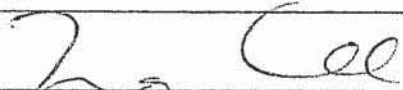
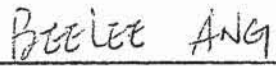
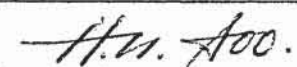

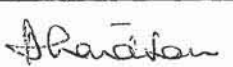
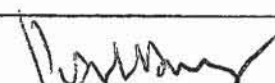
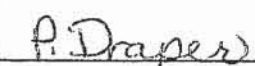
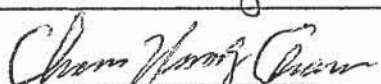

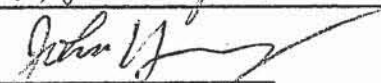
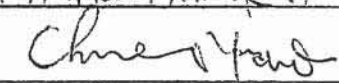
SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

<p><u>Selina Cheung</u></p> <p>Name <u>Selina Cheung</u></p> <p>Address <u>6411 Juniper Dr.</u></p>	<p><u>Sophia Chan</u></p> <p>Name <u>Sophia Chan</u></p> <p>Address <u>6391 Juniper Drive</u></p>	<p><u>Tony Cheung</u></p> <p>Name <u>TONY CHEUNG</u></p> <p>Address <u>6571 Juniper Dr</u></p>
<p><u>John C.W. Cheung</u></p> <p>Name <u>John C.W. Cheung</u></p> <p>Address <u>6411 Juniper Dr.</u></p>	<p><u>V. Dierfeld</u></p> <p>Name <u>V. DIERFELD</u></p> <p>Address <u>6511 JUNIPER DRIVE</u> <u>RICHMOND</u></p>	<p><u>Cheng Wan Yee</u></p> <p>Name <u>Wai for cheung</u></p> <p>Address <u>6571 Juniper Dr.</u></p>
<p><u>Wai Fung Cheung</u></p> <p>Name <u>Wai Fung Cheung</u></p> <p>Address <u>6571 JUNIPER DR</u></p>	<p><u>Sally Cheung</u></p> <p>Name <u>Sally Cheung</u></p> <p>Address <u>6571 Juniper Drive</u></p>	<p><u>Nelson Cheung</u></p> <p>Name <u>Nelson Cheung</u></p> <p>Address <u>6571 Juniper Dr</u></p>
<p><u>Wai Fung Cheung</u></p> <p>Name <u>Wai Fung Cheung</u></p> <p>Address <u>6571 Juniper DR</u></p>	<p><u>Michael Cheung</u></p> <p>Name <u>Michael Cheung</u></p> <p>Address <u>6571 Juniper Drive</u></p>	<p><u>Grace Cheung</u></p> <p>Name <u>Grace Cheung</u></p> <p>Address <u>6571 Juniper Drive</u></p>
<p><u>Lisa Young</u></p> <p>Name <u>Lisa Young</u></p> <p>Address <u>6580 Juniper Dr.</u> <u>RICHMOND</u></p>	<p><u>Samantha Cheung</u></p> <p>Name <u>Samantha Cheung</u></p> <p>Address <u>6571 Juniper Drive.</u></p>	<p><u>Guillermo Schwebel</u></p> <p>Name <u>Guillermo Schwebel</u></p> <p>Address <u>6451 Juniper Dr.</u></p>

<u>Jonathan Lee</u> Name jh04.Lee0927@gmail.com Address 5728 Maple Rd.	<u>Alice Lee</u> Name Address 5380 maple Rd. 604-667-8384	<u>Aj Ahag</u> Name Address 5260 maple Rd 604-275-9022
<u>Fabian Tam</u> Name tam-fabian@hotmail.com Address 5720 Maple Rd.	<u>Gerald Lee</u> Name Address 5382 Maple Rd.	<u>Linda Woy</u> Name Address 5120 Maple Road 604-812-3598
<u>Raymond Chuan</u> Name 5660 Address Maple Road. 604-277-8710	<u>Hong CHAO</u> Name 5388 604-447-8886 Address maple Rd.	<u>Simon Chan, Wendy Co</u> Name VITO Chan Address 5091 Maple Rd 604-603-8062
<u>Jim & Frances Maxam</u> Name 5460 MAPLE ROAD Address RICHMOND B.C. V7E 1G3 (604) 277-2479	<u>Dolly BAINS</u> Name 5328 MAPLE Address 604-275-0330	<u>Wilson Shu</u> Name 5253 Maple Rd Address 788 863 3628
<u>VINCENT CHAN</u> Name Address 5386 MAPLE ROAD RICHMOND B.C. V7E 1G3 604-271-8762	<u>Kylie Lee</u> Name kyky.lee@gmail.com Address 5300 Maple Rd.	<u>LLOYD Ho</u> Name drlloyd@live.ca Address 5360 MAPLE BL.

SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

<p><u>Jacky Ho</u></p> <p>Name Jacky Ho</p> <p>Address 9273 Romanuk Dr.</p> <p>Richmond 604-272-1383</p>	<p><u>Tkrait</u></p> <p>Name Tatiana Kraitman</p> <p>Address 9466 Romanuk Place</p>	<p><u>ALLEN EDGE</u></p> <p>Name Allen Edge</p> <p>Address 9299 Romanuk Dr</p>
<p><u>LAURIE MacNeil</u></p> <p>Name Laurie MacNeil</p> <p>Address 9444 Romanuk Pl.</p>	<p><u>ARON GUTMAN</u></p> <p>Name Aron Gutman</p> <p>Address 9482 Romanuk Pl</p>	<p><u>David Anthony</u></p> <p>Name David Anthony</p> <p>Address 9433 Romanuk Place</p> <p>Richmond B.C.</p>
<p><u>EDMUND CHY</u></p> <p>Name Edmund Chy</p> <p>Address 9462 Romanuk Pl</p>	<p><u>Gordon Xu</u></p> <p>Name Gordon Xu</p> <p>Address 9439 Romanuk Pl</p>	<p><u>Wendy Tang</u></p> <p>Name Wendy Tang</p> <p>Address 9277 Romanuk Dr.</p> <p>V7E 5G6</p>
<p><u>D. Smithson</u></p> <p>Name Diane Smithson</p> <p>Address 9464 Romanuk Pl</p>	<p><u>John Robinson</u></p> <p>Name John Robinson</p> <p>Address 9473 Romanuk Dr.</p>	<p><u>Richard Belyukh</u></p> <p>Name Richard Belyukh</p> <p>Address 9211 Romanuk Dr</p>
<p><u>R. Smithson</u></p> <p>Name R. SMITHSON</p> <p>Address 9464 Romanuk Pl</p>	<p><u>Bertrand Chen</u></p> <p>Name BERTRAND CHEN</p> <p>Address 9286 Romanuk Dr</p>	<p><u>Michael Ng</u></p> <p>Name Michael Ng</p> <p>Address 6071 Maple Rd.</p> <p>604 218 5828</p>

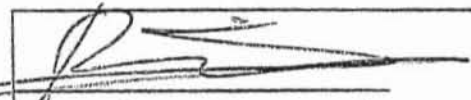
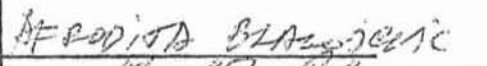
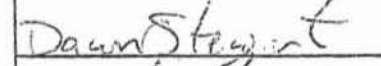

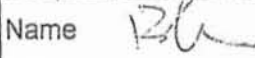
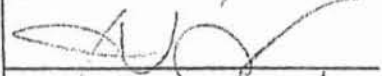
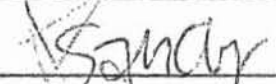
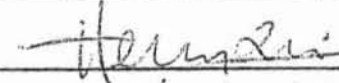
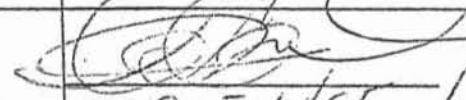
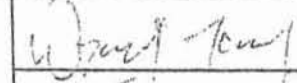
 Name <u>Hemei</u> Address <u>6095 Maple Rd</u>	 Name <u>SUNIL KAUR</u> Address <u>6026 MARTYNIUK PL</u> <u>RICHMOND, BC, V7E 6K1</u>	 Name <u>TRACY LEE</u> Address <u>6035 MARTYNIUK PLACE</u> <u>RICHMOND, BC V7E 6K1</u>
 Name Address <u>6151 MARTYNIUK PL</u>	 Name <u>HUNG-NIN SOO.</u> Address <u>6031 MARTYNIUK PL.</u>	 Name <u>Jenny Jiang</u> Address <u>6071 Martyniuk Place,</u> <u>Richmond, BC V7E 6K1</u>
 Name <u>Mrs. Chan</u> Address <u>Aliard Lau</u> <u>6100 Martyniuk Place</u>	 Name <u>PATRICK AU-YANG</u> Address <u>6111 MARTYNIUK PLACE</u>	 Name <u>Paul Draper</u> Address <u>6280 Martyniuk Place</u> <u>Richmond, BC</u>
 Name <u>CHUN HUNG CHAN</u> Address <u>6138 Martyniuk Place.</u>	 Name <u>Ron</u> Address <u>6171 martyniuk .PL.</u>	 Name Address
 Name <u>6040 Martyniuk Place</u> Address	 Name <u>Chih-mei Kuo Wang</u> Address <u>6051 Martyniuk Pl.</u>	 Name Address

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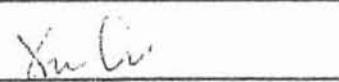
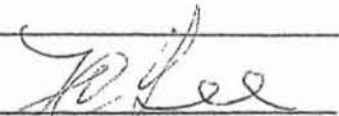


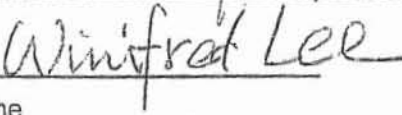


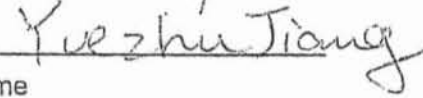
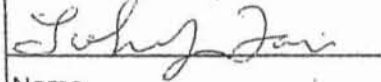
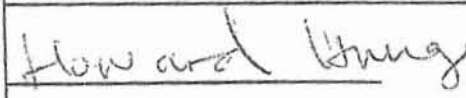
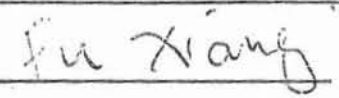
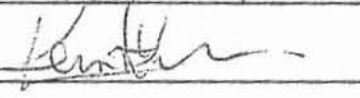
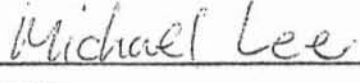
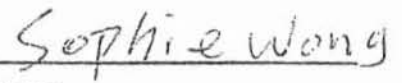
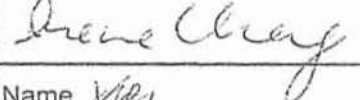
<p><u>THEA & ROBERT ROSENSTOCK</u></p> <p>Name _____</p> <p>Address 6560 JUNIPER DR. RICHMOND BC.</p>	<p><u>Shirley Schwabe</u></p> <p>Name Shirley Schwabe</p> <p>Address 6600 Juniper Dr. Richmond, B.C. V7E 4Z6</p>	<p><u>DARREL SESKIN</u></p> <p>Name _____</p> <p>Address 9160 Juniper Gate Richmond BC V7E 5A9</p>
<p><u>Li Xiang</u></p> <p>Name _____</p> <p>Address 6540 Juniper Dr. Richmond</p>	<p><u>Allen Woo</u></p> <p>Name Allen Woo</p> <p>Address 9200 Juniper Gate Richmond BC V7E 5A9</p>	<p><u>Goy O'Loughlin</u></p> <p>Name _____</p> <p>Address 9291 Romanuk Dr. RICHMOND, V.7E5G6.</p>
<p><u>JOHN + KAREN WONG</u></p> <p>Name _____</p> <p>Address 6551 JUNIPER DR. RMD, BC V7E 4Z4</p>	<p><u>AL + HARRIET DEBOER</u></p> <p>Name _____</p> <p>Address 9248 ROMANUK DRIVE RMD. V7E 5K9 Harriet DeBoer</p>	<p>Name _____</p> <p>Address _____</p>
<p><u>David Guo</u></p> <p>Name _____</p> <p>Address 6800 Juniper Dr</p>	<p><u>May Huang</u></p> <p>Name _____</p> <p>Address 6371 Juniper Dr.</p>	<p>Name _____</p> <p>Address _____</p>
<p><u>CHUNHUA WU</u></p> <p>Name _____</p> <p>Address 6760 JUNIPER DR.</p>	<p><u>Ben Chen</u></p> <p>Name _____</p> <p>Address 6371 Juniper Dr.</p>	<p>Name _____</p> <p>Address _____</p>

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<p><u>KUT LEUNG WONG</u></p> <p>Name</p> <p>Address 6620 MAGNOLIA DR RICHMOND BC V7E 6M7</p>	<p><u>Gao Zhong wen</u></p> <p>Name</p> <p>Address 6531 Magnolia Dr Richmond BC V7E 6M7</p>	<p><u>SALLY KUO</u></p> <p>Name</p> <p>Address 6428 MAGNOLIA DR. RICHMOND. V7E 6M7.</p>
<p><u>CHEUG HAO CHSU</u></p> <p>Name</p> <p>Address 6560 MAGNOLIA DR Richmond B.C. V7E 6M7</p>	<p><u>Guo chang Hiu</u></p> <p>Name</p> <p>Address 6531 Magnolia Dr Richmond BC V7E 6M7</p>	<p><u>Rui zhi Fung</u></p> <p>Name</p> <p>Address 6555 Magnolia Dr Richmond V7E 6M7.</p>
<p><u>ALBERT NG KANTHY WONG</u></p> <p>Name</p> <p>Address 6471 MAGNOLIA DR RICHMOND BC</p>	<p><u>LEE CHUN</u></p> <p>Name</p> <p>Address 6500 Magnolia Dr. V7E 6M7</p>	
<p><u>DIANA WONG</u></p> <p>Name</p> <p>Address 6522 MAGNOLIA DR Richmond. BC V7E 6M7</p>	<p><u>MOK KIN WAI AU YEUNG SAU CHUN</u></p> <p>Name</p> <p>Address 6488 MAGNOLIA DR. Richmond BC V7E 6M7</p>	<p><u>Jessica Ye</u></p> <p>Name</p> <p>Address 6660 Magnolia Dr Richmond. B.C. V7E 6M7</p>
<p><u>SIFCIY GORCHIKOV</u></p> <p>Name</p> <p>Address 6577 MAGNOLIA DR RICHMOND BC V7E 6M7</p>	<p><u>JAMES & NINA CHENG</u></p> <p>Name</p> <p>Address 6511 Magnolia Dr. Rmd. BC V7E 6M7</p>	<p><u>Dany Zhang</u></p> <p>Name</p> <p>Address 6677 Magnolia Dr Richmond BC V7E 6M7</p>

 Name <u>PATRICK WONG</u> Address <u>6360 Maple Rd</u>	 Name <u>Brenda Blesperic</u> Address <u>6720 Maple Road</u>	 Name <u>Dawn Stewart</u> Address <u>6700 Maple Rd.</u>
Name <u>STEWART SIV</u> Address <u>6391 MAPLE ROAD</u>	 Name <u>Susan M. Nuss</u> Address <u>6740 Maple Rd.</u>	 Name <u>TRUDIE LAI</u> Address <u>6571 Maple Rd.</u>
<u>PANG LAN-KIU</u> Name Address <u>6460 Maple Rd.</u>	<u>WENDELL TAN</u> Name Address <u>6860 MAPLE RD</u>	<u>MC LAI</u> Name Address <u>6571 Maple Rd</u>
 Name <u>JOCELYNE VANDO</u> Address <u>6520 Maple Rd.</u>	 Name <u>Sandy Cheng</u> Address <u>6751 Maple Rd.</u>	<u>SERTENA LAI</u> Name Address <u>6571 Maple Rd.</u>
 Name <u>HENRY LIN</u> Address <u>6626 MAPLE RD</u> <u>RICHMOND BC</u>	 Name <u>C.E. McFarlan</u> Address <u>6711 Maple Rd</u> <u>Richmond BC V7E 1G6</u>	 Name Address <u>6561 Maple Rd</u>

SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

 Name Address 6566 Magnolia Dr.	 Name Address 6471 Maple Road	 Name Address 6380 Maple Rd.
 Name Address 6511 Maple Rd.	 Name Address 6471 Maple Road.	 Name Address 6440 Maple Rd.
 Name Address 6500 Maple Rd.	 Name Address 6451 MAPLE R.D.	 Name Address 6480 Maple Rd.
 Name Address 6491 Maple Rd.	 Name Address 6433 maple Rd.	 Name Address 6631 Maple Rd.
 Name Address 6471 Maple Rd.	 Name Address 6348 Maple	 Name Address 6771 Maple Rd.

<u>George</u> Name Address 6820 Maple	<u>Chun Shih</u> Name Address 6411 Maple Rd.	<u>Ma Paner-in 6328</u> Name Address
<u>Angus</u> Name Address 6340 Maple Rd.	<u>Elinne</u> Name Address 6340 Maple Rd.	<u>YEUNG WAICHUNG</u> Name Address 6480 Maple.
<u>Sue Plett</u> Name Address 6611 Maple Road	<u>Ting Man Mei</u> Name Address 6591 Maple Rd.	<u>Mei Hua Kuo</u> Name Address 6591 Maple Rd.
<u>NICHOLAS Kwam</u> Name Address 6731 MAPLE ROAD	<u>David Guo</u> Name Address 6760 Maple Rd.	<u>Lucy. Qiao</u> Name Address 6760 Maple Rd
<u>Sherry?</u> Name 6600 Address Maple Rd	<u>Hwan? Hae Ming?</u> Name 6600 Address Maple	<u>PAUL LY</u> Name Address 6571 MAPLE RD.

SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

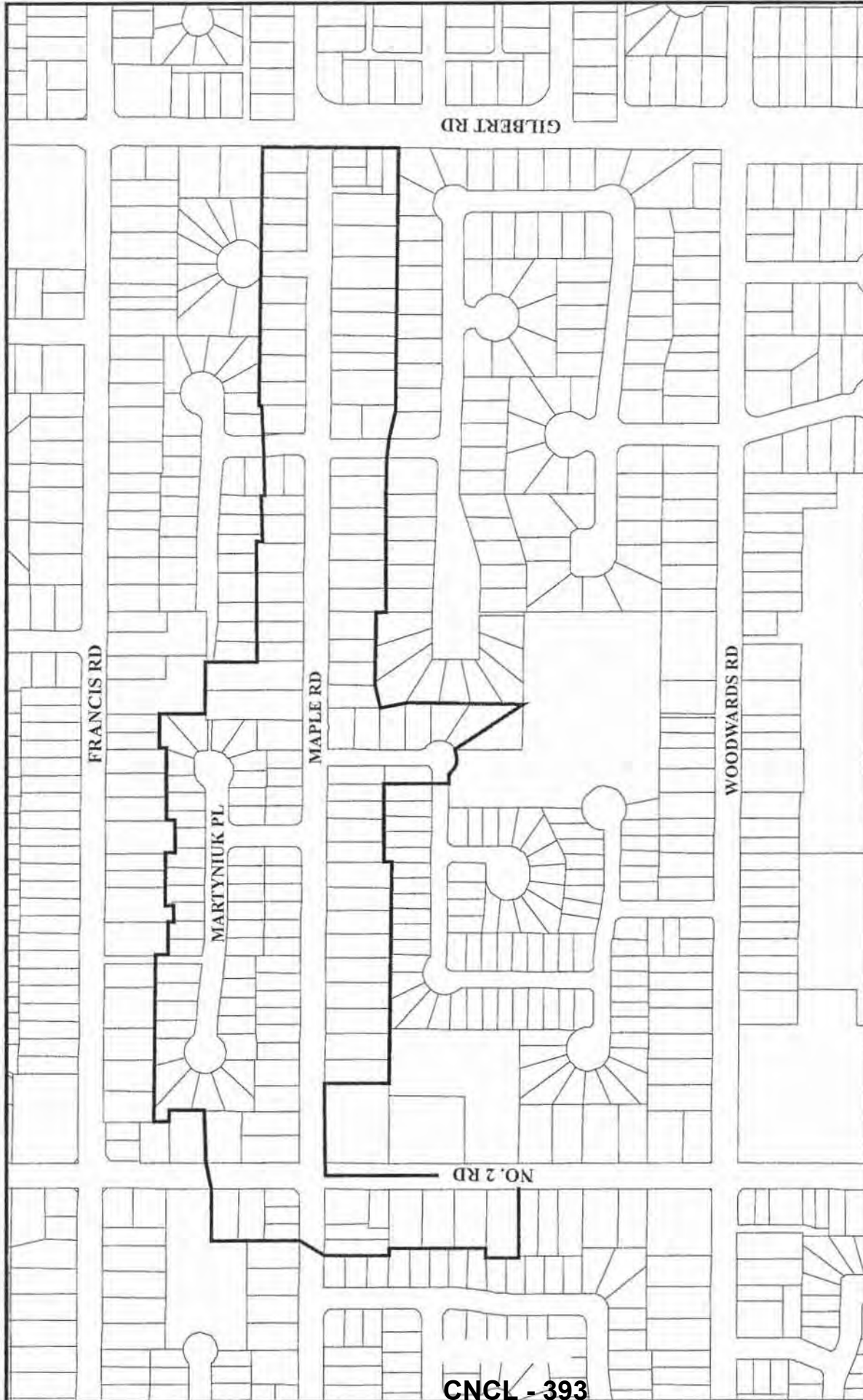
<p><u>Ritoda Yick</u></p> <p>Name RITODA YICK Address 6113 Maple Rd. Richmond VTE1G4</p>	<p><u>Wivian Yick</u></p> <p>Name WIVIAN YICK Address 6113 MAPLE RD, Richmond</p>	<p>_____ Name Address</p>
<p><u>Stephen Yick</u></p> <p>Name STEPHEN YICK Address 6113 MAPLE RD, Richmond VTE1G4</p>	<p><u>M. Anne Ptucha</u></p> <p>Name M. Anne Ptucha Address 6420 Maple Rd., Richmond VTE1G5</p>	<p>_____ Name Address</p>
<p><u>霍楠</u></p> <p>Name 霍楠 Address 6115 MAPLE RD, Richmond VTE1G4</p>	<p><u>John Ptucha</u></p> <p>Name JOHN PTUCHA Address 6420 MAPLE ROAD RICHMOND VTE1G5</p>	<p>_____ Name Address</p>
<p><u>董力</u></p> <p>Name 董力 Address 6115 Maple Road Richmond VTE1G4</p>	<p><u>Don Plett</u></p> <p>Name DON PLETT Address 6611 MAPLE RD RICHMOND VTE1G4</p>	<p>_____ Name Address</p>
<p><u>Tina</u></p> <p>Name Tina Tong Address 6115 Maple Road Richmond VTE1G4</p>	<p>_____ Name Address</p>	<p>_____ Name Address</p>

SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

<u>Hang Lin Sun</u> Name Address 6668 Magnolia Dr. Richmond, BC V7E 6M7	<u>Michael Chan</u> Name Address 6520 Magnolia Dr. Richmond	 Name Address
<u>LI-JEN CHAO</u> Name 6688 MAGNOLIA DR Address V7E 6M7	<u>Wayne Tang</u> Name Address 6568 Magnolia Dr. Richmond	 Name Address
<u>Fung Pui Sheng</u> Name 6480 Magnolia Dr. Address V7E 6M7 Richmond	<u>Ching Lam Lam</u> Name Address 6633 Magnolia Dr. B.C. Richmond V7E 6M7	 Name Address
<u>JANTZEN PUN</u> Name Address 6460 MAGNOLIA DR RICHMOND BC	<u>LYLE WALTERS</u> Name V7E 6M7 Address 6551 MAGNOLIA DR Richmond BC	 Name Address
 Name 6491 Magnolia Dr Address Richmond B.C V7E 6M7	<u>ERIC LIN</u> Name Address 6611 Magnolia Dr. Richmond BC	 Name Address

SPECIMEN SIGNATURES OF OWNERS AND OCCUPANTS OPPOSING REZONING APPLICATION FILE NO. RZ10-516267

 Name Address 9080 Martignick Gate	 Name Address	 Name Address
 Name 陳玉蓮 Address 9091 Martignick Gate	 Name Address	 Name Address
 Name Address	 Name Address	 Name Address
 Name Address	 Name Address	 Name Address
 Name Address	 Name Address	 Name Address



GILBERT RD

FRANCIS RD

MARTYNIUK PL

MAPLE RD

NO. 2 RD

WOODWARDS RD

CNCL - 393

Original Date: 05/17/11

Revision Date:

Note: Dimensions are in METRES

Open House Notification Area

9160 No. 2 Road - RZ 10-516267



9160 No.2 Road (RZ 10-516267)
Report on Public Information
held on March 15, 2011 at the City Hall of Richmond, B.C.

- A total of 152 invitations were delivered to the residents in the Maple Road and No.2 Road neighborhood, as per catchment plan provided by City Staff. Separate invitations were sent to the residents of the senior housing complex, Covenant Court.
- 19 persons (some are from the same family) attended the meeting.
- The developer, Wayne Fougere, the Architect and Masa Ito, the Landscape Architect were present.
- Edwin Lee from the City was also present.
- The meeting lasted from 5:30 to 7:30 pm.
- Plans, drawings and renderings were presented for viewing.

