



City Council

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

**Monday, June 12, 2017
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

- (1) *adopt the minutes of the Regular Council meeting held on May 23, 2017 (distributed previously); and*
- (2) *receive for information the Metro Vancouver 'Board in Brief' dated May 26, 2017.*

CNCL-14

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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.

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Steveston Community Park Playground Renewal Preferred Concept Plan
- Protection of Atagi and Yamanaka Boatworks Buildings
- Canada 150 Public Art Modular Seating Concept Proposal
- Business Licence Bylaw No. 7360, Amendment Bylaw No. 9722
- Economic Impact Assessment of Richmond Olympic Oval
- 2018-2022 Budget Process
- Housing Agreement Bylaw No. 9728 to Permit the City of Richmond to Secure Affordable Housing Units at 9491, 9511, 9531, 9551, 9591 Alexandra Road (Polygon Trafalgar Square Developments Ltd.)
- Land use applications for first reading (to be further considered at the Public Hearing on July 17, 2017):
 - 8320, 8340, 8360 & 8440 Bridgeport Road, 8351 Sea Island Way and 8311 Sea Island Way – Rezone from Various Land Use Contracts and CA To ZC39 (New Continental Properties Inc. – applicant)
 - 7591 Williams Road – Rezone from RS1/E to RCH1 (MaximR Enterprises Ltd. – applicant)
 - 12111 3rd Avenue – Heritage Alteration Permit (Kanaris Demetre Lazos – applicant)
- Richmond Response: the Vancouver International Airport Authority (YVR) 2037 Master Plan Highlights Document
- Richmond Heritage Commission 2016 Annual Report and 2017 Work Program
- Advisory Committee on the Environment 2016 Annual Report and 2017 Work Program

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ITEM

- Update: Proposed Steveston Area Plan Village Conservation and Long-Term Streetscape Visions for Bayview, Moncton and Chatham Streets
- Non-Farm Use Application for Former Mylora Site

5. *Motion to adopt Items No. 6 through No. 21 by general consent.*

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6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-21 (1) the **Parks, Recreation and Cultural Services Committee** meeting held on May 24, 2017;
- CNCL-26 (2) the **General Purposes Committee** meeting held on June 5, 2017;
- CNCL-32 (3) the **Finance Committee** meeting held on June 5, 2017; and
- CNCL-35 (4) the **Planning Committee** meeting held on June 6, 2017;
- be received for information.*

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7. **STEVESTON COMMUNITY PARK PLAYGROUND RENEWAL
PREFERRED CONCEPT PLAN**

(File Ref. No. 06-2345-20-STEV2) (REDMS No. 5379983 v. 7)

CNCL-44

See Page CNCL-44 for full report

**PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE
RECOMMENDATION**

That the Steveston Community Park Playground Renewal Preferred Concept Plan as detailed in the staff report titled “Steveston Community Park Playground Renewal Preferred Concept Plan,” dated May 9, 2017, from the Senior Manager, Parks, be coordinated with the planning for the Steveston Community Facility Replacement Project and at the conclusion of that planning process, staff bring forward a report outlining the next steps for renewal of the playground.

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Consent
Agenda
Item

8. **PROTECTION OF ATAGI AND YAMANAKA BOATWORKS BUILDINGS**

(File Ref. No. 11-7000-01) (REDMS No. 5387150)

CNCL-73

See Page CNCL-73 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

- (1) *That the report titled, “Protection of Atagi and Yamanaka Boatworks Buildings,” dated May 8, 2017, from the Director of Arts, Culture and Heritage Services, be received for information; and*
- (2) *That copies of the Historical Research Analysis for Paramount Cannery Complex Buildings 33 and 34 be sent to Richmond Members of Parliament, the Department of Fisheries and Oceans and Heritage Canada.*



Consent
Agenda
Item

9. **CANADA 150 PUBLIC ART MODULAR SEATING CONCEPT PROPOSAL**

(File Ref. No. 11-7000-09-20-234) (REDMS No. 5372654)

CNCL-91

See Page CNCL-91 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the concept proposal and fabrication for the Canada 150 Artist Designed Modular Seating public artwork by artists and designers Becki Chan and Milos Bergovic, as presented in the staff report titled “Canada 150 Public Art Modular Seating Concept Proposal,” dated May 10, 2017, from the Director, Arts, Culture and Heritage Services, be endorsed.



Consent
Agenda
Item

10. **BUSINESS LICENCE BYLAW NO. 7360, AMENDMENT BYLAW NO. 9722**

(File Ref. No. 12-8060-20-009722) (REDMS No. 5389421)

CNCL-109

See Page CNCL-109 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That Business Licence Bylaw No. 7360, Amendment Bylaw No. 9722, which increases the maximum number of Class A Taxicabs to 124 and Class N Taxicabs to 48, be given first, second and third readings; and*

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- (2) *That staff report back with criteria upon which taxicab licences may be issued by staff.*

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Consent
Agenda
Item

11. **ECONOMIC IMPACT ASSESSMENT OF RICHMOND OLYMPIC OVAL**

(File Ref. No. 08-4150-01) (REDMS No. 5394278)

CNCL-131

See Page CNCL-131 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the staff report titled “Economic Impact Assessment of Richmond Olympic Oval”, dated May 16, 2017 from the General Manager, Finance and Corporate Services, be received for information; and*
- (2) *That the proposed communications campaign in the above staff report, highlighting the economic impacts and benefits of the Richmond Olympic Oval to the community, be implemented.*

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Consent
Agenda
Item

12. **2018-2022 BUDGET PROCESS**

(File Ref. No. 03-0970-01) (REDMS No. 5355131)

CNCL-205

See Page CNCL-205 for full report

FINANCE COMMITTEE RECOMMENDATION

- (1) *That the staff report titled “2018-2022 Budget Process” dated May 4, 2017 from the Director, Finance be received for information, and*
- (2) *That the services as presented in Attachment 2 of the staff report be approved as the base for the 2018 budget.*

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Consent
Agenda
Item

13. **HOUSING AGREEMENT BYLAW NO. 9728 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 9491, 9511, 9531, 9551, 9591 ALEXANDRA ROAD (POLYGON TRAFALGAR SQUARE DEVELOPMENTS LTD.)**
(File Ref. No. 08-4057-05) (REDMS No. 5405184 v. 2)

CNCL-222

See Page CNCL-222 for full report

PLANNING COMMITTEE RECOMMENDATION

That the Housing Agreement (Polygon Trafalgar Square Development Ltd.) Bylaw No. 9728 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of Section 483 of the Local Government Act, to secure Affordable Housing Units required by Rezoning Application 16-734204.



Consent
Agenda
Item

14. **APPLICATION BY NEW CONTINENTAL PROPERTIES INC. AND AFFILIATES FOR REZONING OF THE PROPERTIES AT 8320, 8340, 8360 & 8440 BRIDGEPORT ROAD FROM “LAND USE CONTRACT 126”; AT 8351 SEA ISLAND WAY FROM “LAND USE CONTRACT 126”; AND, AT 8311 SEA ISLAND WAY FROM “AUTO-ORIENTED COMMERCIAL (CA)”AND “LAND USE CONTRACT 126” TO “HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY”**
(File Ref. No. RZ 13-628557, 12-8060-20-009628/9629) (REDMS No. 5180246)

CNCL-245

See Page CNCL-245 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:*
- (a) *adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and*
 - (b) *or the above-noted properties, providing for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses,*
- be introduced and given first reading;*
- (2) *That Bylaw 9628, 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 found to be consistent with said program and plans, in accordance with Section 882 (3) (a) of the Local Government Act.

(3) That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and

(4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, to create the “High Rise Commercial (ZC39) – Bridgeport Gateway” zone and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from “Land Use Contract 126”, the property at 8351 Sea Island Way from “Land Use Contract 126”, and the property at 8311 Sea Island Way from “Auto-Oriented Commercial (CA)” and “Land Use Contract 126” to a new site-specific zone, “High Rise Commercial (ZC39) – Bridgeport Gateway” and to discharge “Land Use Contract 126”, entered into pursuant to “Beldee Holdings/ CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979”, (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), be discharged for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way be introduced and given first reading.