The following is the summary of the comments from the residents attended the meeting:

1. The townhouses do not conform to the single family housing in the neighborhood. The density is too high, the units are too small.
2. The 3 storey buildings are too tall.
3. The 18 units of townhouses will create traffic and parking problems on Maple Road and No.2 Road, particularly for cars trying to turn left from Maple Road onto No.2 Road in the morning.
4. The road block on the middle of Maple Road can be removed so that traffic can go from No.2 Road to Gilbert Road, hence easing the south-turn traffic from Maple Road onto No.2 Road.
5. The entrance to the townhouse project can be on No.2 Road.
6. A traffic light can be installed on the junction of No.2 Road and Maple Road, or on No.2 Road and Woodward.
7. The market value of the properties in the neighborhood will be adversely affected.

Our response to the above mentioned concerns are as follows:

1. Our property is situated on the south-eastern corner of No.2 Road and Maple Road. Immediately to our south is a senior housing apartment complex, and on our east is an older 2 storey house. In the immediate neighborhood, forms of development include, older small bungalows, older walk-out basement bungalows, new modest-sized two-storey homes (with double car garages facing the street, two storey entries and auto courts), newer large two-storey homes (with auto courts, three car garages and two storey entries), a three and a half storey apartment building, (the senior housing immediately to the south of the subject property), a church (with a large parking lot) and a small commercial development. Within a block radius of the property there are also several townhouse developments, duplexes and a small commercial centre.
2. Smaller homes in the neighborhood will provide affordable housing for young people and families, many of who would prefer to stay in the neighborhood they grew up in, close to their parents. Smaller homes will also allow long time area residents who find themselves empty nesters to downsize from a large family home without moving out of their neighborhood.
3. Along No.2 Road between Westminster Highway and Steveston Highway, there are 23 multi-family housing projects, some situated on corner properties, some in the middle of the block. The proposed project will be one of the most attractive ones among them.
4. Eighteen homes will generate a limited amount of traffic, base on the Traffic Study performed by Bunt and Associates.
5. All of the homes have a garage for parking two cars side-by-side. The City requires us to provide an extra four cars for visitor parking but potentially we may provide six visitor parking stalls (a 50% increase in the required visitor parking).
6. More street parking will be available due to our improved roadway frontage on Maple Road and the location of a single driveway crossing situated at the eastern property line.
7. The property east of our development will be screened with a row of tall trees and there is ample open space separating it from the townhouses.
8. Our three storey buildings will be built below the road elevation and will appear to be two and a half storey tall along our Maple Road Frontage. The windows in our homes will be the same types of windows in the homes on the north side of Maple Road (entry, living room, master bedroom and stair).
9. Garage doors will not face Maple Road.

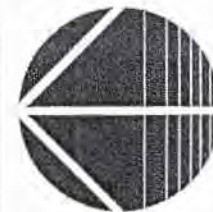
10. As to the increase density. These new townhomes are of very high quality, with side-by-side double car garages and very modern and eye-pleasing exterior finishes. They will compare very well with the neighboring homes and certainly will add value to the area. A few more friendly people in the neighborhood will add to the quality of life, increase the number of residents keeping watch over the neighborhood and will deter the criminal elements by increasing the number of eyes on the street.



CNCL - 397

Original Date: 05/17/11
 Revision Date:
 Note: Dimensions are in METRES

Public Consultation 9160 No. 2 Road - RZ 10-516267



9160 No.2 Road (RZ 10-516267)
Report on Public Information Meeting held on April 4, 2011
at Covenant Court, 9260 No.2 Road, Richmond, B.C.

The meeting was attended by 13 residents and the officials of the Christian Reformed Senior Housing Society, Nick Loenen and Simon Hanemaayer. The meeting was also attended by Edwin Lee of the City of Richmond.

After the assembly had a chance to view the plans, drawings and renderings. Wayne Fougere gave a brief run-down of the proposed townhouse project. The residents then took turn to ask questions and comment. A summary of the comments are as follows:

- The 3 units adjacent to the senior housing apartment building are too close and there are concerns of loss of privacy, sunlight and view.
- The density bonus given to the townhouse development is not justified and one unit in the middle of the project should be removed so that an open space becomes available.
- The driveway should not be too close to the senior housing.
- The playground, if there is one, should be situated away from the apartments and there should not be too many toys and games that will create excessive noise.
- The townhouses will create traffic problems.

Our response to the above mentioned concerns are as follows:

The above-mentioned concerns were presented to us over a year ago and we have since then made drastic changes to our design and site layout. The plans and renderings presented in this meeting have the following features:

- Only 3 units with east-west orientation are now situated adjacent to the neighboring apartment building, with no window opening and no deck looking onto any of their balconies and windows. The apartment is situated on the southern property line, and their residents are only looking onto the side-yards of the three townhouses.
- The original grade was maintained so that even though the townhouses are 3 storey in height, the top floor is of about the same height as the apartments' second floor. No townhouse residents will be looking onto the apartment units as the first floor of the apartment is a parkade, and the window openings of the townhouses are high and small.
- The entrance to the project is on Maple Road, away from the apartments.

- We agreed to plant some trees on the apartment property to create more shelter and pleasant look, as the services right-the-way on the project's property does not allow any tree planting along the property line.
- The exterior of the townhouse will be painted with light color and climbing plants and flowers will be planted on the fences. A new privacy fence with lattice will be built.
- The roof slopes have been reduced significantly.
- We will commission a traffic study to assess the future traffic impact and if needed implement remedies. (The traffic report was done)
- The density bonus was a result of our effort to save the trees along No.2 Road and Maple Road. In doing so, we need to build the townhouses on the present grade, requiring the construction of bridges to access the units fronting on No. 2 Road. Density bonus is also given to a project for its contribution in up-grading the underground services and road work, which will benefit the area. The project will incur substantial costs in this regard.

On a whole, the residents were pleased that we listened to their concerns and have made a good effort to make changes to accommodate their suggestions.

Christian Reformed Seniors Housing Society

April 11, 2011

City of Richmond Planning Department

Att: Edwin Lee

Re: RZ-10-516267

Dear Mr. Lee:

Thank you for attending the information meeting. Following the presentation our residents agreed to submit this letter. It contains our corporate response while recognizing that each Strata Lease Holder is entitled to make a personal submission.

Covenant Court (9260 #2 Rd.,)

Covenant Court, located adjacent to and south of subject property, is a 26 unit frame construction apartment building on 3 floors above a concrete parkade. It is designed for seniors 55 years and over.

The units are strata titled. Twenty-one units are owned by their occupants under a long term lease called Life-Estates. These Life-Estates are contracts between the non-profit Christian Reformed Seniors Society and the occupants. Life-Estates are registered against title. Five suites are rented to provide affordable housing to persons of limited financial means.

The governing bodies are the Society's Board of Directors and the Strata Council.

Impact on Covenant Court

The developer proposes 18 units in 4 blocks or strips of townhouses, one parallel and adjacent to Maple, three parallel to # 2 Rd. Nine suites of Covenant Court face north. Residents of those suites will look at the end-walls of these blocks of townhouses. Those three end-walls will be 10 feet from the fence. Their height from existing grade is three levels plus a roof. The 10 feet setback is further reduced by a two foot cantilevered bay-window space, without glass. The Covenant Court building is 25 feet within the fence.

The potential negative impact of the proposed development includes:

- Loss of view
- Loss of daylight, making the north facing suites dark and dismal even during daytime.
- Loss of privacy, particularly for the 9 outside patios
- Increased noise, such as radios, car doors slamming, playground noise, basketball thumping, etc.
- Increased traffic congestion particularly at the Maple/#2 Rd. intersection and exiting the Covenant Court driveway will be more dangerous.

Relationship with Developer

Since this application for rezoning was first made over a year ago, the developer, Mr. Thomas Leung and his staff, have been respectful, understanding, and helpful. Their attitude and approach is much appreciated. Twice there were private meetings. In addition, on April 4 the developer and his staff held an information meeting strictly for the residents of Covenant Court, Mr. Edwin Lee representing Richmond Planning was also in attendance.

As a result the current proposal incorporates significant changes that help address some of the concerns expressed by our residents. The changes include:

- Reduced total height.
- Reduced and relocated windows facing south and limiting their total area to reduce loss of privacy for Covenant Court suites.
- Reduced roof slope.
- An undertaking to apply light colours to outside finish on end walls.
- An undertaking to replace aging fence.

Remaining Concerns

1. Proximity of the middle block.

The greatest deprivation of daylight and loss of view is for the centre most suites on the first and second floors of Covenant Court. We request that consideration be given to eliminating the southern most unit of the centre block, thus increasing the set-back from 10 to 30 feet, for that block only. That would reduce density and eliminate the density bonus the applicant has applied for. This seems only just, because why should a density bonus be allowed in exchange for preserving trees when Richmond's tree by-law

imposes a duty on all property owners to preserve trees?

So far, the developer has been hesitant to agree to this specific request on the basis that reducing density will make this project less profitable. Money is important but it is equally important for both sides. We ask the Planning Department and City Council to also consider the negative financial impact on the nine suites that face north. Is their financial well being not also important? And if so, what is the dollar value of their loss and how does that compare to the potential profit for the developer on just one unit?

It is our belief that rezoning is never a right, particularly where a development is allowed a mere 10 feet set-back when ours is 25 feet. A rezoning can only be justified if there is a public interest and if there is no harm inflicted on others. We ask you to consider the harm inflicted on our suites under the current proposal and to accept reasonable accommodations to off-set such harm. We respectfully submit that our request is reasonable and not unduly self serving or an excessive burden to the developer.

2. Traffic

Traffic volume along #2 Rd. may require additional signals at the Maple Street intersection. West bound traffic turning left onto #2 Rd. is particularly at risk. In addition, our residents find it increasingly more difficult to exit and enter Covenant Court's driveway which is shared with the church next door.

Another improvement would be to move the existing bus stop along the east side of #2 Rd. from north of Maple to south of Maple and to move the #2 Road cross walk also to the south side of Maple. Most car traffic is on the north side of this intersection. Placing the cross walk and bus stop on the south side of the intersection would separate car and pedestrian traffic more effectively.

In the event it is not possible to move the bus stop, consideration should be given to move at least the cross walk to the south side. There is significantly more vehicular traffic on the north side of the intersection than on the south side. If the light-controlled sidewalk were on the south side, Maple vehicular traffic, both east and west, can turn onto #2 Road to go north, and south-bound #2 Road traffic can turn into Maple while the cross walk is occupied, without endangering pedestrians. Currently that is not possible

and yet cars are constantly tempted to do this, hoping to beat the pedestrians.

Moving that cross walk will make for a much safer intersection. For example, it will greatly help the residents of Covenant Court, all of whom are seniors and many of whom use the bus, and it will also help church traffic. That church operates a daycare, programs for youth, and is in use every day of the week. Currently, both Covenant Court residents and church users who come by bus south-bound on #2 Road must cross #2 Road, once, and Maple, twice. The Maple crossings are without the benefit of a light or crosswalk. By moving the cross walk south the two Maple crossings are eliminated for those persons. It is true that this gain is off-set by area residents who live north of Maple and now enjoy the benefit of not having to cross Maple twice. But that group is fewer in number and will be even more so when this proposed development is in place.

The primary reason for moving the crosswalk is that nearly all car traffic that comes out of or goes into Maple is on the north side of the intersection.

3. Noise

Mindful that Covenant Court is home to seniors we ask that playground areas not be equipped with noise producing features such as a basketball hoop and special consideration be given to minimize noise emanating from playground areas.

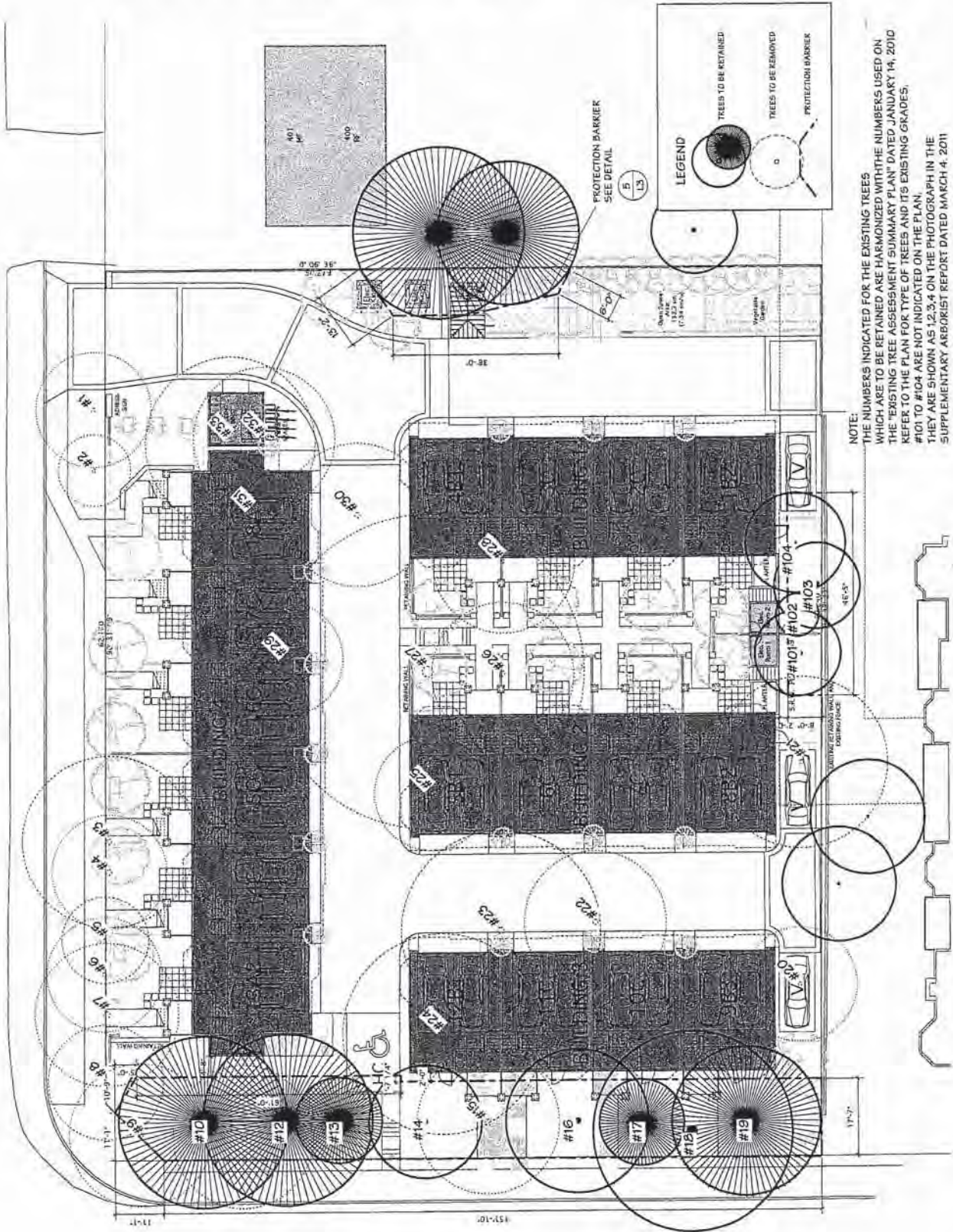
Thank you for your consideration.

On behalf of all residents.

Dorinne Hudie
President, Strata Council
LMS 1251

Nick Loenen
President, Christian Reformed
Seniors Housing Society

Maple Road



NOTE:
THE NUMBERS INDICATED FOR THE EXISTING TREES WHICH ARE TO BE RETAINED ARE HARMONIZED WITH THE NUMBERS USED ON THE "EXISTING TREE ASSESSMENT SUMMARY PLAN" DATED JANUARY 14, 2010 REFER TO THE PLAN FOR TYPE OF TREES AND ITS EXISTING GRADES. #101 TO #104 ARE NOT INDICATED ON THE PLAN. THEY ARE SHOWN AS 1,2,3,4 ON THE PHOTOGRAPH IN THE SUPPLEMENTARY ARBORIST REPORT DATED MARCH 4, 2011

LEGEND

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TREES TO BE REMOVED

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PROTECTION BARRIER
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Rezoning Considerations

9160 No. 2 Road

RZ 10-516267

Prior to final adoption of Zoning Amendment Bylaw 8769, the developer is required to complete the following:

1. Dedication of a 4m x 4m corner cut at Maple Road and No. 2 Road.
2. The granting of a 2.0 wide Public Rights-of-Passage (PROP) right-of-way along the entire west property line (No. 2 Road frontage) c/w a 4m x 4m corner cut at Maple Road for future road widening.
3. Registration of a flood indemnity covenant on Title. The minimum Flood Construction Level is 2.9 m (geodetic) or 0.3 m above the surveyed top of the crown of the adjacent public road.
4. City acceptance of the developer's voluntary contribution of \$2.00 per buildable square foot (e.g. \$47,003.23) to the City's Affordable Housing Reserve Fund.
5. City acceptance of the developer's offer to voluntarily contribute \$5,500 to the City's Tree Compensation Fund for the planting of eleven (11) replacement trees within the City.
6. Submission of a Tree Survival Security to the City in the amount of \$24,000 for the eight (8) protected trees to be retained on-site. 50% of the security will be released upon completion of the proposed landscaping works on site (design as per Development Permit for 9160 No. 2 Road). The remaining 50% of the security will be release one year after final inspection of the completed landscaping in order to ensure that the trees have survived.
7. Issuance of a separate Tree Cutting Permit for the removal of two (2) street trees along the Maple Road frontage. The City's Parks Division has reviewed the proposed tree removal and concurs with it. Identified compensation in the amount of \$3,250 is required.
8. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site and off-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
9. City acceptance of the developer's offer to voluntarily contribute \$3,000 towards the upgrade of the pedestrian signal on the north leg of the No. 2 Road/Maple Road intersection.
10. Submission of cash-in-lieu for the provision of dedicated indoor amenity space in the amount of \$18,000.
11. Submission and processing of a Development Permit application* to the acceptance of the Director of Development.

Prior to issuance of Demolition Permit:

1. Installation of appropriate tree protection fencing on-site around all trees to be retained on site and on adjacent properties to the north and east prior to any construction activities, including building demolition, occurring on-site.

Note: Should the applicant wish to begin site preparation work after Third Reading of the Rezoning Bylaw, but prior to Final Adoption of the Rezoning Bylaw, the applicant will be required to obtain a Tree Permit and submit a landscape security (i.e. \$23,000) to ensure the replacement planting will be provided.

Prior to issuance of Building Permit:

1. Enter into the City's standard Servicing Agreement to design and construct off-site works on both frontages. Works include, but are not limited to:
 - a. No 2 Road: (this ALL subject to the health & proximity of the existing trees along the No 2 Road edge)...Removal of the existing sidewalk, pouring a new 1.5m sidewalk at the new property line and establishing a grass and treed boulevard;
 - b. Maple Road:
 - i. Per the capacity analysis, upgrade the storm sewer across the Maple Road frontage to 900mm diameter on a manhole to manhole basis.
 - ii. Widen Maple Road to 11.2m, relocating the curb & gutter, creating a grass & treed boulevard c/w davit arm street lighting and installation a 1.50m sidewalk at the property line.
 - iii. It is noted that the Maple Road widening will be over a 150mm AC watermain. The design Engineer may recommend that the watermain be replaced as part of the design/construction process (all existing watermain breakages during construction are the clients sole responsibility).

Note: All works are at the clients sole cost; i.e. no DCC credits apply.

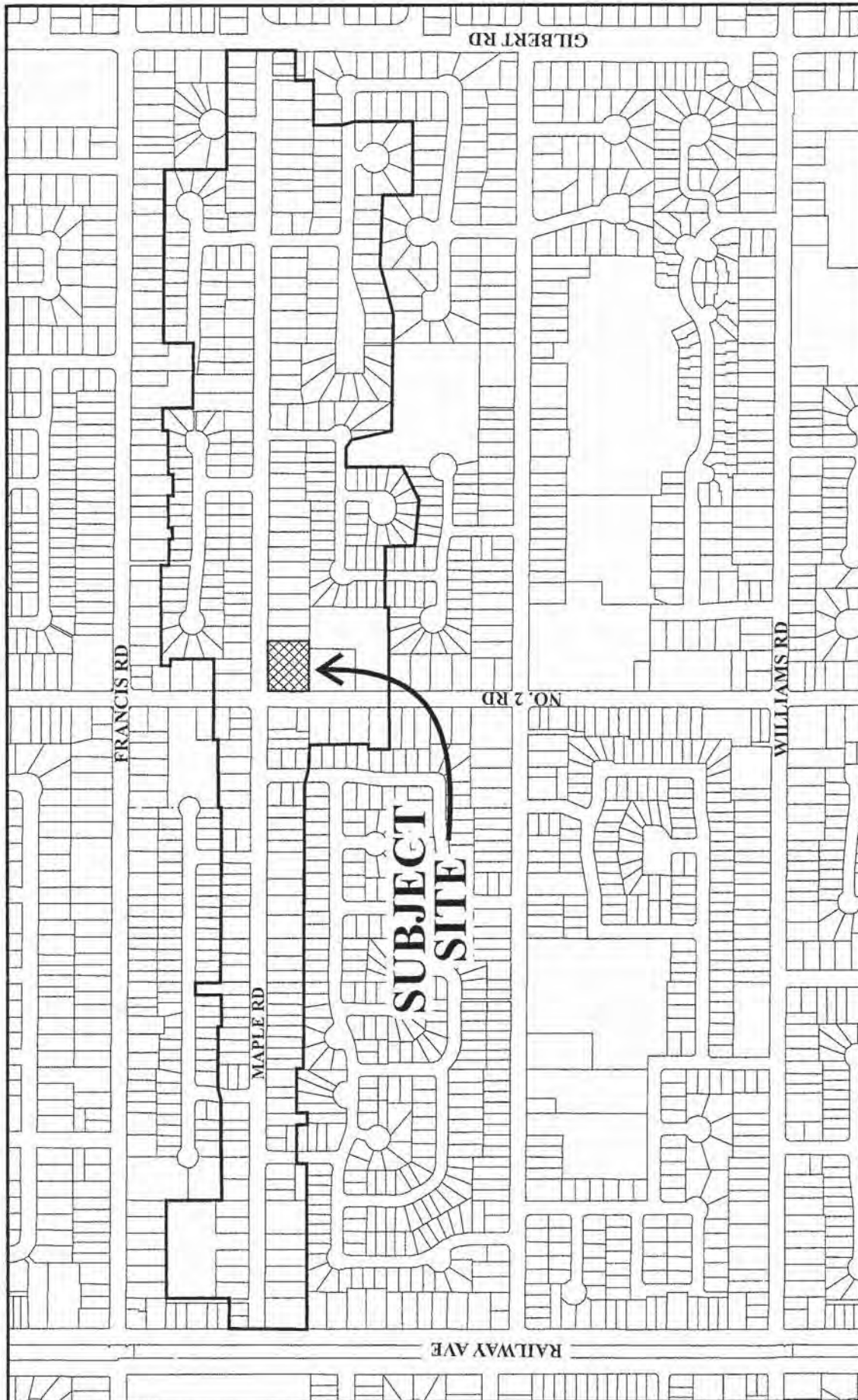
2. A construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries, workers, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

* Note: This requires a separate application.

[Signed original on file]

Signed

Date



Original Date: 05/17/11
 Revision Date: 06/07/11
 Note: Dimensions are in METRES

Proposed Public Hearing Notification Area 9160 No. 2 Road - RZ 10-516267





City of Richmond

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

Development Application Data Sheet

RZ 10-516267

Attachment C

Address: 9160 No. 2 Road

Applicant: Western Maple Lane Holdings Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Western Maple Lane Holdings Ltd.	No Change
Site Size (m²):	3,127 m ² (33,660 ft ²)	3,119 m ² (33,574 ft ²)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Medium-Density Townhouses (RTM3)
Number of Units:	1	18
Other Designations:	Arterial Road Redevelopment Policy – Multiple Family Development	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	23.3 upa	n/a
Floor Area Ratio:	Max. 0.7	0.675	none permitted
Lot Coverage – Building:	Max. 40%	35.2%	none
Lot Coverage – Non-porous Surfaces	Max. 70%	70% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard – No. 2 Road (m):	Min. 6 m	6.0 m	none
Setback – Exterior Side Yard – Maple Road (m):	Min. 6 m	6.0 m	none
Setback – Interior Side Yard (South) (m):	Min. 3 m	3.0 m Min.	none
Setback –Rear Yard (East) (m):	Min. 3 m	6.0 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	Max. 12.0 m (3 storeys)	11.7 m (3 storeys)	none
Lot Size (min. dimensions):	Min. 40 m wide x 30 m deep	Approx. 50.29m wide x 62.18 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.22(V) per unit	none
Off-street Parking Spaces – Total:	40	40	none
Tandem Parking Spaces:	not permitted	0	none
Small Car Parking Stalls:	Max. 50% x 40 stalls = 20 stalls	18	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$18,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 18 units = 108 m ²	110 m ² min.	none

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

Christian Reformed Seniors Housing Society

April 3, 2012

City of Richmond Planning Department

Att: Edwin Lee and Planning Committee of Council

Re: RZ-10-516267

Dear Mr. Lee and Planning Committee:

This is an Addendum to our submission dated April 11, 2011.

We wish to re-confirm that in principle we are not opposed to this development particularly since it has been Council's policy to permit multiple family rezoning all up and down Number 2 Rd.,

We appreciate the developer's positive response to several requests we have made as noted in last April's letter. We note that in addition to those improvements the developer is now also committing to signalization of the Number 2 Rd./Maple Rd. intersection.

However, we are concerned that some people are calling for this development's driveway to be placed onto Number 2 Road.

Such a driveway impacts not only Covenant Court and its residents but all who use the shared driveway between Covenant Court and the adjacent church. We circulated a petition among Covenant Court residents and those who regularly use our common driveway. The 121 name petition in opposition to a Number 2 Rd. driveway is attached.

We wish to register our objection to a Number 2 Rd. driveway in the strongest possible manner. The reasons for our objection are as follows:

- A Number 2 Rd. driveway contravenes the Official Community Plan guidelines which recommend driveways be kept off arterial roads whenever possible.
- All up and down Number 2 Rd. developments in recent years have been made to comply with the OCP's guidelines to keep driveways off arterial roads. Why should this development be treated

differently?

- It is against the original staff recommendations.
- It places the future residents of this proposed development at greater risk both when coming and going.
- This driveway will add to the difficulty of going into and out of our shared driveway with the church, thus placing even more people at risk.
- The 9 suites that look out over the proposed development will be impacted far more severely with noise and exhaust fumes from cars, garbage trucks, delivery vans and at night bright headlights etc. The quiet enjoyment of the use of those 9 outdoor patios and sundecks in particular will be severely curtailed.

It has been suggested that traffic on the proposed driveway would be 'right-in and right-out' only. That sounds nice but it is unenforceable and highly impractical. Consider yourself a future resident wishing to run an errand at the nearest shopping centre -- Blundell and Number 2 Rd. Going is fine, but coming back is highly problematic.

You are south-bound on Number 2 Rd. At Francis Rd. you must turn either left or right. It matters not which way you turn; either way the trip will be extended nearly four times. Suppose you turn right, you proceed to Railroad, turn left to Williams. On Williams you go back to Number 2 Rd. then turn left and proceed to your driveway. The just over 0.5 mile return trip has now become just shy of 2.5 miles. Does anyone seriously believe that people are actually going to do that? If you assume that future residents will actually do it, why would you impose such a dreadful penalty on these folks, particularly when there is an alternative readily available?

It is not as though Maple Rd. is burdened with traffic. As you know, Maple is blocked between Number 2 Rd. and Gilbert. Hence, the traffic on Maple east of Number 2 Rd., where the subject property is, is but a fraction of the traffic on Maple west of Number 2 Rd.

Traffic along Number 2 Rd. is very heavy almost anytime of the day¹. There is a double yellow line, which many wrongly assume does not permit south-bound traffic to turn into the church driveway and when cars do, as happens

¹ One of our residents observed the following numbers of cars on Sunday, Oct. 23, 2011 between 11:15 am and 12:130 pm. Right turns from Church drive 93; left turns from Church driveway 38; coming into Church driveway 17.

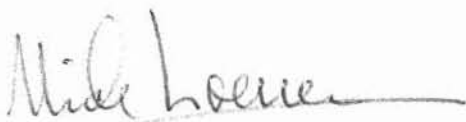
frequently, following motorists get very annoyed. They have just left the signaled intersection and must now unexpectedly brake, stop and wait. This proposal would create two such bottle necks, one immediately after the other. Is that sound traffic planning?

To allow this latest proposed driveway is very, very poor planning. The much revered, late Jane Jacobs taught that livable communities need to be planned with people in mind. Coming home in the dark, having to cross a double center line, two lanes of traffic and a sidewalk which the elderly residents from our seniors housing use in scooters and walkers is not planning with people in mind – it is more like abandoning people.

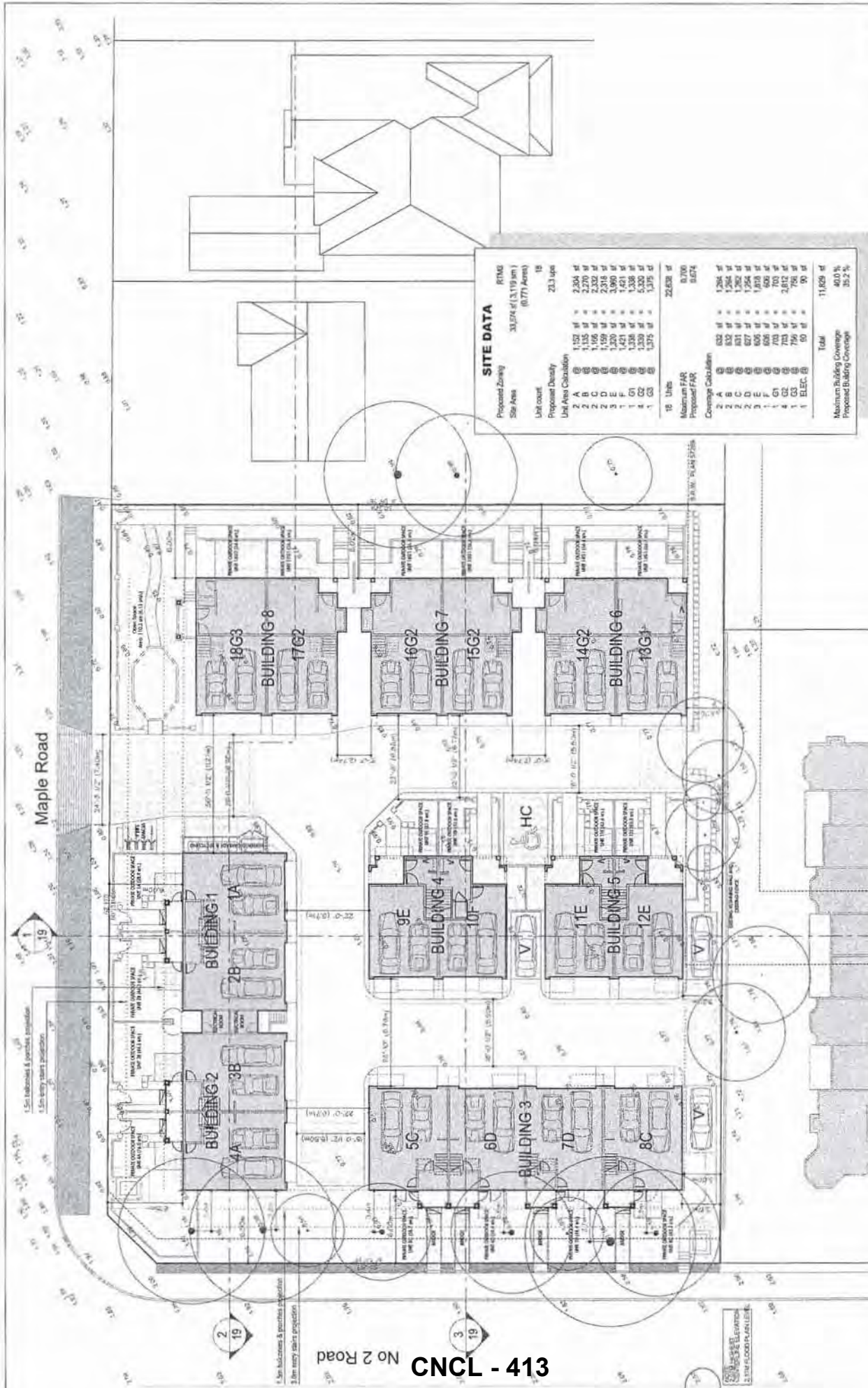
Can any of you doubt that future residents of this proposed development if given an opportunity would choose Maple Rd. over Number 2 Rd. as a preferred way to enter and leave their home property?

We sincerely hope planning for people will prevail and the location of the driveway will remain on Maple Road.

In closing it is our view that the signalization of Maple and Number 2 Rd. will be a benefit to our residents but also all the traffic which tries to get onto Number 2 Rd. from west of Maple. That traffic has currently a hard time particularly in the morning when nearly all that traffic turns left to go north along Number 2 Rd.

A handwritten signature in dark ink, appearing to read "Nick Loenen", with a horizontal line extending from the end of the signature.

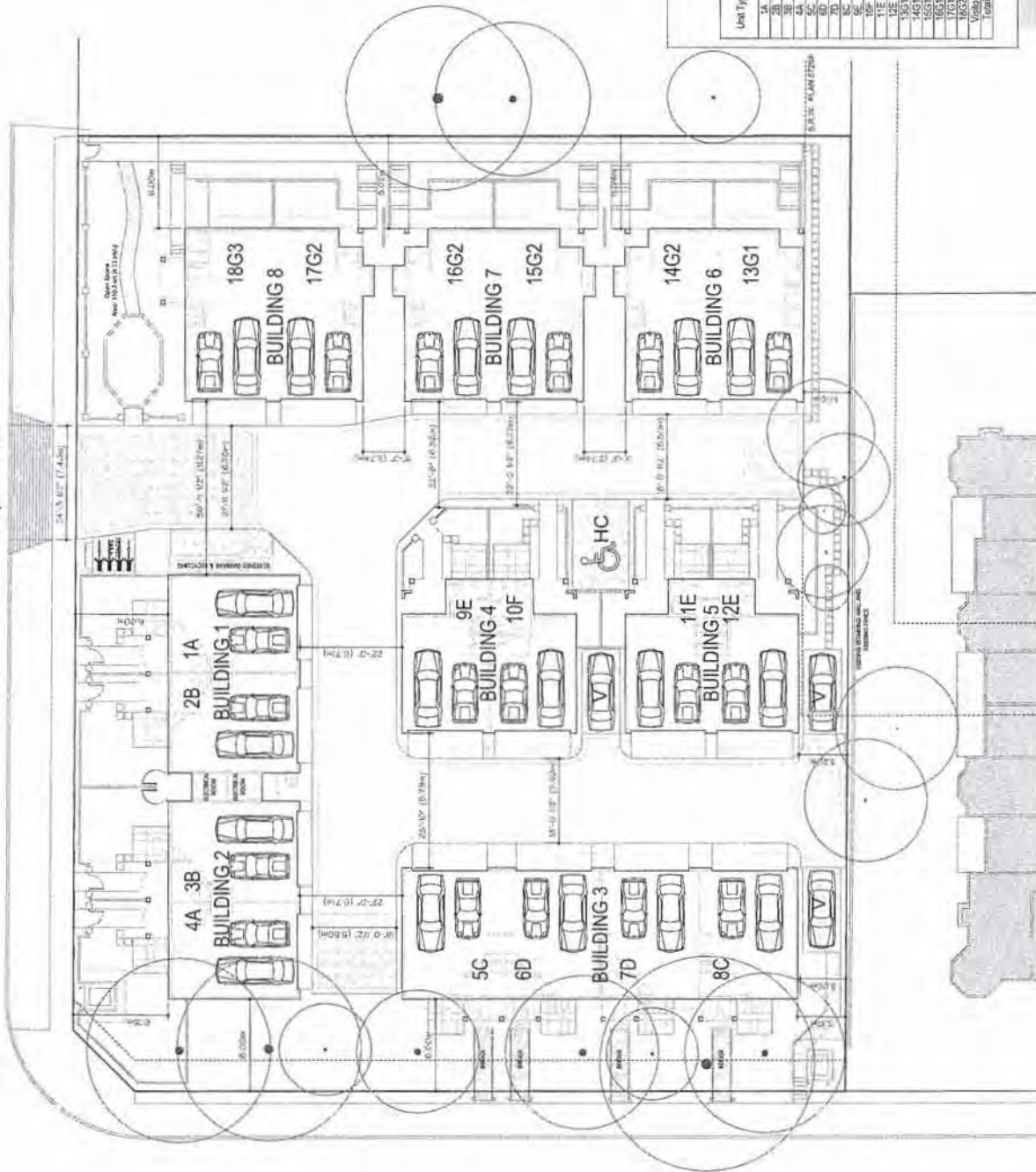
Nick Loenen
President, CRSHS.



SITE PLAN
SCALE: 3/32" = 1'-0"

CNCL - 413

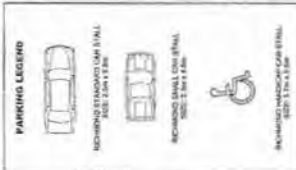
Maple Road



No 2 Road CNCL - 414

Parking Required/Provided

Residential 2 car unit	35
Visitor 0.2 car/unit	4
Total Required	40
Handicap Stall	1
2% of the total required parking spaces	
Standard Stall	20
Smart Car	18
Small Stall	16
Visitor Stall	4
Total Provided	40
Bicycle Parking Required/Provided	
Class 1: 1.25 stall/unit	23
Class 2: 0.2 stall/unit	4
Total Class 1 Stalls Required	23
Total Class 1 Stalls Provided	25
Total Class 2 Stalls Required	4
Total Class 2 Stalls Provided	4



PARKING MIX (BY LOCATION) REQUIRED PARKING STALLS

Unit Type	Richmond Standard Car	Richmond Smart Car	Yehs	Smart Car	Fast Focus	Fast Focus	Month Chic	Total
1A	1							1
2B	1							1
3B	1							1
4A	1							1
4B	1							1
5C	1							1
6C	1							1
7D	1							1
8C	1							1
9C	1							1
10E	1							1
11E	1							1
12E	1							1
13G1	1							1
14G2	1							1
15G2	1							1
16G2	1							1
17G2	1							1
18G3	1							1
Visitor	4							4
Total	22	18						40

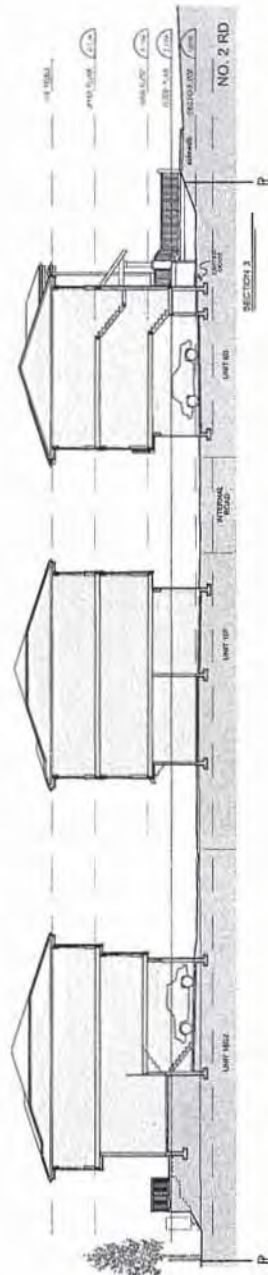
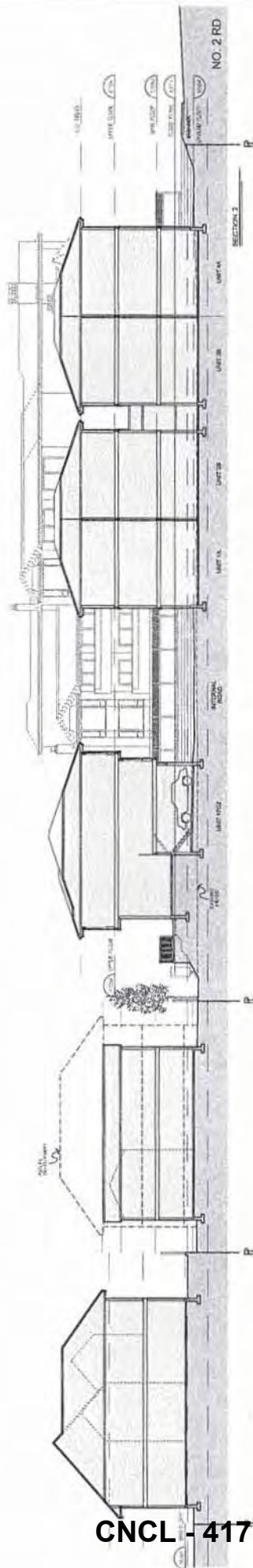
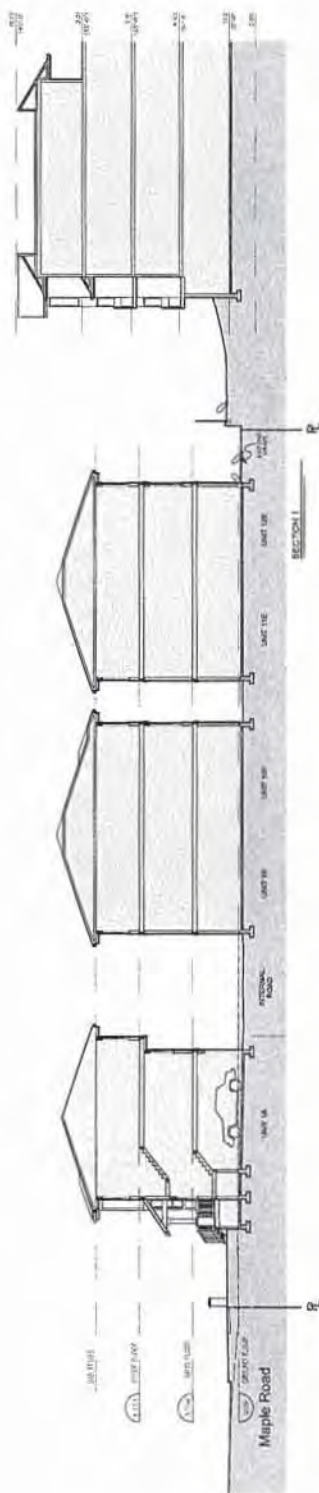
PARKING PLAN
SCALE: 3/32" = 1'-0"



CNCL - 416

SITE STREETSCAPES
SCALE: 3/32" = 1'-0"

HARRINGTON COURT
for
Western Maple Lane Holdings Ltd
PLAN#18



CNCL - 417

SITE SECTIONS
SCALE: 3/32" = 1'-0"

HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

FOUGERE
ARCHITECTURE
PLAN#19

ATTACHMENT F

August 5, 2011

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

Dear Sir/Madam,

Re: Application by Western Maple Lane Holdings Ltd. for Rezoning at 9160 No. 2 Road from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) – File: RZ 10-516267

We are writing to strongly oppose the captioned rezoning application. We are extremely disappointed that, despite opposition by numerous households and residents in the vicinity, via in writing and in person, the City still decides to proceed and give the rezoning application first reading.

We now reiterate our firm opposition to this proposed rezoning. Our concerns are:

1. This development will not conform in character and be compatible with adjacent properties. The site may fall within the general Arterial Road Redevelopment Policy, but the proposed townhouses, be they 2 or 3 storeys, are certainly not harmonious in scale and form with this particular surrounding area, as required by the City Multiple-Family Guidelines. Here, the neighbouring properties are large high-grade detached single-family houses situated on huge lots, many around or even over 10,000 sq. ft. each.
2. The increase in population will no doubt ruin the long-time serene, quiet and peaceful environment and lifestyle of this low-density community.
3. Increased traffic and parking along Maple Road and at the interception with No. 2 Road will be hazardous to pedestrians as well as the drivers. Residents are used to the existing light traffic, and will find it difficult to cope with. In particular, many seniors and children, who walk to the park, school and bus stop every day, will be exposed to serious danger. The Maple Road main access of this development and the proposed 2 outbound lanes on Maple Road will not solve, but will aggravate, the problem.
4. It is undeniable that this project will greatly de-value the neighbouring properties.

We sincerely appeal to the City not to sacrifice the well-being of numerous neighbouring residents over the interests of only one developer. We would appreciate your kind consideration of our strong objections and reject the subject rezoning application. Otherwise, we will be obliged to take further action.

Thank you very much.

Yours faithfully,

Signatures(s) _____

Name(s) _____

Address: _____

Telephone _____



Western Maple Holdings Ltd.

9160 No.2 Road (RZ 10-516267)

Report on Public Information Meeting

held on March 29, 2012 at the Thompson Community Centre

- A total of 164 invitations were delivered to the residents in the Maple Road and No.2 Road neighborhood, as per address labels provided by City Staff. A separate presentation was presented to the residents of the senior housing complex, Covenant Court.
- 57 persons (some are from the same family) attended the meeting.
- The developer and his staff, and Wayne Fougere, the Architect, were present.
- Edwin Lee from the City was also present.
- The meeting lasted from 5:45 to 7:45 pm.
- Plans, drawings and renderings were presented for viewing.
- There were questions and answers, and discussion among the people present.

THE FOLLOWING IS THE SUMMARY OF THE COMMENTS FROM THE RESIDENTS ALONG MAPLE ROAD BETWEEN NO.2 ROAD AND GILBERT ROAD WHO ATTENDED THE MEETING:

1. The townhouses do not conform with the single family housing in the neighborhood. 18 units is too dense. Prefer single family homes.
2. The 3 storey buildings are too high compared to the single family homes.
3. The 18 units of townhouses will create traffic and parking problems on Maple Road and No.2 Road, particularly for cars trying to turn left from Maple Road onto No.2 Road in the morning.
4. The entrance to the townhouse project is better on No.2 Road instead of Maple Road as there will be traffic congestion caused by traffic entering No.2 Road from Maple Road.
5. Suggesting a traffic light to be installed on the junction of No.2 Road and Maple Road. However, one commented that a traffic light on this junction is no good, as there is one light on Francis and No.2 Road already.
6. Suggesting removal of blockade at Romaniuk Drive to ease traffic.
7. The market value of the properties in the neighborhood will be adversely affected.

8. There will be too much parking on the street. There is not enough visitors' parking in the complex.
9. The residents on the east side of Romaniuk Drive are worried that the blockade at Romaniuk Drive will be removed because of the townhouse development. They opposed to the project because they do not want to see more cars driving to their side of Maple Road.

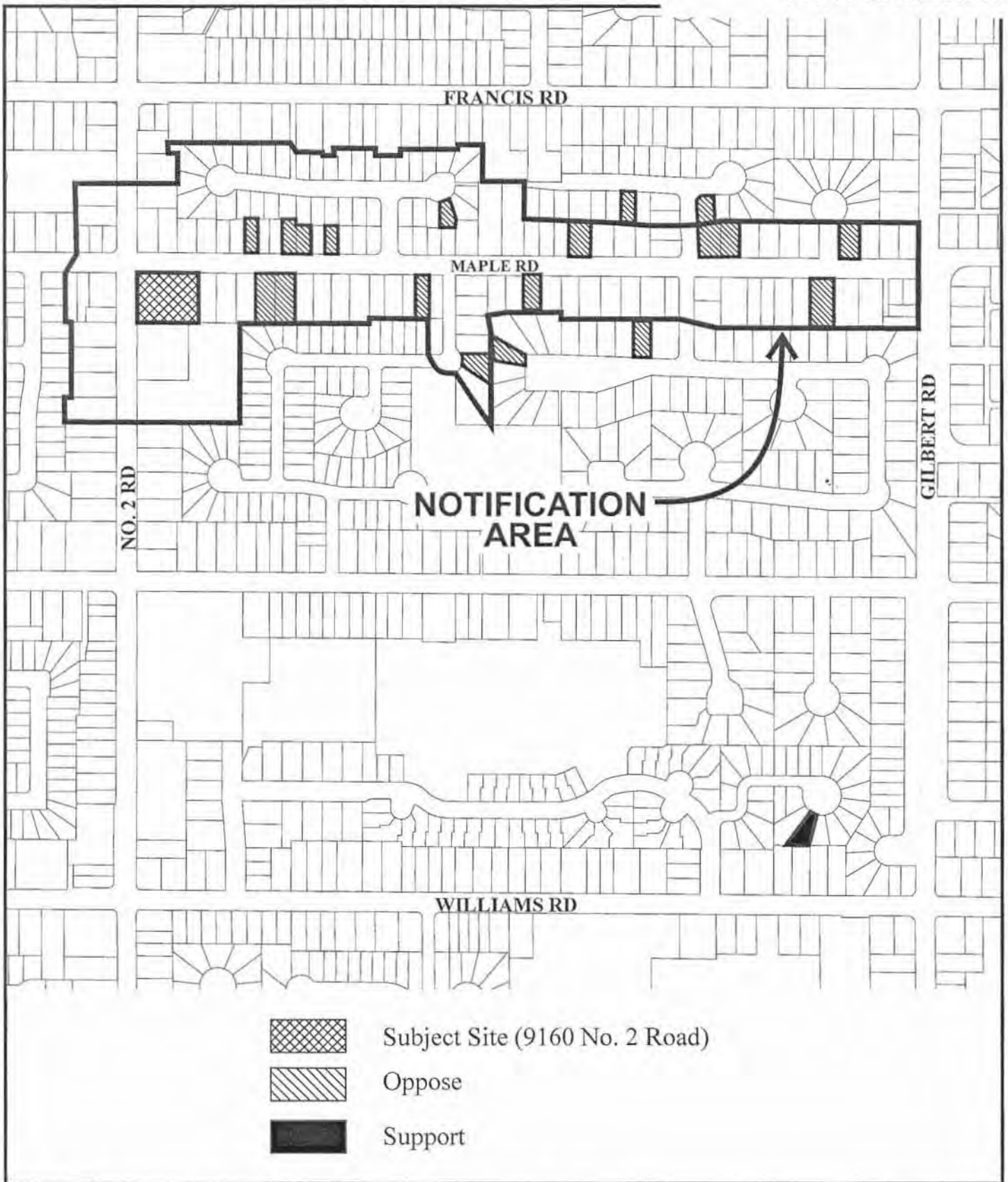
THE FOLLOWING IS THE SUMMARY OF THE COMMENTS FROM THE RESIDENTS WHO LIVE OUTSIDE OF THE MAPLE ROAD VICINITY AND ATTENDED THE MEETING:

1. Will support the project if the traffic light is installed on No.2 Road and Maple Road, and the barricade blocking traffic between No.2 Road and Gilbert Road on Maple Road remains.
2. Support the project as it is along a main road, with easy access to school and public transit. It is also next to another condo complex, plus other multi-family projects along No.2 Road. No reason to reject this project.
3. Support the project because Richmond needs more affordable housing for young and less wealthy people, other than single family homes for wealthy people.
4. The project is well-designed and conforms to Richmond's City Policy.
5. The City is getting less affordable and needs more projects like this one.
6. As a young professional, townhouses and condos are the only housing that is affordable. The townhome complex will provide bigger community support and networking for young families, young couples and single professionals. High density development also provides higher taxes for the City.
7. The townhouse development brings balance to the community.
8. Multi-family is the trend on busy street like No.2 Road. A new development will beautify the entire neighborhood with new designs and planning. In this case, replacing a very old house, and represents best use for the land.
9. The traffic light will make it safer for pedestrians crossing No.2 Road.
10. The project has little effect on the homes situated on the eastside of Maple Road on the side of Gilbert Road.

OUR RESPONSE TO THE VISITORS AT THE MEETING REGARDING THEIR CONCERNS ARE AS FOLLOWS:

1. Our property is situated on the south-eastern corner of No.2 Road and Maple Road. Immediately to our south is a senior housing apartment complex, and on our east is an older 2 storey house. In the immediate neighborhood, forms of development include, older small bungalows, older walk-out basement bungalows, new modest-sized two-storey homes (with double car garages facing the street, two storey entries and auto courts), newer large two-storey homes (with auto courts, three car garages and two storey entries), a three and a half storey apartment building, (the senior housing immediately to the south of the subject property), a church (with a large parking lot) and a small commercial development. Within a block radius of the property there also several townhouse developments, duplexes and a small commercial centre.
2. Smaller homes in the neighborhood will provide affordable housing for young people and families, many of who would prefer to stay in the neighborhood they grew up in, close to their parents. Smaller homes will also allow long time area residents who find themselves empty nesters to downsize from a large family home without moving out of their neighborhood. Townhouse represents a good alternative between condo and single family home, and it is in fact preferred by many people.
3. Along No.2 Road between Westminster Highway and Steveston Highway, there are 23 multi-family housing projects, some situated on corner properties, some in the middle of the block. The proposed project will be one of the most attractive ones among them.
4. Eighteen homes will generate a limited amount of traffic, based on the Traffic Study performed by Bunt and Associates, and the Traffic Experts in the City concur with this opinion, after a separate study of their own. We will install a full function traffic light at the junction of Maple Road and No.2 Road. This will actually improve the traffic flow in this area, particularly for the traffic coming from Maple Road onto No.2 road from the westside of No.2 Road.
5. All of the homes have a garage for parking two cars side-by-side. The City requires us to provide an extra four cars for visitor parking. Some of our units will have 3 car garages.
6. More street parking will be available due to our improved roadway frontage on Maple Road and the location of a single driveway crossing situated at the eastern property line. If single family homes are built instead, the frontage will be taken by driveways instead of for on-street parking.
7. The property east of our development will be screened with a row of tall trees and there is ample open space separating it from the townhouses. The height of the townhouses is not too much higher than the new single family homes in the area.

8. Our three storey buildings will be built below the road elevation and will have about the same height as the newer single family homes built along Maple Road. The windows in our homes will be the same types of windows in the homes on the north side of Maple Road (entry, living room, master bedroom and stair). These Maple Road fronting homes will be all duplexes, (so are the units situated on the eastern property line facing our eastern neighbor), making them more similar to the single family homes.
9. Garage doors will not face Maple Road. It makes the exterior look better than some single family homes in which the garages are the prominent feature.
10. As to the increase density. These new townhomes are of very high quality construction, with side-by-side double car garages on the back side, and very modern and eye-pleasing exterior finishes. They will compare very well with the neighboring homes and certainly will add value to the area. A few more friendly people in the neighborhood will add to the quality of life, increase the number of residents keeping watch over the neighborhood and will deter the criminal elements by increasing the number of eyes on the street.
11. The blockade that blocks the traffic on Maple Road at Romanuik Drive will remain. This will ease the mind of the residents living east of this blockade, who does not want to see through traffic from No.2 Road to Gilbert Road.



Public Consultation
 9160 No. 2 Road -
 RZ 10-516267
CNCL-423

Original Date: 04/12/12

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT I

April 1, 2012

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

Dear Mayor and Councillors,

Re: Application by Western Maple Lane Holdings Ltd. for Rezoning at 9160 No. 2 Road from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) – File: RZ 10-516267

The purpose of this letter is to note our fervent objection to Western Maple Lane Holdings Ltd.'s application to rezone 9160 No. 2 Road. The developer's rezoning application, submitted last year, was met with strong opposition by 447 neighbourhood residents, and at that time the Mayor and Councillors were notified either in writing or in person. The developer withdrew his plan from the scheduled public hearing last September.

However, the developer's current revised design is still totally unacceptable. It ignores our concerns as he still plans to build 18 three-storey townhouses where a single house went down. The slight modifications he proposes are purely cosmetic in nature and do not resolve any of our neighborhood's concerns.

We are left with no choice but to once again reiterate our firm opposition to this proposed rezoning. Our concerns are as follows:

1. **This proposed townhouse development in no way conforms in character to any adjacent properties.** As you deliberate on this matter, you should not take the biased view that only the continued multiunit development along No. 2 Road should be considered. The proposed townhouse development will have a large footprint along Maple Road, which consists entirely of detached single-family dwellings! You should also look at the rest of the immediate neighborhood: Maple Road, Martyniuk Gate and Place, Romaniuk Drive, Magnolia Drive, Juniper Gate and Drive, and other arterials. The properties in this area consist of large, high-grade detached single-family houses situated on oversized lots. Townhouses of the type and quantity proposed are not in character with this **particular** area, as required by the City Multiple-Family Guidelines.
2. Currently, residents in this area are already experiencing traffic problems at the intersection of Maple Road and No. 2 Road, particularly in the mornings and early evenings. With the influx of eighteen more households where a single house stood before, including visitors to the proposed complex, the increase in vehicular traffic will certainly create hazards, further delays, and present inconvenience for both drivers and pedestrians of this neighborhood. The proposed traffic light will not ease the problems. This traffic light – if it is ever installed – will only be a few houses from the traffic light at No. 2 and Francis Rds. There have already been numerous accidents at that intersection. Another traffic light so close to that main intersection will only create more problems. The Maple Road entrance and exit from this proposed development will only aggravate this problem.

3. The consequent population increase in the 18 units will doubtless negatively affect the serenity and peacefulness of this low-density community.
4. An increase of 18 households will no doubt create a parking problem along Maple Road. Many city dwellers today use their garages for storage and therefore have to park their cars on the street. Residents of the proposed complex would be forced to park along Maple Road. But there is no allowance for this. Visitors to the proposed complex would also be parking along Maple Road, since there are too few designated visitor parking spots in the proposed complex. This is clearly unacceptable in this quiet and unassuming neighborhood.

Our community sees no rationale for why the City has to sacrifice the well-being of numerous neighbourhood residents over the business interests of **one** developer. Hence, we appeal **for the second time** to the City to listen to our deep-seated concerns about this proposed development and reject the rezoning application. As an alternative, we ask you to consider the development on the southwest corner of Gilbert and Blundell. Here, three lots were rezoned to permit the construction of a total of six single detached houses. Could that not be a model for the development on No. 2 Road and Maple? Also, on the northwest corner of Maple and No. 2 Rd., plans call for three single-family homes to be constructed on that lot. This development, again, fits into the character of the surrounding neighborhood. This is all we ask for. Please do not fundamentally change our neighborhood for the sake of another multiunit development.

Your thoughtful consideration is much appreciated.

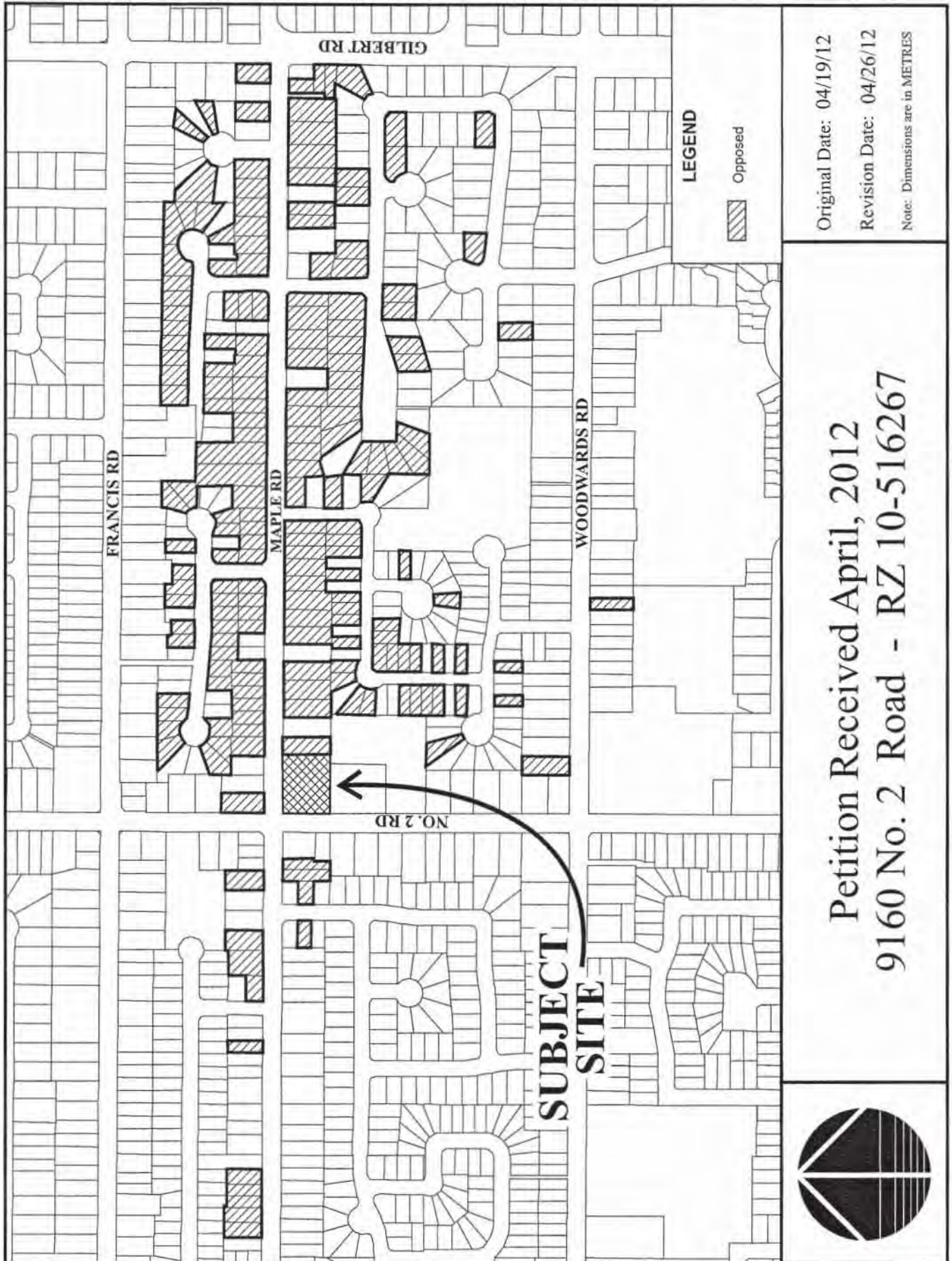
Yours sincerely,

Signatures(s) _____

Name(s) _____

Address: _____

Telephone _____



CNCL - 426



Petition Received April, 2012
9160 No. 2 Road - RZ 10-516267

Original Date: 04/19/12
Revision Date: 04/26/12
Note: Dimensions are in METRES



Address: 9160 No. 2 Road

File No.: RZ 10-516267

Prior to final adoption of Zoning Amendment Bylaw 8769, the developer is required to complete the following:

1. Dedication of a 4m x 4m corner cut at Maple Road and No. 2 Road.
 2. The granting of a 2.0 wide Public Rights of Passage (PROP) right-of-way along the entire west property line (No. 2 Road frontage) c/w a 4m x 4m corner cut at Maple Road for future road widening.
 3. Registration of a flood indemnity covenant on title.
 4. Enter into a Servicing Agreement* for the design and construction of off-site works on both frontages. Works include, but may not be limited to:
 - a) No 2 Road:

Removal of the existing sidewalk, pouring a new 1.5 m sidewalk at the new property line and establishing a grass and treed boulevard (this ALL subject to the health & proximity of the existing trees along the No 2 Road edge);
 - b) Maple Road:
 - i. Per the capacity analysis, upgrade the storm sewer across the Maple Road frontage to 900mm diameter on a manhole to manhole basis.
 - ii. Widen Maple Road to 11.2m, relocating the curb & gutter, creating a grass & treed boulevard c/w davit arm street lighting and installation a 1.50 m sidewalk at the property line.
 - iii. It is noted that the Maple Road widening will be over a 150mm AC watermain. The design Engineer may recommend that the watermain be replaced as part of the design/construction process (all existing watermain breakages during construction are the clients sole responsibility).
 - c) No. 2 Road/Maple Road Intersection:

Upgrade the intersection with full traffic signals, complete with audible pedestrian signals (APS). The works will include but not be limited to: roadway widening, utility relocation, reconstruction of Maple Rd. on the east and west leg, pavement markings and signage changes. In order to determine the requirements of the Servicing Agreement for the design and construction of off-site works, a Transportation Functional Plan including road dimensions and road cross sections for all approaches is required. All proposed transportation and traffic improvements are subject to review and final approval of the Director of Transportation and the Director of Engineering.
- Note: All works are at the developer's sole cost; i.e. no DCC credits apply.
5. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$47,003.23) to the City's affordable housing fund.
 6. Contribution of \$1,000 per dwelling unit (e.g. \$18,000) in-lieu of on-site indoor amenity space.
 7. City acceptance of the developer's offer to voluntarily contribute \$5,500 to the City's Tree Compensation Fund for the planting of eleven (11) replacement trees within the City.
 8. Submission of a Tree Survival Security to the City in the amount of \$24,000 for the eight (8) trees to be retained. 50% of the security will be released upon completion of the proposed landscaping works on site (design as per Development Permit for 9160 No. 2 Road). The remaining 50% of the security will be release one year after final inspection of the completed landscaping in order to ensure that the trees have survived.
 9. City acceptance of the developer's offer to voluntarily contribute \$3,250 to Parks Division's Tree Compensation Fund for the removal of a Hazelnut tree and a Cedar tree located on the city boulevard on Maple Road.

Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicant.

10. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
11. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Installation of appropriate tree protection fencing on-site around all trees to be retained on-site and on adjacent properties to the north and east prior to any construction activities, including building demolition, occurring on-site.
Note: Should the applicant wish to begin site preparation work after Third Reading of the Rezoning Bylaw, but prior to Final Adoption of the Rezoning Bylaw, the applicant will be required to obtain a Tree Permit and submit a landscape security (i.e. \$23,000) to ensure the replacement planting will be provided.

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

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

Note:

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

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

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

[Signed original on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8769 (10-516267)
9160 NO. 2 ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **Medium Density Townhouses (RTM3)**.

P.I.D. 010-776-443

Lot 1 Except: Firstly: Part Subdivided By Plan 31630

Secondly: Part Subdivided By Plan 38285, Block "B"

Section 30 Block 4 North Range 6 West New Westminster District Plan 2777

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8769**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

JUL 14 2011

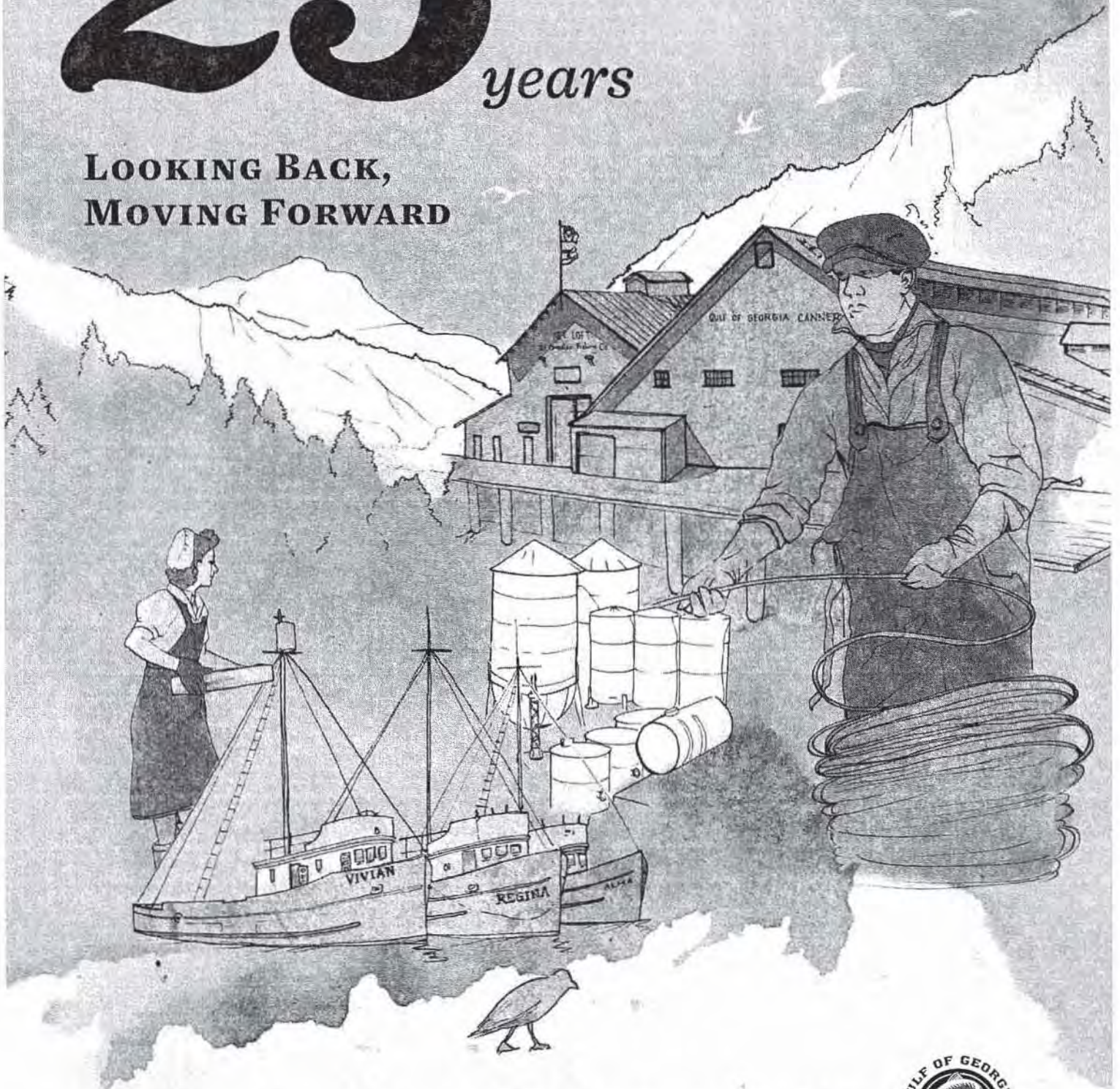
CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER

25 *years*

**LOOKING BACK,
MOVING FORWARD**



Annual Report 2011 & Business Plan 2012

CNCL - 431



Annual Report 2011 & Business Plan 2012

BOARD OF DIRECTORS, 2011-2012

Chair	Ralph Turner
First Vice-Chair	Kim Evans
Second Vice-Chair	Robert Kiesman
Treasurer	Jim Kojuna
Secretary	Nora Medenwaldt
Directors	Elleen Carefoot Dave Semple Ross Fothergill Mel Goudwin Carl Hibbert Ed Zyblut Geoff Matheson Everett Pierce Loren Slye Kit Grauer Danny Leung
Ex Officio	John Aldag, Parks Canada Councillor Linda Barnes, City of Richmond

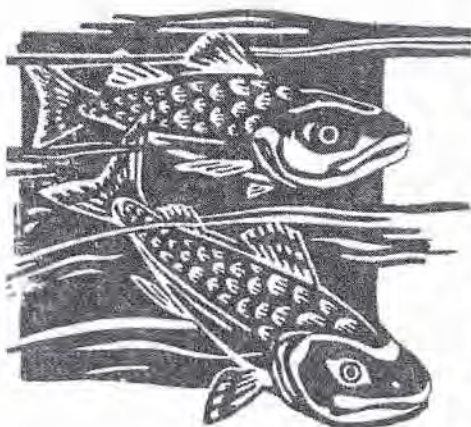


CNCL - 433

CHAIR'S AND EXECUTIVE DIRECTOR'S MESSAGE

In 2011 the Society marked its 25th anniversary and, as with any major milestone, this led our organization to reflect on both our past and our future. Not only have we been considering this in organizational terms, but also in terms of the state of the fishing industry and the needs of the community in general.

➤ **OPPOSITE RIGHT**
Cannery workers load vacuum-sealed one-pound cans of salmon onto metal trays in preparation for cooking in the retorts, ca.1930s.



An anniversary event in September welcomed hundreds of past and current supporters to the Cannery for a celebration of the accomplishments from the past 25 years. Everyone was reminded of how changes in the fishing industry led to the closure of the Gulf of Georgia Cannery in its incarnation as a salmon cannery, herring reduction plant, fish depot and net loft, and its rebirth as a national historic site and museum. Key to this transformation was the community's commitment to preserving this important piece of its history, and Parks Canada's commitment to community-based stewardship of nationally significant historic sites. These commitments remain strong to this day and continue to define the relationship between the Society and Parks Canada.

As we look ahead to the next 25 years, the Gulf of Georgia Cannery Society will continue to look at issues and stories related to the past, but it will also make a

stronger commitment to explore current matters with an eye to the future. Exploring contemporary issues will be a higher priority in the years ahead. The history of fishing on the West Coast did not end in 1979 when the Cannery ceased operations, nor did it end yesterday, nor will it end tomorrow. It is an ongoing narrative, and just as the past impacts where we are today, so will current actions affect the future.

In this report, we are pleased to share the Gulf of Georgia Cannery Society's past accomplishments and vision for the year ahead. We invite you to consider the important role that the Cannery plays in the community, to reflect on our shared history and the threads that link this history to our common future.

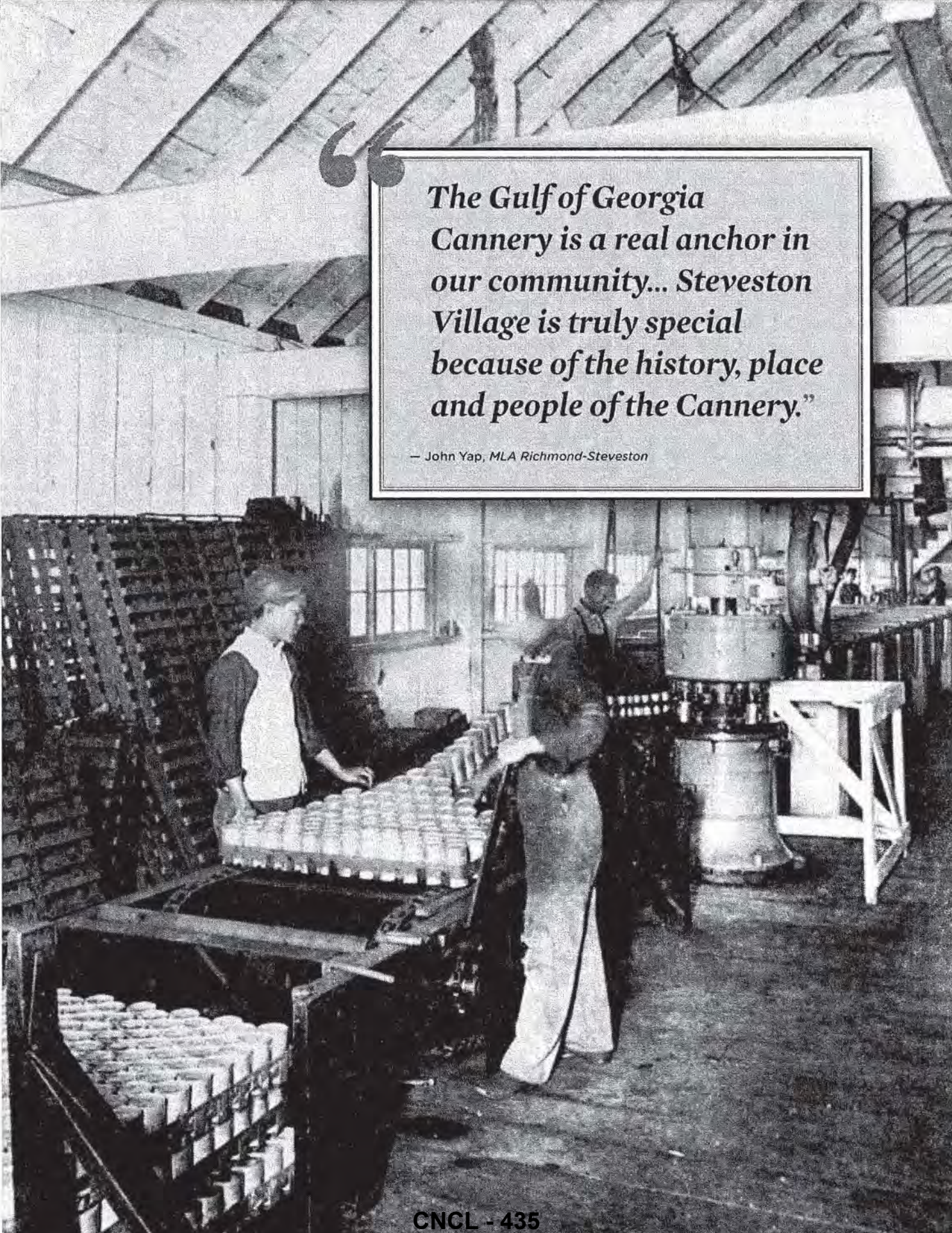
We look forward to hearing your thoughts on this new direction, and to welcoming you at the Cannery again soon -

Marie Fenwick

MARIE FENWICK

Ralph B. Turner

RALPH TURNER



*The Gulf of Georgia
Cannery is a real anchor in
our community... Steveston
Village is truly special
because of the history, place
and people of the Cannery."*

— John Yap, MLA Richmond-Steveston

2011 YEAR IN REVIEW

THE GULF OF GEORGIA CANNERY SOCIETY CELEBRATES 25 YEARS

In the mid-1970s members of the local community started on the long road that led to the Gulf of Georgia Cannery becoming the National Historic Site and active museum that it is today. The Steveston Historical Society Committee Concerned with the Preservation of the Gulf of Georgia Cannery was formed and approached other local community groups, businesses and individuals to tell them of the urgent need for action to save the Cannery. As the movement grew, it became clear that establishing a separate society devoted to the Cannery was the next logical step. On December 11, 1986 the Gulf of Georgia Cannery Society was incorporated, and as they say, the rest is history.

On September 23, 2011 the Society celebrated this important milestone with the launch of the book *The Monster Cannery: The History of the Gulf of Georgia Cannery*. This well-attended event is a testament to how much the Cannery means to the community to this day – it continues to foster a connection to Steveston's history and cultivates the sense of community that was responsible for saving the building before it suffered the same fate as Steveston's other canneries.

LEFT A fisherman stands proudly atop his full load of fish, ca. 1935-1940.

Local passion and knowledge of the West Coast fishing industry combined with technical expertise and funds from Parks Canada to create a vibrant site that neither party could have accomplished on their own."

— Anne Landry, Society Member and Parks Canada employee, recounting what she learned while working at the Cannery in her acceptance speech for her CEO Award for Outstanding Career, June 2011.

THE MONSTER CANNERY: THE HISTORY OF THE GULF OF GEORGIA CANNERY

Building changes, industry changes, fishing method changes, social changes, ownership changes... the Gulf of Georgia Cannery has seen them all. *The Monster Cannery* explores the story of the Gulf of Georgia Cannery National Historic Site and connects the history of one of British Columbia's most unique structures to the

larger story of industrial and social change that occurred in the province since 1890. The book was produced to accomplish a number of

goals, including: reaching new audiences who may be unable to visit the site in person, creating an additional resource for outreach education kits for use in schools, providing members of the community opportunities to connect and contribute to the Cannery in meaningful ways, producing a unique souvenir product that extends the experience of a visit to the Cannery and serves as a marketing tool to encourage future visits to the Cannery, and producing a legacy project in honour of the Gulf of Georgia Cannery Society's 25th Anniversary.

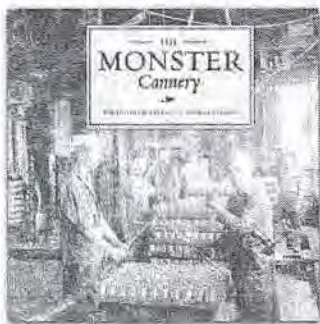
The manner in which *The Monster Cannery* book was conceived and developed is a reflection of the way in which the Cannery itself was saved and re-imagined as a museum. Unlike the process involved in creating most books, this project was highly participatory and brought together the combined experience, knowledge and expertise of many stakeholders. The

book was started nearly 10 years ago by the Collections Committee of the Gulf of Georgia Cannery as a way to consolidate and share the extensive knowledge that Society members and Parks Canada staff had about the Cannery itself and the wider fishing industry. The first draft was researched and written entirely by volunteers. Due to shifting priorities and limited resources, this initial draft sat on a shelf for eight years, used only by staff and volunteers for training or reference. As the operations of the Cannery grew, the awareness of the value of outreach activities increased and as the 25th anniversary of the Society approached, completing this project became a higher priority. The Cannery's Collections Manager took on the role of project manager and worked with the volunteer committee, many of whom had been involved in producing the original draft, as well as with a professional editor and an award-winning graphic design team.

The committee established the goals for the project: produce a book that would appeal to a broad audience by creating a product that was editorially accessible, visually appealing and affordable to an average visitor to the Cannery. While the initial draft formed the basis of this new book, the process remained inclusive through to completion. Society staff and volunteers were asked to share their favourite stories and artifacts from the Cannery — the

LEFT *The Monster Cannery: The History of the Gulf of Georgia Cannery* was the result of the collaborative efforts of many Society staff, members, volunteers, and partners.

BOTTOM On September 23, 2011 the Society hosted a gathering of past and present Society members, staff, and partners to celebrate its 25th Anniversary and the launch of its new book *The Monster Cannery: The History of the Gulf of Georgia Cannery*. Photo credit: Amy Rampfl



things they connected to most, as well as things they felt visitors connected to the most. These contributions were integrated seamlessly into the book and helped to create a sense of ownership and connection to the final product among the entire team at the Cannery.

Drafts were written and re-written, and new sections were added, everything being reviewed by volunteer subject matter experts every step of the way. Once the manuscript was deemed complete by the volunteer committee, the graphic designers worked with the Collections Manager to finalize the selection of artifacts, archival photographs and other materials to illustrate the book. This was all pulled together, with further review and input from the committee, and produced in time for the Society's 25th anniversary.

Since its publication in September, the book has been widely circulated and initial feedback has been overwhelmingly positive. Both Cannery visitors, who likely knew very little about the fishing industry or the Cannery prior to their visit, and local residents who actually lived the stories told in the book have been pleased with *The Monster Cannery*. Sales in the Cannery Store have been steady and copies have been distributed to The Vancouver Public Library, the West Vancouver Library, Vancouver City Archives, the BC Provincial Archives, The National Library (Library and Archives Canada), the Irving K Barber Learning Centre at UBC, the City of Richmond Library, the City of Richmond Archives and local elementary and secondary schools.

This highly informative and visually stunning book promotes physical, intellectual and social outreach by engaging audiences unable to visit the Cannery due to physical, geographic or other barriers. It also serves as both a promotional tool to create interest in a visit to the Cannery, and as a souvenir to help remember and share a visit. The quality of the book speaks for itself — it is engaging and attractive. The success of the project demonstrates that museums can and should tell their stories outside the confines of their walls.

On September 23, 2011 the Society celebrated its 25th Anniversary with the launch of the book *The Monster Cannery: The History of the Gulf of Georgia Cannery*. This well-attended event is a testament to how much the Cannery means to the community to this day — it continues to foster a connection to Steveston's history and cultivates the sense of community that was responsible for saving the building before it suffered the same fate as Steveston's other canneries.



“

The program was great for problem solving, cooperation and critical thinking.”

— Cannery Stories program participant, Grade 6 teacher

25 YEARS, 25 OBJECTS

In honour of the 25th Anniversary of the Gulf of Georgia Cannery Society, the Collections Team hand-picked a series of memorable artifacts that represent the Cannery's important contribution to the preservation of the West Coast fishing industry.

Each month, four objects appeared on the Cannery's website and in the "Treasures of the Collection" display case located in the main Cannery lobby.

ARCHIVAL PHOTOGRAPH COLLECTION GOES ON-LINE

In September, an on-line database of over 5,000 photographs from the Society's collection went live on the gulfofgeorgiacannery.com website. The goals of this multi-year project were to provide better physical and intellectual control of the Society's historic photograph collection for both in-house exhibit and program development and marketing and communications purposes, to better engage the public and raise awareness of the history of Canada's West Coast fishing industry. The public is now able to browse or search through this unique photograph collection from their home or office and order prints from the collection.



LEFT Herring Sounder Reel — This herring sounder reel is an example of pre-sonar fish finding technology. A scout would use a technique called "feeling" to locate a school of herring. This technique involved dragging a weight, which was attached to the end of the long thin wire on the sounder reel, through the water behind the scout's skiff. When the skiff passed over a school of herring, an experienced scout would be able to feel the vibrations of fish hitting the taught wire, and could then tell the rest of the crew where to drop their nets to catch the fish.

The Society has already had many opportunities to make use of its digitized historic photograph collection in a variety of projects including: the revitalization of several permanent exhibits in the Cannery (Fishing Issues Touch Screen, Fishing in the Family Album), the temporary exhibit *Salmon People*, the production of the Society's book *The Monster Cannery: The History of the Gulf of Georgia Cannery*, the development of promotional and marketing materials and the fulfillment of several outside research requests and photo reproduction orders.

This publicly available database will continue to grow and showcase the current and future holdings of the Society's historic photograph collection.



SALMON PEOPLE: COAST SALISH FISHING ON THE FRASER RIVER

Since 2002 the Gulf of Georgia Cannery Society has produced an annual seasonal exhibit and interpretive programming to complement the exhibit. Previous exhibits have included *Hong Wo – Living in Harmony*, *What's Afloat: A Boat Spotters Guide to the South Arm of the Fraser River*, *Nifty 150: Skiffs, Nets and GPS*, *Uprooted: A Journey of Japanese Canadian Fishing Families* and *Head's Up: A Look at Cannery Architecture*. These exhibits, overseen by our Exhibits and Public Programs Committee and Public Programs Manager, are researched, developed and designed in-house.

The 2011 exhibit, *Salmon People*, explores the culture of Coast Salish fishing on the Fraser River in both its historic and contemporary context. Long before

canneries were established, Aboriginal people fished B.C.'s waters. The banks of the Fraser River have traditionally served as Coast Salish fishing grounds. The exhibit was constructed inside the Cannery's temporary exhibit space and consists of artifacts from Cannery's collection, as well as artifacts on-loan from other institutions, interpretive panels in both English and French, video clips and several activities to encourage children to interact and explore the exhibit further.

The exhibit was developed in consultation and with the support of a diverse group of individuals and organizations including the Musqueam, Sto:lo, and Tsawwassen bands, Richmond Museum and Archives, Langley Centennial Museum, Fort Lang-

ABOVE Cannery Interpreter Roberta Price with Lieutenant Governor Steven Point's canoe *Shxwtitōstel*, on loan for the Cannery's temporary exhibit. *Salmon People*.

Photo Credit: klahowya.nautsamawt.com

ley National Historic Site, Visionkeeper Film Productions and the Simon Fraser University Teaching and Learning Centre.

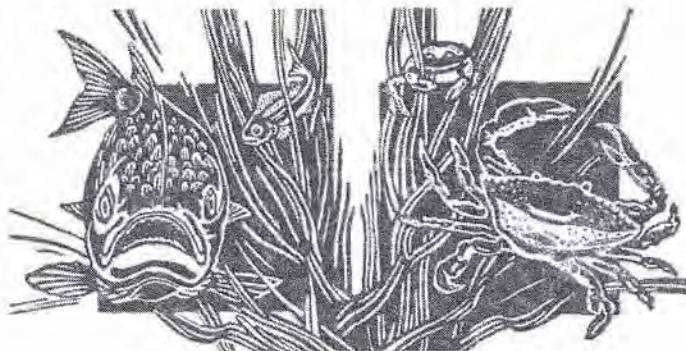
A very special part of the exhibit is a dugout canoe hand carved by British Columbia's Lieutenant-Governor Steven L. Point (*Xwě lī qwě l tēlm*), former Chief of Skowkale First Nation, with the help of master carver and KwaGulth chief Tony Hunt (*Naquapenkim*).

Named *Shxwtitōstel*, a Hul'q'umi'num' word meaning "a safe place to cross the river", the canoe was launched on April 10, 2010 at Ross Bay on Vancouver Island. A working river canoe, the sides are engraved with Point's father's crest and the canoe has the shovel nose, eyes, scales, and tail of the legendary monster of Chilliwack's Cultus Lake, which Aboriginal people called *Slahkum*.

"I've had this belief for some time that if people see our world like a canoe — like we're together — we're not individuals in separate canoes," Point said. "We're in the same canoe it's called the Earth, the world. It's like we're travelling through space. We have to try and work together, paddle in the same direction. Maybe we can accomplish something."

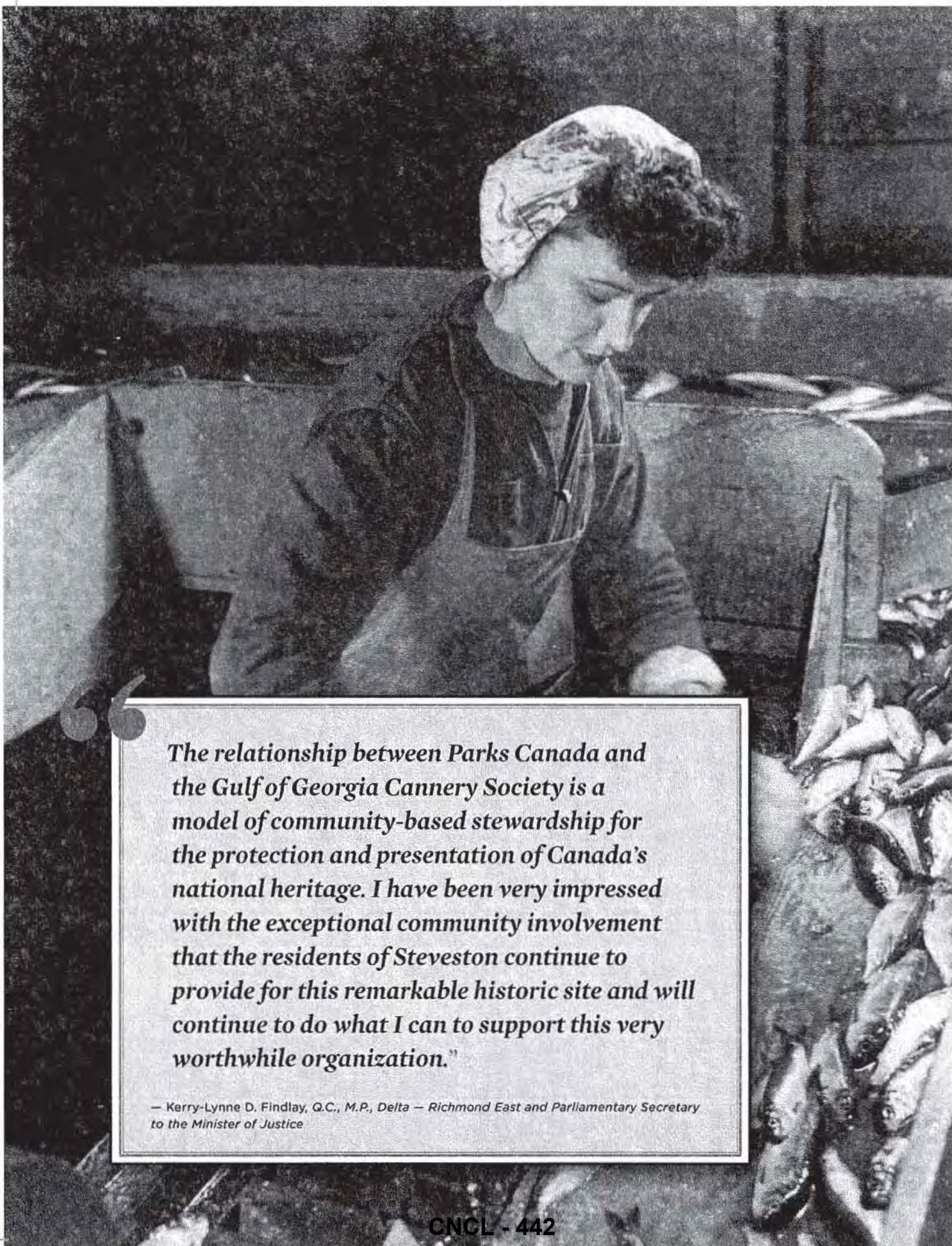
To support the exhibit, special activities were held for National Aboriginal Day in June as well as workshops, crafts, games and activities for children throughout the summer. Over 60 drop-in medicine pouch workshops were also held. The workshops introduced visitors to the concept of a talking circle, including circle etiquette and the importance of listening, sharing and familial relationships.

As a legacy of the 2011 temporary exhibit, a new school program, *Salmon People: Coast Salish Fishing Educational Program*, was launched to complement the prescribed learning outcomes for the grades 4–6 social studies curriculum. Using object-based inquiry, students are encouraged to explore the significance of fish in Coast Salish culture and compare fishing and preservation methods.



Whenever I visit the cannery, I am inspired by the stories of the people who worked in cannery towns up and down the British Columbia coast, helping to build strong, vibrant communities."

— Andrew Campbell, *Parks Canada*



The relationship between Parks Canada and the Gulf of Georgia Cannery Society is a model of community-based stewardship for the protection and presentation of Canada's national heritage. I have been very impressed with the exceptional community involvement that the residents of Steveston continue to provide for this remarkable historic site and will continue to do what I can to support this very worthwhile organization."

— Kerry-Lynne D. Findlay, Q.C., M.P., Delta — Richmond East and Parliamentary Secretary to the Minister of Justice

HISTORIES REVEALED: SALMON CAN LABEL DESIGN AND CULTURE DAYS

Did you know that you can uncover interesting facts about Canadian history simply by looking at an old salmon can label? How did canneries re-use their labels years before recycling programs came into effect? Which labels perpetuated Canadian stereotypes abroad? How did elements of Canada's darker history appear on cans?

As part of Culture Days, a collaborative pan-Canadian volunteer movement to raise the awareness, accessibility, participation and engagement of all Canadians in the arts and cultural life of their communities, the Cannery produced a special display of our extensive and rarely seen salmon can label collection. Visitors were able to discover more about how accurately salmon can label designs reflect their social and historical contexts. Additionally, guests were invited to seek out new histories through participation in can label activities and investigation of the display.

THE CANNERY'S REGULAR ONGOING OFFER OF SPECIAL EVENTS, EXHIBITS, SCHOOL AND PUBLIC PROGRAMS CONTINUED, INCLUDING:

- Christmas at the Cannery with a special visit from Santa Claus, Classic Christmas movies and the Festival of Trees decorated by local merchants, Tin Can Challenge which raised 553 pounds of food for the Richmond Food Bank, Easter Scavenger Hunt, Doors Open Richmond, Steveston Salmon Festival, Parks Day, Music at the Cannery, Salmon Stomp, Culture Days, Fishing the West Coast Photography Show and Contest, Talk like a Pirate Day, and the Haunted Cannery Halloween Tours.
- The Cannery delivered programming at several off-site events and festivals throughout the year including: Richmond's Winterfest at the Olympic Oval, Ships to Shore in Garry Point Park, the Richmond Maritime Festival at Britannia Heritage Shipyards, Richmond Heritage Fair, Fingerling Festival in Port Moody, Parks Day in Stanley Park, Hyack Festival in New Westminster, the Steveston Grand Prix of Art, BC Field Trip Fair, BC Social Studies Teachers' Association Conference, Provincial Intermediate Teachers' Association Conference and the BC New Teachers' Conference.
- The Geocaching program was expanded with the launch of a second cache in the area that used to be home to Cannery workers housing. Geocachers who track down this location will learn more about the lives and living conditions of Cannery workers.
- The Cannery hosted a variety of community, private and corporate events throughout the year including: the Farmland Defence League Dinner recognizing Harold Steves for his advocacy work around farmland, food security, fisheries and heritage, the Steveston Rotary Club's Wine and Seafood Festival, the Fisherman's Memorial on the National Day of Mourning for people injured and killed on the job, the Steveston High School Class of 1971 Reunion, and book launches for *Steveston: A Community History* by Richmond City Councillor Bill McNulty and *The Good Hope Cannery: Life and Death at a Salmon Cannery*.

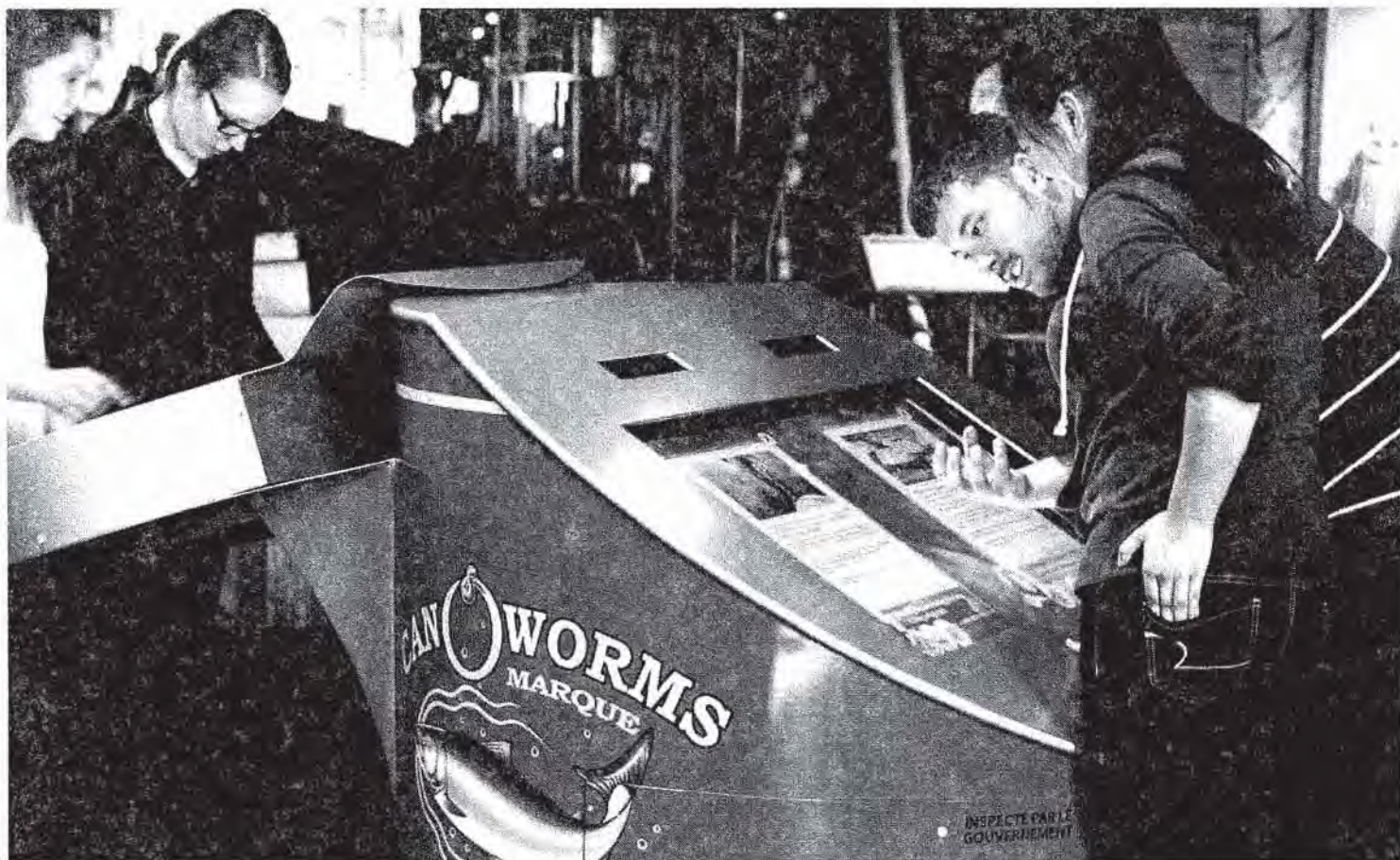
OPPOSITE LEFT

Herring are placed in a gibbing machine by a worker at BC Packers' Imperial Plant in Steveston, ca.1940s.

BELOW

The visitors to the Cannery during the Steveston Winter Market can shop for a wide variety of products while enjoying the exhibits inside the Cannery at the same time.





PARKS CANADA CAPITAL INVESTMENT AT THE CANNERY

Parks Canada provided the funding and the Cannery's Exhibits and Programs Committee provided the expertise for the development of two new permanent exhibits, as well as an interactive virtual post card kiosk, a site map brochure and an updated Fishing in the Family Album.

FISHING ISSUES TOUCH SCREEN EXHIBIT

What is the Aboriginal food fishery? Wild or farmed - what's a better choice for my family? Can one fish really cost \$400,000?

These are some of the questions raised in the new *Fishing Issues Exhibit* at the Cannery. Issues ranging from conservation, the politics of fish and the Pacific Salmon Treaty, the Aboriginal food fishery and fish farms are explored through the eyes of a concerned consumer, a commercial fisherman, a young Coast Salish woman and a fourth-generation Japanese-Canadian teenager.

ABOVE Visitors explore the new *Fishing Issues* exhibit
Photo Credit: Kelly Jill

Designed to appeal to a youth audience, the interactive touch screen allows visitors to learn more about these wide-ranging and complex issues and consider how their actions play a role in the broader picture.

EVOLUTION OF THE CANNERY TOUCH SCREEN EXHIBIT

How did changes in the local community and around the world influence the evolution of the Cannery structure?

Before European settlement, grasses and elderberry covered the southern shore of Lulu Island. Deer were plentiful, as were bear, beaver, and muskrat. Aboriginal groups camped along the shoreline to fish the summer runs. By the end of the 19th century, this was all changing. Steveston had everything a successful salmon cannery required; it was located at the mouth of the Fraser River, an important transportation corridor already well known for its abundant salmon stocks, and the local expertise in salmon canning and exporting. It was a boom time for Steveston and the need to can more salmon for export led to the construction of the original Gulf of Georgia Cannery in 1894. In 1897, the Cannery filled almost 2.5 million 1 lb. cans of sockeye – the largest pack of any cannery in B.C.

Through this exhibit, visitors can trace the evolution of the original 1894 L-shaped Cannery through its many alterations, designed to accommodate changing processes and demands

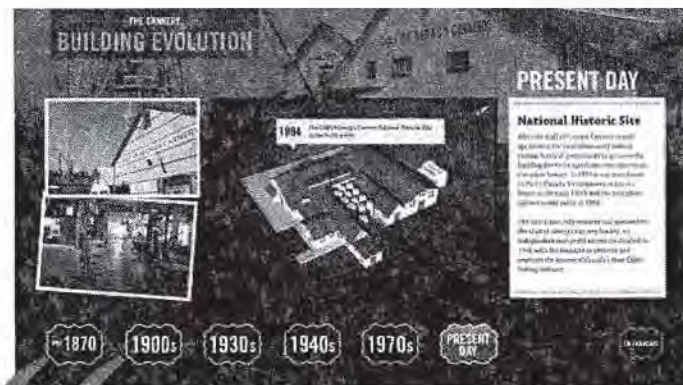
VIRTUAL POST CARD KIOSK

As part of the Cannery's goal to extend the visitor experience beyond its walls, and offer opportunities for visitors to share and remember their visit to the Cannery, a virtual post card kiosk was installed in 2011. This booth allows guests to take their photo or record a video and email it to a friend along with a personalized message and an image from the Cannery of their choosing.

EXPLORE! VISITOR SITE MAP

A new site map for self-guided visitors was produced to help visitors immerse themselves in the sights and sounds of Canada's West Coast fishing history by exploring at their own pace.

BELOW The new Evolution of the Cannery exhibit invites visitors to explore how changes in the local community and around the world influenced the evolution of the Cannery structure through an interactive touch screen display.



Excellent – first visit but will definitely make it an annual trip.”

— Cannery Stories program participant, Grade 5 teacher

PARKS CANADA MANAGEMENT PLAN TABLED IN PARLIAMENT

On November 4, the Parks Canada Management Plan for the Gulf of Georgia Cannery National Historic Site was tabled in parliament by the Honourable Peter Kent, Minister of the Environment and Minister responsible for Parks Canada. This is the key Parks Canada reference document that guides decisions and actions in sharing, protecting, managing and operating the Cannery. The 2011 plan is the third plan for the Cannery.

Recognizing the collaborative nature of the relationship between Parks Canada and the Gulf of Georgia Cannery Society, the Society's input was sought throughout the management planning process and shaped the development of this plan every step of the way. Community stakeholders and the public were also invited to provide input.

Integrating the three elements of Parks Canada's mandate (the protection of heritage resources, the facilitation of visitor experiences and the provision of public outreach education) this plan includes several key strategies.



ABOVE A complete copy of the *Gulf of Georgia Cannery's Management Plan* is available on-line in both English and French at www.pc.gc.ca/1hn-nhs/bc/georgia/plan.aspx

- *Weathering the Storm* focuses on improving the conservation of the Cannery and its collections, ensuring our heritage can be shared with present and future generations. A multi-year collections rationalization project is now underway as a result of this strategy.
- *The Steveston Experience* builds ties between the Cannery and community, so both can grow together. The site intends to nurture current and new relationships to enhance promotions and programs, making the Cannery the anchor of the 'Steveston Experience'.
- Explore the Cannery, in person or from afar, and get *Caught up in the Real West Coast*. This strategy aims to ensure continued connection with the hearts and minds of Canadians through a program offer which responds to the needs and expectations of visitors, in addition to creating new and improved outreach education opportunities and products for people who may not visit the site in person.
- The Cannery can sometimes be mistaken for an active commercial fishing operation. The area management approach focusing *Outside the Cannery Walls*, will enable the site to welcome visitors, improve wayfinding and branding, and investigate new experiences and products outside the Cannery complex.

POWER SMART PROGRAM – LED REPLACEMENT PROJECT

As part of the Cannery's commitment to environmentally sound business practices, the Society, with the support of the BC Hydro Power Smart Incentive Fund, upgraded 750 light fixtures to LED bulbs. Not only will the replacement of inefficient technology result in significant energy savings, 65,000 kWh a year, it will also result in an annual financial savings of \$4,000.



ABOVE An aerial view of Steveston, looking northwest over the BC Packers Imperial Plant, ca.1950s.

RECOGNITION FROM THE COMMUNITY

The Gulf of Georgia Cannery Society was honoured to be nominated for the Richmond Chamber of Commerce Business Excellence Award for Association of the Year, and Volunteer Richmond's Nova Star Award which honours organizations that have carried out their objectives with creativity and innovation and responded to the needs of the community.

IMPROVING ACCESS FOR ALL CANADIANS

The Richmond Centre for Disability conducted a site survey at the Gulf of Georgia Cannery in June 2011. Their report concluded, *"We are pleased to report that we found it very accessible... you are to be commended for your fine establishment. It is wonderful to find people who are trying to help make improvements to the already very high level of accessibility of our city."*

In follow up to this visit, the Cannery implemented several improvements immediately, including adding an Accessibility

page to our website to address concerns of visitors of all abilities when planning a trip to the site, creating a guide for staff and volunteers on helping people with disabilities, creating a large-print guide for the *Salmon People* exhibit available for the visually impaired and written transcriptions of the audio kiosks for the hearing impaired. A report detailing future recommendations was also produced and will inform future exhibit and capital planning to ensure the best possible visitor experience for all guests at the Cannery.

VISITATION

46,469 people visited in the Cannery in 2011 including 2,992 elementary and secondary students who participated in our educational programs, 1,272 English as a Second Language students, 12,397 visitors to the Steveston Winter Farmers and Artisans Market and a record 4,494 on Canada Day.

DONATIONS AND SPONSORSHIPS

The Gulf of Georgia Cannery Society gratefully acknowledges the following organizations and individuals for their generous financial and in-kind support.

\$10,000 +	Canadian Heritage, Young Canada Works in Heritage Organizations BC Hydro Power Smart Incentive Fund
\$7,500 +	BC Gaming Commission, Direct Access Program Human Resources and Skills Development Canada, Canada Summer Jobs
\$2,500 +	G&F Financial Group
\$1,000 +	City of Richmond Steveston Merchants Association
\$500 +	Steveston High School Alumni, Class of 1971
\$100 +	Margaret Hewlett and Chris Morris, Ben Gwaltney, Danyse Butler and Richard Gregory
Donors	Claudette Sakamoto, Joan Kellinghusen, Maria Lynch, Keith and Cheryl MacDonald, Helen McDonald, JR and Peggy Cartledge, Dale and Nancy Peterson, Dan and Colleen Nomura and Sheila Dutka

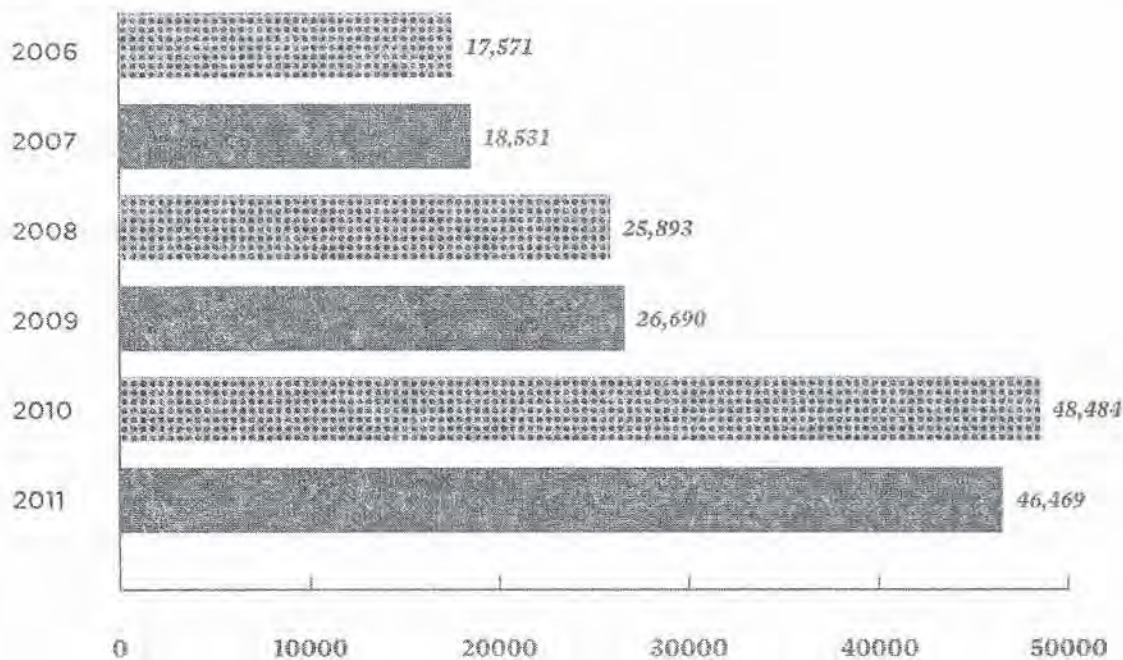
IN-KIND SUPPORT PROVIDED BY:

Axis Technical Services, Canfisco, Steveston Community Society, Steveston Farmers and Artisans Market, Safeway, Ichiro Japanese Restaurant, Fort Langley National Historic Site, Langley Centennial Museum, Musqueam First Nation, Richmond Museum and Archives, Port Moody Station Museum, Stó:lō Research and Resource Management Centre, Tsawwassen First Nation, Visionkeeper Film Productions, Leonard Ham, Susan Point, Debra Sparrow, Leona Sparrow and Harold Steves.

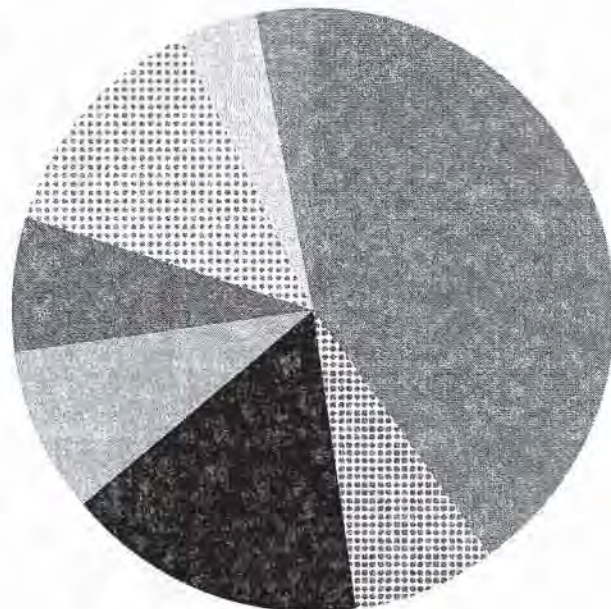
Operational Funding for the Gulf of Georgia Cannery National Historic Site is provided by Parks Canada. Parks Canada's support for community-based stewardship through its ongoing relationship with the Gulf of Georgia Cannery Society ensures the conservation and presentation of the Gulf of Georgia Cannery as a nationally significant piece of Canadian heritage. Parks Canada provided over \$ 500,000 of operational and maintenance funding, plus capital investments, program grants, professional and support services. In 2011 this accounted for 60% of the Society's operating budget.

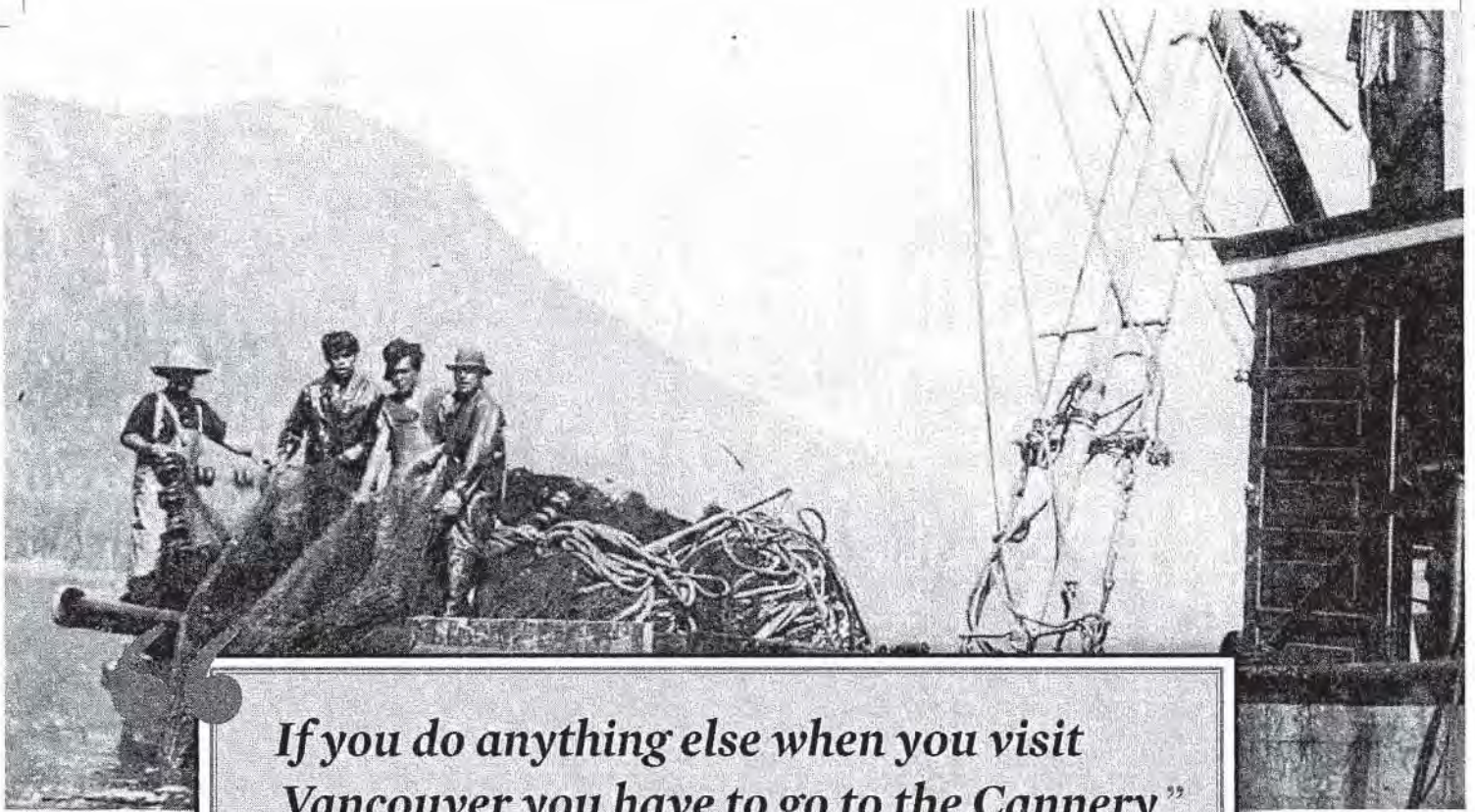
A special thank you to the individual members of the Gulf of Georgia Cannery Society whose consistent support contributes immeasurably to the success of this unique site.

ATTENDANCE BY YEAR, 2007-2011



WHERE DO OUR VISITORS COME FROM?









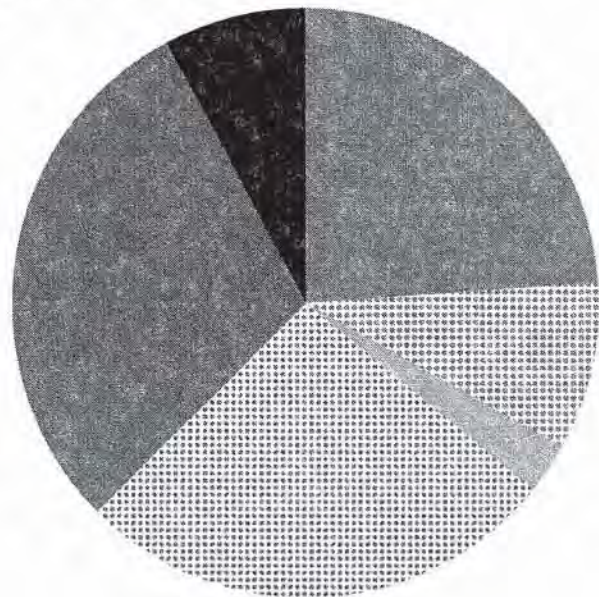


***If you do anything else when you visit
Vancouver you have to go to the Cannery.”***

— *Tripadvisor.ca visitor review*

GULF OF GEORGIA CANNERY NATIONAL HISTORIC SITE ATTENDANCE BY CATEGORY 2011

	Individuals	11,123
	Educational Programs	4,263
	Senior and Other Group Programs	1,281
	Farmer's Market Admissions	12,397
	Promotional Admissions	13,831
	Sponsored and Rental Admissions	3,574



ABOVE Crew members on the herring
seine boat Neckis haul in a net by hand,
ca.1900-1934.

EDUCATIONAL PROGRAM ASSESSMENT - 2011

The Gulf of Georgia Cannery Society continuously solicits feedback from teachers who participate in our educational programs. The following summary is based on 70 evaluations that were returned to the program staff in 2011. Copies of complete evaluation forms with comments are available upon request.

01. Overall, how would you rate this program?

1	2	3	4	5
0	0	1	14	55
0%	0%	1%	20%	79%

02. How would you rate the content of the program?

1	2	3	4	5
0	0	0	9	61
0%	0%	0%	12%	88%

03. How would you rate the presenter's knowledge of the material?

1	2	3	4	5
0	0	0	4	66
0%	0%	0%	6%	94%

04. How relevant was the program to your curriculum?

1	2	3	4	5
0	0	2	8	60
0%	0%	3%	11%	86%

05. Would you recommend this program to other teachers?

YES	NO
70	0
100%	0%

06. How did you hear about the program?

COLLEAGUE	PREVIOUS VISIT	BROCHURE	WEBSITE	OTHER
17	35	14	7	4
24%	50%	20%	10%	6%

07. Program

CANNERY STORIES	FISHY BUSINESS	GUIDED TOUR	SALMON'S JOURNEY	MACHINE AT WORK	OTHER
17	19	16	4	6	4
24%	27%	23%	6%	9%	6%

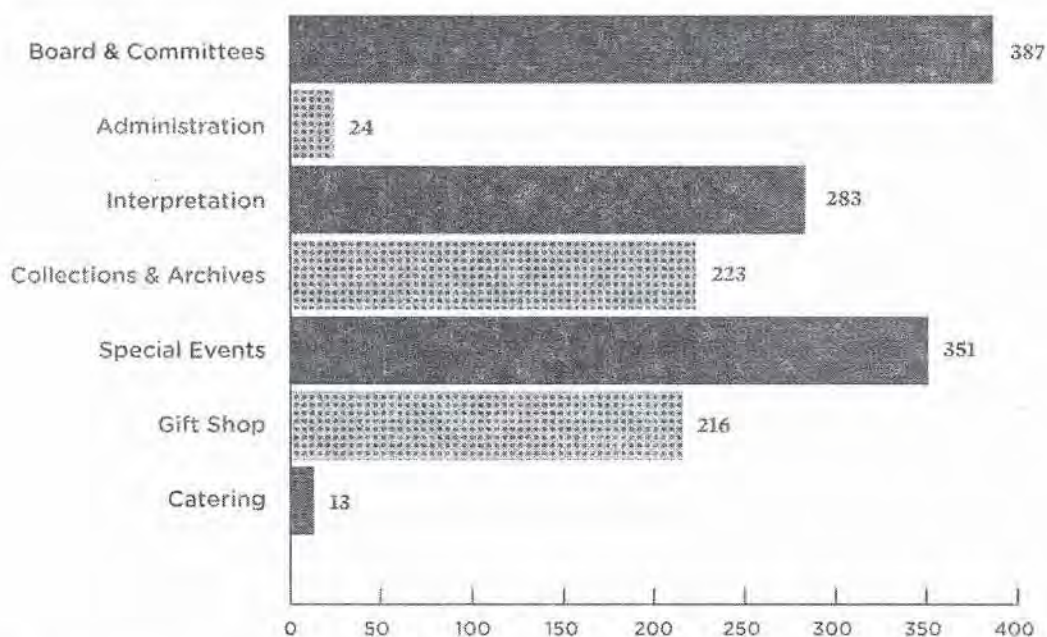
08. Group Level/Group Type

PRIMARY K-3	INTERMEDIATE 4-7	SECONDARY 9-12	ESL Adult	ESL Youth	OTHER
16	41	1	2	3	1
25%	64%	1.5%	3%	5%	1.5%



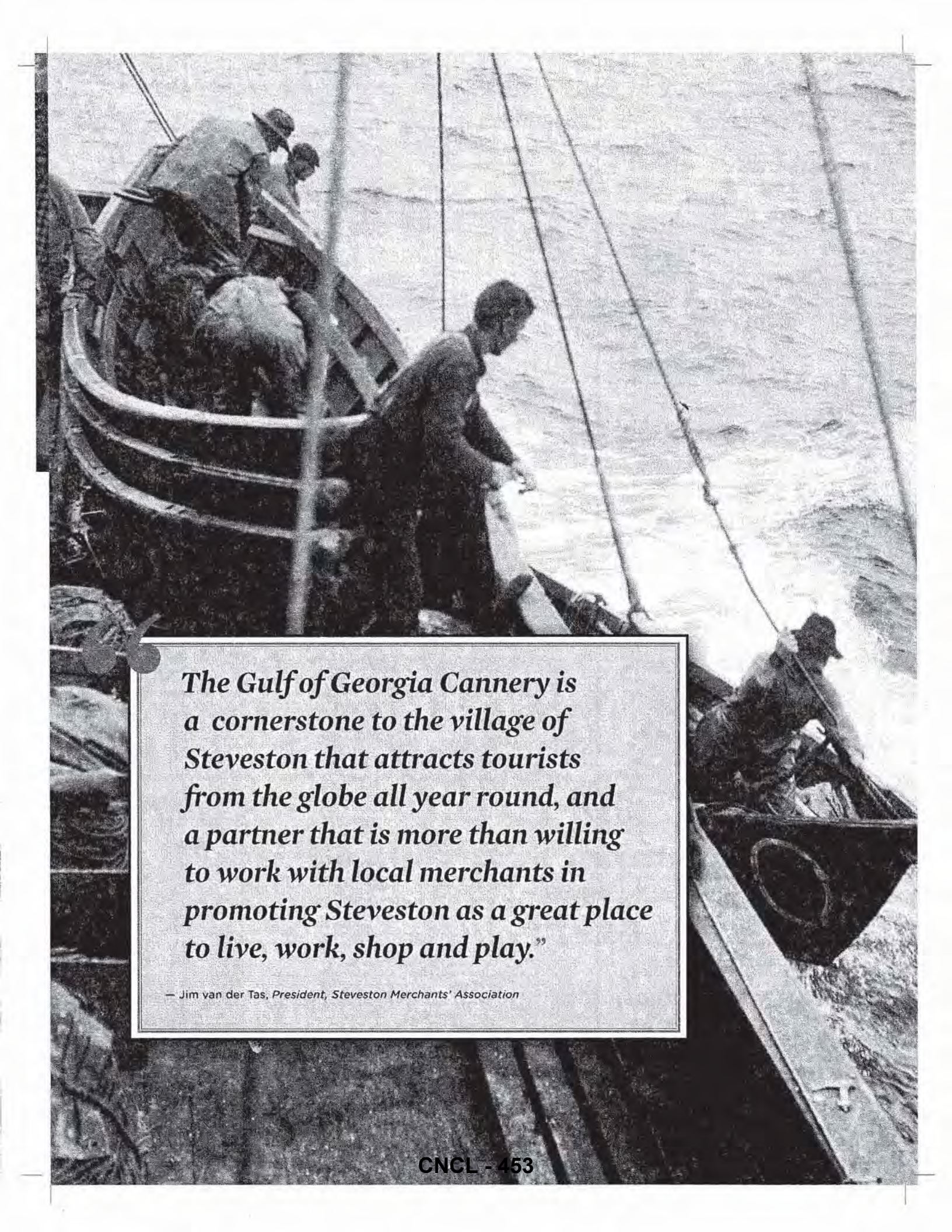
VOLUNTEER PARTICIPATION

The Gulf of Georgia Cannery Society has over 60 volunteers who contribute to all aspects of the site's operations. In 2011 volunteers contributed a total of 1,497 hours of service.



ABOVE Volunteers promote the Canada Day spirit by greeting visitors and handing out flags inside the Cannery.

OPPOSITE RIGHT Crew members on a halibut fishing boat lower a skiff into the water; ca.1915-1935.



The Gulf of Georgia Cannery is a cornerstone to the village of Steveston that attracts tourists from the globe all year round, and a partner that is more than willing to work with local merchants in promoting Steveston as a great place to live, work, shop and play."

— Jim van der Tas, *President, Steveston Merchants' Association*

2012 BUSINESS PLAN HIGHLIGHTS

In 2012, the Society will maintain its focus on providing high quality visitor experiences while expanding the offer available to local residents, school groups and tourists. A key addition to our offer this year will be greater opportunities for visitors to consider contemporary issues and how their personal choices affect the environment.

The objectives outlined in the business plan were developed based on the priorities established by the Board of Directors in consultation with the staff, the wider priorities of the local community and Parks Canada, as well as the current social and economic climate.

OPPOSITE RIGHT
2011 Fishing the West Coast Photo Contest entry, "Scales."

Photo Credit: Joel Baziuk

BELOW Costumed interpreters lead programs on-site and represent the Cannery at off-site events throughout the summer.



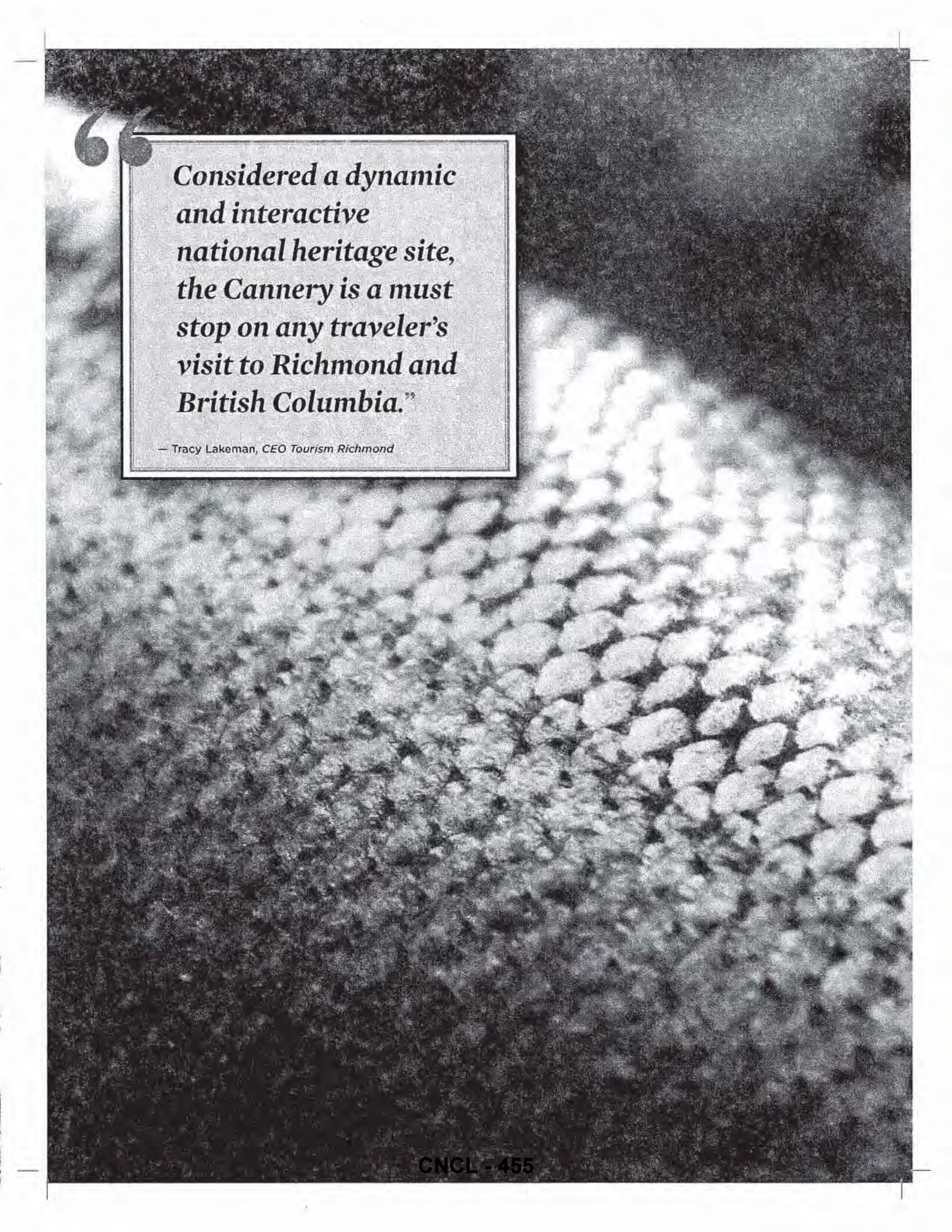
Copies of the complete business plan are available upon request.

SEAFOOD FOR THOUGHT EXHIBIT

The Gulf of Georgia Cannery's 2012 exhibit aims to help visitors learn about ocean-friendly seafood and make choices that benefit our waterways. The exhibit is divided into seven sections, with each addressing a different question about ocean-friendly seafood:

1. What is sustainability?
2. What is happening to our waters?
3. Wild or farmed?
4. Is there enough fish?
5. What's in a label?
6. What is the future of fish?
7. What are the best choices?

The exhibit will make use of art, film, video, and multimedia elements. Marine-themed artwork from local artists will be displayed throughout the exhibit space. Films to be screened for the exhibit include *Shark Water*, *End of the Line*, and *Sushi: A Global Catch*. Videos of four Ted Talks will be available throughout the exhibit and visitors will have the chance to participate in the discussion through a discussion board. Short dramatic pieces will add to the public program offer and a school program geared toward the science curriculum will be developed to further the exhibit's message.



*Considered a dynamic
and interactive
national heritage site,
the Cannery is a must
stop on any traveler's
visit to Richmond and
British Columbia."*

— Tracy Lakeman, CEO Tourism Richmond



SUSTAINABLE SEAFOOD FESTIVAL

The first annual Gulf of Georgia Cannery Sustainable Seafood Festival will be launched on Sunday September 9 in Fisherman's Park. This free community event will support the temporary exhibit *Seafood for Thought* and will feature sustainable seafood themed cooking competitions, chef demonstrations, information booths, entertainment, and complimentary admission to the Cannery.

Many community partners will be invited to contribute and participate in the event, including local Oceanwise restaurants, Ocean Wise, SeaChoice, sustainable producers (BC Salmon Marketing Council, the Canadian Sablefish Association, Canadian Pacific Sardine Association, Pacific Urchin Harvesters Association) and local conservation organizations (Pacific Salmon Foundation, Great Canadian Shoreline Clean-up, the Living Oceans Society, the David Suzuki Foundation) as well as local heritage and community organizations (Steveston Historical Society, Britannia Heritage Shipyards, London Farm, the Steveston Farmers and Artisans Market, Steveston Community Society).

BEST CATCH MULTI-TOUCH SCREEN

The aim of the *Best Catch* multi-touch screen exhibit is to educate visitors about making ocean-friendly seafood choices that will support healthy waterways and oceans. Visitors will gain a better understanding of the marine life in the Strait of Georgia and how different fishing methods affect the area. This permanent exhibit will build on the research and content explored in the Gulf of Georgia Cannery Society's 2012 temporary exhibit, *Seafood for Thought*, and will complement the Cannery's permanent exhibits that deal with local fish species, fishing methods and contemporary issues in the fishing industry. While the exhibit will be accessible to all visitors, the content and interface will be designed to appeal to a youth audience, including school groups, and to complement the *Seafood for Thought* educational program. The exhibit will be in both French and English.

ABOVE "Silent Sentinel" from the 2011 Fishing the West Coast Photo Contest.

Photo Credit: Joel Baziuk

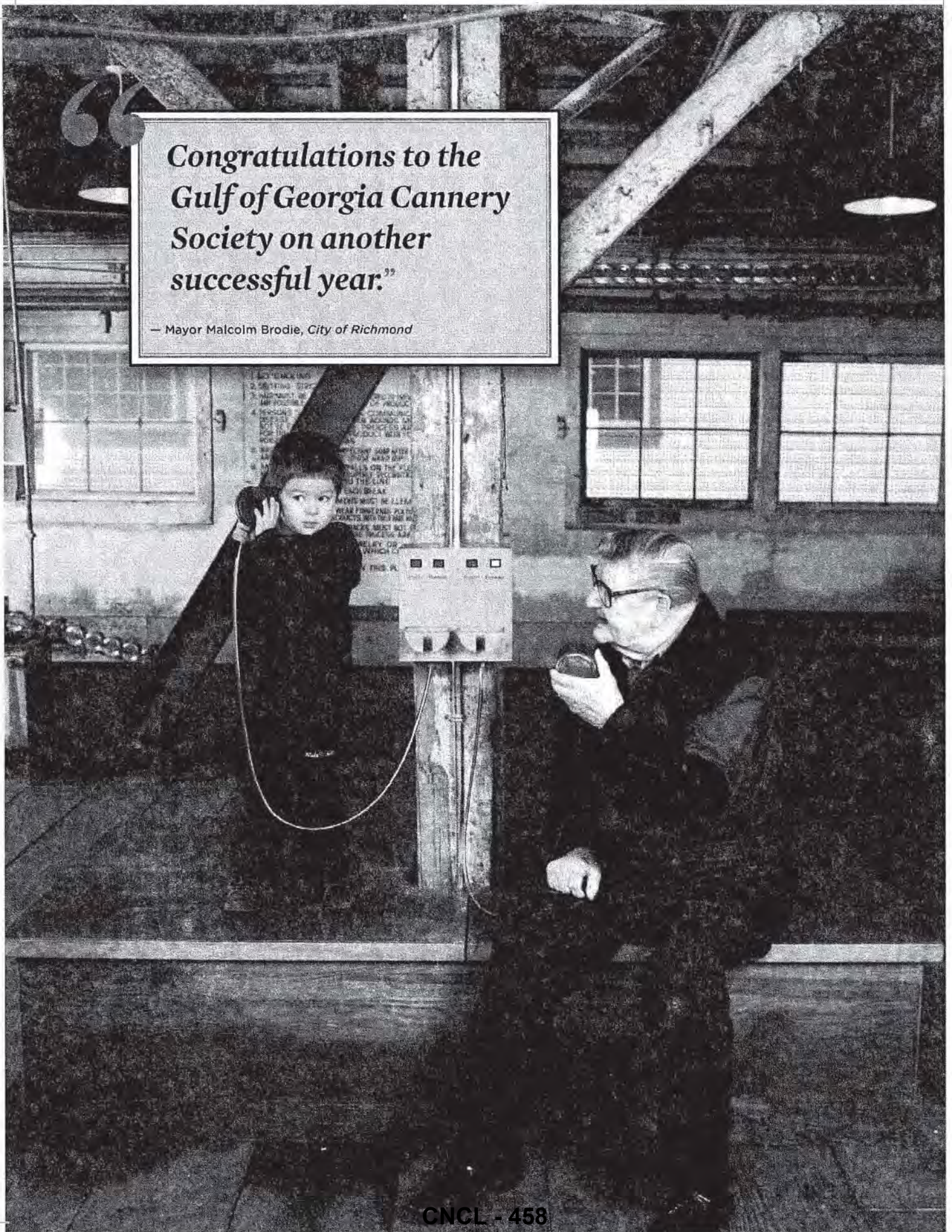
OTHER NEW EXHIBITS AND PROGRAMS FOR 2012 INCLUDE:

- The Cannery from A-Z which tells the story of the Cannery through the display of rarely seen artifacts and the 26 letters of the alphabet. This exhibit will be available both on-site and on-line.
- Taking its inspiration from the US National Parks Service's, the Parks Canada Xplorers Program will offer children aged 6 – 11 and their families the opportunity to explore and discover the Cannery in an engaging and fun way through games, questions and discovery activities.
- The Cannery's Girl Guide and Boy Scout Program will enable guides and scouts to earn their heritage badge.
- A program of live demonstrations will further animate the Cannery during the peak summer months with net mending, rope making, fish cleaning and other hands on activities that bring the Cannery to life
- The development and installation of an off-site exhibit at Fort Langley will both help to promote the Cannery and foster closer working relationships with our colleagues at other National Historic Sites.
- The launch of a multi-cache Geocache Education Program for Grade 11 and 12 geography students. The program's focus is on the physical and cultural geography of the local area and how this geography is integral to both the development of the fishing industry and the development of the Steveston community.
- Previously successful programs, events, exhibits and projects will continue and grow, including:
 - The Steveston Farmers and Artisans Market, Music at the Cannery, Doors Open Richmond, Spring Break Programming, Easter Programming, Canada Day Open House, Fishing the West Coast Photo Show and Contest, Parks Day, Culture Days, Strolling through Steveston Walking Tour, Talk like a Pirate Day, Haunted Cannery Tours, Christmas in Steveston Village, Santa's visit to the Cannery, the Festival of Trees and Classic Christmas Movies.
 - The Cannery Store will continue to offer unique and local products and greater sense of atmosphere and seamless transition from store to Cannery
 - Work with City of Richmond, the Steveston Harbour Authority and the local community to create a more dynamic sense of place in the area surrounding the Cannery
 - Maintain commitment to preserve the building and the collection
 - Ensure long-term stability of the Society by fully developing all sources of revenue, maintaining a balanced budget and investing in the development of the Board of Directors, staff and volunteers.



“
**Congratulations to the
Gulf of Georgia Cannery
Society on another
successful year.”**

— Mayor Malcolm Brodie, City of Richmond



ORGANIZATIONAL OVERVIEW

ABOUT US

Established in 1986, the Gulf of Georgia Cannery Society is an independent non-profit society and registered charity responsible for the operation of the Gulf of Georgia Cannery National Historic Site. The Society's mandate is to preserve and promote the history of Canada's West Coast fishing industry. An elected volunteer Board of Directors oversees the site's operation.

OPPOSITE LEFT
Visitors of all ages enjoy the audio stations at the Cannery.

BELOW An aerial view of the Nootka Packing Company complex at Friendly Cove on Nootka Island, BC, ca.1930s.

After the Gulf of Georgia Cannery ceased operations, the local community lobbied various levels of government to preserve the Cannery due to its significant contribution to Canadian history. In 1979 it was purchased by the federal government and transferred to Parks Canada. Development of the site began in the early 1990s and the first phase opened to the public in 1994. 46,469 people visited the Gulf of Georgia Cannery in 2011.



EXHIBITS AND COLLECTION

The Cannery was built in 1894 and was the largest building of its kind in British Columbia. It stopped canning in the 1930s, but remained active as a net loft, fish depot and later as a herring reduction plant. Key exhibits include a functioning salmon canning line that presents both the social and technological history of the canning industry, a herring reduction plant and a flexible exhibit space. The featured temporary exhibit for 2011 was *Salmon People* — an exploration of the culture of Coast Salish fishing in both its historic and contemporary context.

The site is home to over 10,000 artifacts, documents, photographs and books relating to both the Gulf of Georgia Cannery specifically and the West Coast fishing industry in general. There are two distinct collections on site; one belonging to the Gulf of Georgia Cannery Society and one belonging to Parks Canada. Both collections are cared for by the Society.

LOCATION

The Cannery offers a wide range of interactive school programs designed to complement the social studies and science curricula for students in grades K-7 and for English as a Second Language programs. 2,991 students visited the Cannery to participate in our programs in 2011.

SCHOOL AND PUBLIC PROGRAMS

The Cannery offers a wide range of interactive school programs designed to complement the social studies and science curricula for students in grades K-7 and for English as a Second Language programs. 2,991 students visited the Cannery to participate in our programs in 2011.

- *Salmon's Journey* (Grades K-2) explores the salmon life cycle.
- *Cannery Quest* (Grades 3-5) investigates the evolution of the salmon canning process over the 20th century.
- *Fishy Business: A Century of Change* (Grades 3-5) introduces students to the history of the local fishing industry.
- *Cannery Stories* (Grades 4-6), introduces students to the multicultural history of B.C.'s fishing industry.
- *Machines at Work* (Grade 5) explores how simple and compound machines work.
- *Des Poissons et des Conserves* (Grades 4-7) brings the French language to life outside the classroom.
- *Strolling Through Steveston Walking Tour* (Grades 8-12, ESL) brings Canada's social history to life through a unique walking tour that weaves its way through a century of laughter and hardship in Steveston.
- *Seafood for Thought* (Grades 5-8) uses dramatic techniques to analyze the marine food web and compare fishing methods to find the best choices for themselves and their families.
- *Salmon People: Coast Salish Fishing* (Grades 4-6) uses object-based inquiry to explore the importance of fish, the fishing methods and preservation techniques of British Columbia's Coast Salish people.
- *My Monster Cannery* and *B.C.'s Fishing History Education Kits* bring the Gulf of Georgia Cannery into the classroom. The kits contain artifacts, historical photographs and activities that are adaptable for different grade levels.

The Cannery offers a variety of interpretive programs for the general public including tours of the canning line and herring reduction plant, drop-in children's activities, Music at the Cannery (an outdoor music series), Strolling through Steveston (a walking tour of the village of Steveston), Fishing the West Coast (an annual photography contest and exhibition), and Haunted Cannery Halloween tours and Christmas at the Cannery.

Both school groups and the general public can also watch the 20-minute *Journey Through Time* film in the Boiler House Theatre. The film provides an overview of the history of fishing in the region from traditional First Nations' fishing techniques to the challenges of commercial fishing at the end of the 20th century.

The Cannery's interpretive programs are available in both French and English.

➤ **OPPOSITE RIGHT**
Visitors enjoy the Canning Line tour.



Outstanding program — just loved every minute of it ... so fascinating, very well presented... (an) excellent history lesson."

— Fishy Business School Program participant, Grade 5 Teacher

ADMISSION RATES AND HOURS

In 2012 the Cannery will be open to the public from 10 AM-5 PM daily.

Admission rate are: Adults \$7.80, Seniors \$6.55, Youth \$3.90, Family \$19.60

Admission is free for Society members and children under 6.

MEMBERSHIP AND SUPPORTERS

The Society currently has over 300 individual and corporate members. Membership rates are \$18 for individuals, \$30 for families, \$15 for seniors and \$50 for corporations and organizations.

FUNDING

The Gulf of Georgia Cannery Society receives funding under a contract for services from Parks Canada to support the site's operations. Additional funds are generated through admission fees, memberships, gift shop sales, site rentals, grants, sponsorships and fundraising.





**Richmond Zoning Bylaw 8500
Amendment Bylaw 8759 (10-519918)
7500, 7520, 7540 AND 7560 ST. ALBANS ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **HIGH DENSITY TOWNHOUSES (RTH4)**.

P.I.D. 011-233-851

North Half of the North Half Lot 2 Section 16 Block 4 North Range 6 West New Westminster District Plan 7502

P.I.D. 011-233-834

South Half of the North Half Lot 2 Section 16 Block 4 North Range 6 West New Westminster District Plan 7502

P.I.D. 0033-633-772

North Half of the South Half Lot 2 Section 16 Block 4 North Range 6 West New Westminster District Plan 7502

P.I.D. 004-909-704

South Half South Half Lot 2 Section 16 Block 4 North Range 6 West New Westminster District Plan 7502

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8759"**.

FIRST READING

MAY 24 2011

A PUBLIC HEARING WAS HELD ON

JUN 20 2011

SECOND READING

JUN 20 2011

THIRD READING

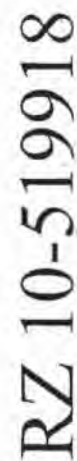
JUN 20 2011

OTHER REQUIREMENTS SATISFIED

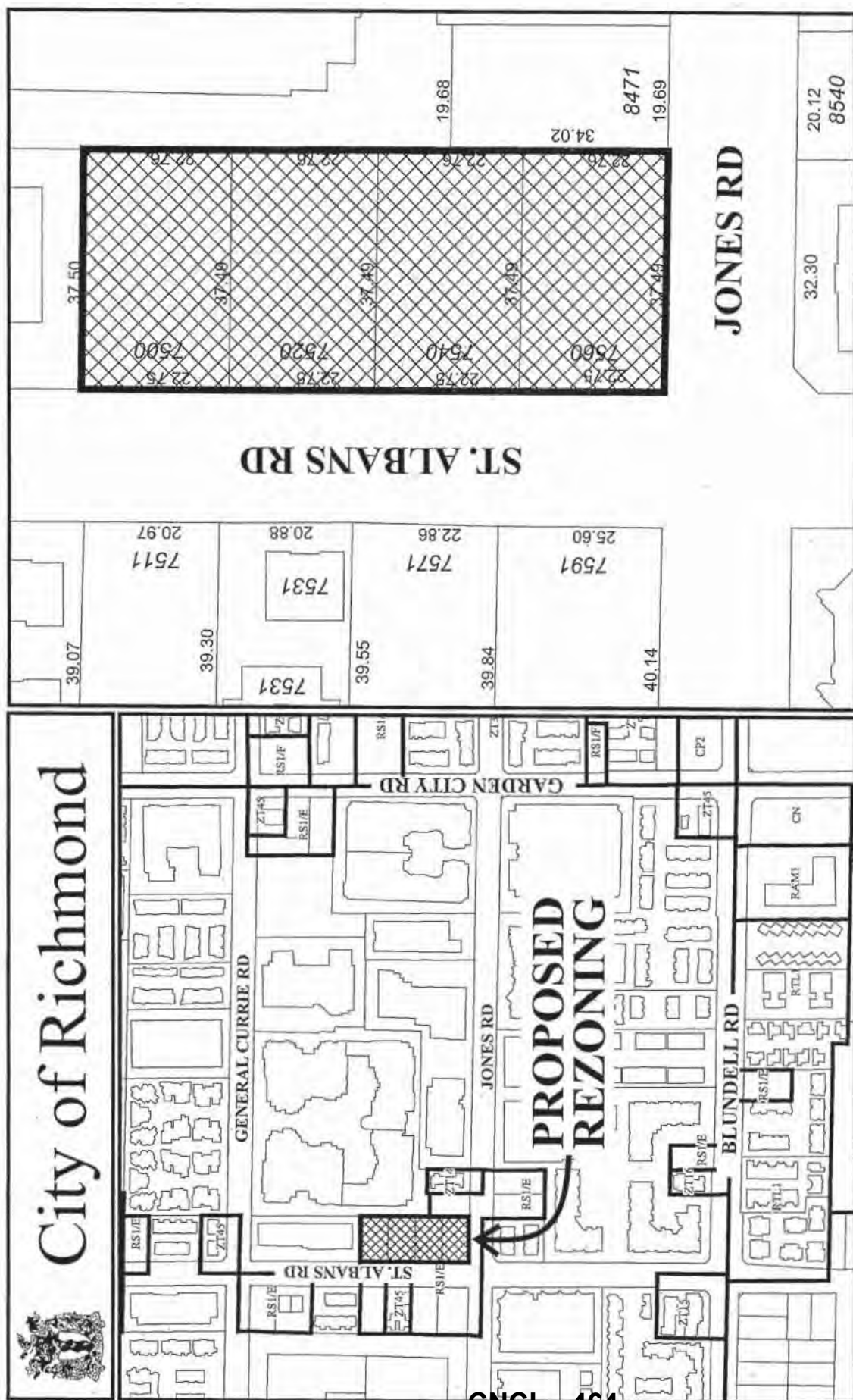
MAY 16 2012

ADOPTED





Note: Dimensions are in METRES



CNCL - 464



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8785 (RZ 09-499249)
8540 NO. 3 ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **MEDIUM DENSITY TOWNHOUSES (RTM2)**.

P.I.D. 003-510-417

Lot 45 Except the South 66 Feet Section 21 Block 4 North Range 6 West New Westminster District Plan 14746

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8785**".

FIRST READING

JUL 25 2011

A PUBLIC HEARING WAS HELD ON

SEP 07 2011

SECOND READING

SEP 07 2011

THIRD READING

SEP 07 2011

OTHER REQUIREMENTS SATISFIED

MAY 23 2012

ADOPTED

MAYOR

CORPORATE OFFICER

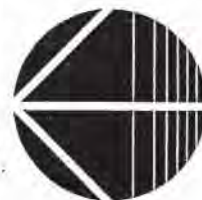
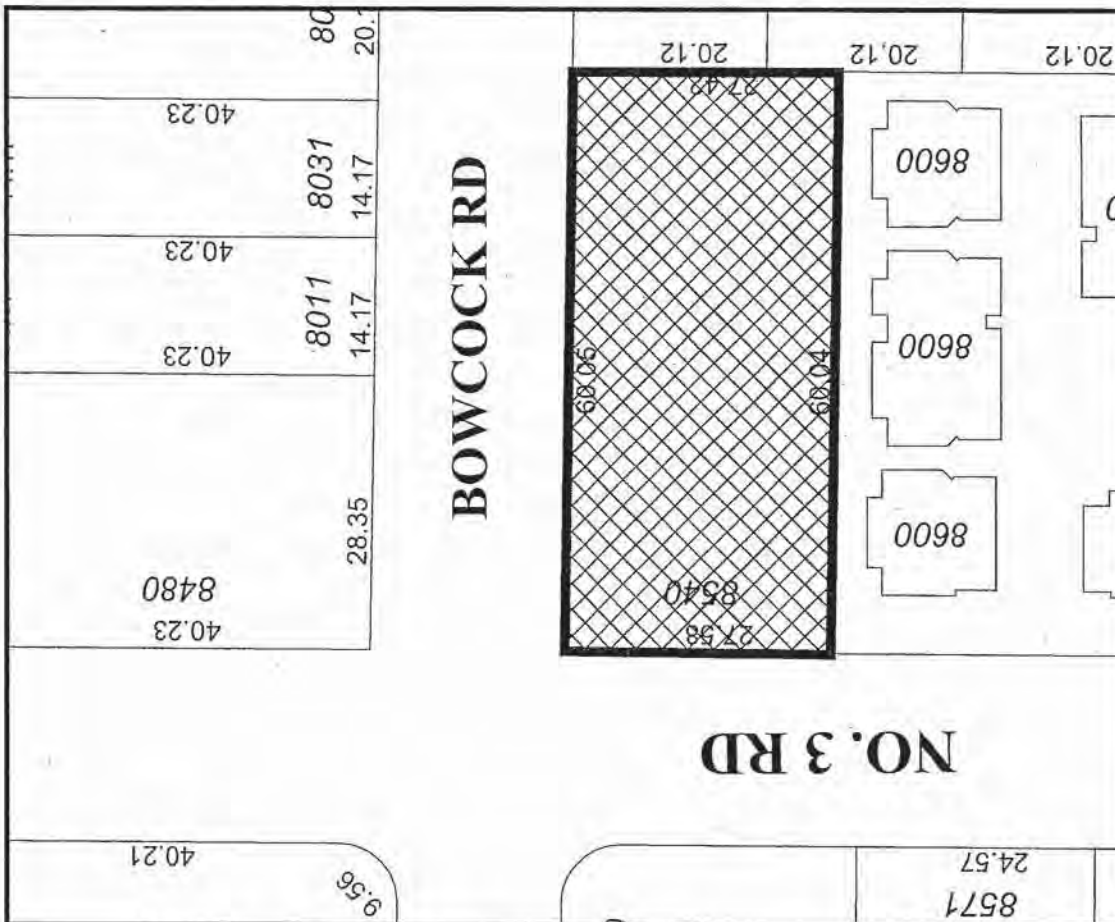




City of Richmond



CNCL - 466



RZ 09-499249

Original Date: 12/01/09
Revision Date: 07/14/11
Note: Dimensions are in METRES



City of Richmond

Report to Council

To: Richmond City Council

Date: May 23, 2012

From: Joe Erceg, MCIP
Chair, Development Permit Panel

File: 0100-20-DPER1

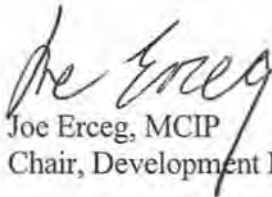
Re: Development Permit Panel Meetings Held on March 28, 2012 and
January 25, 2012

Panel Recommendation

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

- i) a Development Permit (DP 11-585139) for the property at 8399 Jones Road (formerly 7500, 7520, 7540 and 7560 St. Albans Road); and
- ii) a Development Permit (DP 10-545013) for the property at 8540 No. 3 Road;

be endorsed, and the Permits so issued.



Joe Erceg, MCIP
Chair, Development Permit Panel

SB:blg

Panel Report

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

DP 11-585139 – WESTERN ST. ALBANS VENTURE LTD. – 8399 JONES ROAD
(FORMERLY 7500, 7520, 7540 AND 7560 ST. ALBANS ROAD)
(March 28, 2012)

The Panel considered a Development Permit application to permit the construction of 23 three-storey townhouse units on a site zoned High Density Townhouses (RTH4). A variance is included in the proposal to reduce the road setback from 4.5 m to 3.0 m above the main floor.

Architect, Wayne Fougere, of Fougere Architecture Inc., provided a brief presentation, including:

- The site is maintained low in the ground in order to save as many trees as possible.
- On-site healthy trees will be retained at the subject site's northeast corner, and a healthy Beech tree at the southwest corner is also being retained.
- The retention of these on-site trees could only have been done by pushing the site down in the ground.
- The townhouse units backing onto an existing multi-unit building to the east of the proposed development have a lower elevation than their neighbours to the east.
- The design has a 'rowhouse' concept that fronts both Jones and St. Alban's Roads.

Staff supported the Development Permit application and the requested variance. Staff advised:

- That, while corner sites are always a design challenge, the applicant has responded appropriately to street fronts and property adjacency issues.
- The impact of the proposed development on the neighbouring single-family residence is minimized by siting of the townhouse units as far away as possible from the residence and also, the four-storey, multi-unit residential building located to the east of the subject site.
- Pushing the townhouses away from the single-family dwelling results in a 3.2 m setback for the side yard which exceeds the 2 m requirement, and is associated with a requested variance to reduce the road setback from 4.5 m to 3.0 m.
- The applicant has made efforts to save on-site trees.

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

- Neighbouring residents will enjoy privacy as a result of: the proposed first habitable floor in the townhouse units will be at a lower elevation than the neighbours' first floor; and the outdoor living space for the townhouse units is below the lowest living level of the neighbours' homes.
- The children play area is in a sunny spot, features open grass, and has play equipment catering to children 2 through 6 years of age.
- Some decorative paving is used on the road surface in order to define the pedestrian area.

- The grade meets the City's objectives, with all living space in the proposed townhouse units above the flood plain; units fronting St. Alban's Road are at least 1 ft. above the highest point of the street, and four steps are used to access these units.
- A wrought aluminum decorative fence, painted to match the railings on the townhouse units, provide a feature at the corner of Jones and St. Alban's Road.
- Due to the busy nature of St. Alban's Road, access to the site is provided from Jones Road, and the access is a safe distance from the busy intersection of Jones and St. Alban's Roads.

Public correspondence was received regarding the application, advising that the correspondent was unable to attend the meeting.

General Currie Road resident, Ms. Cecile French, addressed the Panel posing three questions:

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

Staff addressed each query and supplied the following information:

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

General Currie Road neighbour, Ms. Kay Ogilvie, addressed the Panel posing two queries:

- (i) What is the height of the proposed townhouse units?
- (ii) Would the proposed units fronting the streets rise higher than the proposed units that are at the back of the subject site?

Staff and Mr. Fougere advised that:

- (i) The three-storey townhouse units rise to a maximum height of 12 m, or 36 ft.
- (ii) The proposed units at the back of the subject site; those closest to the building where Ms. Ogilvie lives, are slightly lower in height than 12 m. Staff added that proposed side yard setback of 3.2 m exceeds the required 2 m setback.

General Currie Road neighbour, Mr. Ogilvie, addressed the Panel, asking what the distance was between the townhouse units and the adjacent Queen's Gate multi-residence building, and how far balconies on the proposed townhouse units would protrude. His question related to his function as a member of Block Watch, and the accessibility for emergency vehicles.

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

The Panel recommends that the Permit be issued.

DP 10-545013 – WESTERN DAYTON HOMES LTD. – 8540 NO. 3 ROAD
(January 25, 2012)

The Panel considered a Development Permit application to permit the construction of eight (8) townhouse units on a site zoned Medium Density Townhouses (RTM2). Variances are included in the proposal for reduced lot width, reduced setback from Bowcock Road and the south property line, tandem parking and small-car parking spaces.

Architect, Mr. Fougere, of Fougere Architecture, Inc., provided a brief presentation, including:

- Using an iPad, Mr. Fougere drew the Panel's attention to: (i) a view of the exterior of the proposed townhouse units from the east, along Bowcock Road; (ii) a view looking west, and including the individual entrances of the units; and (iii) a view of the units taken from the standpoint of the No. 3 Road bus stop.
- Mr. Fougere then noted the following details: (i) the two-storey building form includes a gable end to address the half-storey; and (ii) there is a window on the half-storey tucked into the roof form, where the attic family room is located.

Discussion ensued between the Panel and Mr. Fougere, and especially with regard to:

- The roof design is sloped, but the architectural rendering perspective indicates a steeper slope than the roofs will have when they are completed;
- The fenced children's play area is adjacent to the sidewalk and includes: (i) play equipment for children aged two to six years old; (ii) a bench; (iii) an open grass area that is fenced; and (iv) includes a 'fall zone'.
- Fences, some planting material, and a sidewalk separate the proposed development's structures from the single-family residence to the east of the subject site.
- The subject site is at a higher elevation than the surrounding sites, but the design includes stepping the grade up and does not include a change in grade at the property line.
- The applicant agreed to erect a new fence along the property lines, and not just refurbish existing fencing.
- The design includes: (i) a side-by-side double car garage in each of the end units; (ii) four (4) outdoor tandem parking spaces in front of four of the townhouse units; and (iii) five (5) small-car parking stalls in five (5) of the townhouse units.

The Chair commented that the play area's location at the north perimeter appeared to be hemmed in between the proposed development with just a fence separating it from the sidewalk.

Discussion ensued with regard to the play area's location, and when asked if an alternative location was considered, Mr. Fougere remarked that in an earlier iteration of the design, the play area was sited at the back of the subject site, but the design had been changed to relocate it to its present location to address neighbour concerns.

Discussion continued regarding whether there was enough width for some landscaping elements to buffer the sidewalk from the play area, and advice was provided that the 'fall zone' precluded any landscaping.

Staff supported the Development Permit application and the requested variances. Staff noted that:

- The application is a small townhouse project, and that the architect has taken into account the concerns raised regarding the rezoning at the September, 2011 Public Hearing.
- Regarding the location of the play area, staff advised that the move to the north side of the subject site met with staff's support, and that perhaps a trellis with climbing vines could be incorporated at the edge of the play area.
- With respect to the requested parking variance, staff noted that the request is reasonable, especially in light of the small size of the proposed development. In addition, two (2) significant trees are being retained on the site.
- Staff remarked that the applicant has worked hard on the No. 3 Road project appearance, which is appropriate, given the character of the area.

The Chair commented that staff's idea to incorporate a trellis, with climbing vine, into the edge of the play area, was something the Panel would like to see.

In response to a query regarding the design of the play area, staff advised that the piece of active play equipment included in the design requires the inclusion of a fall zone, and that if the applicant had chosen a 'touch element' play area instead of an active play area, there would be no requirement for the fall zone.

Public correspondence was received regarding the application. Staff advised that the authors of the letter: (i) requested that the tree at the corner of No. 3 Road and Bowcock Road be retained, and that the applicant will be retaining that tree; and (ii) requested that Smart Meters not be located along the subject site's southern boundary, but that the location of Smart Meters is out of the control of the City and the applicant. Staff added that the City and the applicant, through the Building Permit process, would do what they could, so that the metres are situated in a location other than that addressed by the variances.

The Panel agreed that the active play area is preferable to a 'touch element' play area, and staff were asked to investigate provision of a landscaping treatment or vine planting with the applicant to lessen the exposure of the play area to the sidewalk, prior to proceeding to Council.

Subsequent to the Panel meeting, the interface of the amenity area and Bowcock Road was improved to include planting along the fence line.

The Panel recommends that the Permit be issued.