Consent
Agenda
Item

15. APPLICATION BY MAXIMR ENTERPRISES LTD. FOR REZONING AT 7591 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH1)

(File Ref. No. RZ 16-724066, 12-8060-20-009724) (REDMS No. 5397986)

CNCL-320

See Page CNCL-320 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9724, for the rezoning of 7591 Williams Road from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone, be introduced and given first reading.



Consent
Agenda
Item

16. **APPLICATION BY KANARIS DEMETRE LAZOS FOR A HERITAGE ALTERATION PERMIT AT 12111 3RD AVENUE (STEVESTON HOTEL)**

(File Ref. No. HA 17-766440) (REDMS No. 5394773)

CNCL-340

See Page CNCL-340 for full report

PLANNING COMMITTEE RECOMMENDATION

That a Heritage Alteration Permit to authorize the removal of a window from the front (east) elevation and to replace it with a new entry and door to match an existing door in the front (east) elevation of the heritage-protected property at 12111 3rd Avenue be issued.



Consent
Agenda
Item

17. **RICHMOND RESPONSE: THE VANCOUVER INTERNATIONAL AIRPORT AUTHORITY (YVR) 2037 MASTER PLAN HIGHLIGHTS DOCUMENT**

(File Ref. No. 01-0153-01) (REDMS No. 5390227 v. 2)

CNCL-362

See Page CNCL-362 for full report

PLANNING COMMITTEE RECOMMENDATION

(1) *That the Vancouver International Airport Authority (YVR) be advised that the City of Richmond supports YVR's 2037 Master Plan Highlights document outlining YVR's plans to grow to an estimated 35 million passengers by 2037 and that YVR:*

- (a) *maximize the capacity of all existing runways, justify the need for any future runway and work with the City to protect the City's interests prior to pursuing any new runway;*
- (b) *maintain existing transportation capacity on Sea Island for non-airport users, including the preservation of the existing lanes on the Arthur Laing Bridge, Moray Channel Swing Bridge, the Airport Connector Bridge, and Russ Baker Way for both airport and non-airport traffic;*
- (c) *explore alternatives to the proposed extension of Templeton Road which may include widening existing corridors, a more effective use of Cessna Drive and encouraging alternate modes of travel;*
- (d) *continue to minimize and mitigate noise, light and other impacts on Richmond residents that may result from airport-related activities; and*

- (e) *That the City of Richmond be provided a copy of the final comprehensive YVR 2037 Master Plan document for comment, before it is submitted to the Minister of Transport for approval;*
- (2) *That the City and the Vancouver International Airport Authority (YVR) continue to work together to coordinate land use, transportation, transit, servicing, amenity and environmental planning;*
- (3) *That the Vancouver International Airport Authority (YVR), in conjunction with other regional airports and stakeholders (e.g., NAV CANADA), be encouraged to prepare a Regional Airport Strategy; and*
- (4) *That a copy of this report be forwarded to the Vancouver International Airport Authority (YVR).*



Consent
Agenda
Item

18. **RICHMOND HERITAGE COMMISSION 2016 ANNUAL REPORT AND 2017 WORK PROGRAM**

(File Ref. No. 01-0100-30-HCOM1-01) (REDMS No. 5387270)

CNCL-497

See Page CNCL-497 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the staff report, “Richmond Heritage Commission 2016 Annual Report and 2017 Work Program”, dated May 15, 2017, from the General Manager, Planning and Development, be received for information; and*
- (2) *That the Richmond Heritage Commission 2017 Work Program, as presented in this staff report, be approved.*



Consent
Agenda
Item

19. **ADVISORY COMMITTEE ON THE ENVIRONMENT 2016 ANNUAL REPORT AND 2017 WORK PROGRAM**

(File Ref. No. 01-0100-30-ACEN1-01) (REDMS No. 5384842)

CNCL-503

See Page CNCL-503 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the staff report titled “Advisory Committee on the Environment 2016 Annual Report and 2017 Work Program”, dated May 3, 2017 from the General Manager, Planning and Development, be received for information; and*

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- (2) *That the Advisory Committee on the Environment 2017 Work Program, as presented in this staff report, be approved.*

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Consent
Agenda
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20. **UPDATE: PROPOSED STEVESTON AREA PLAN VILLAGE CONSERVATION AND LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW, MONCTON AND CHATHAM STREETS**
(File Ref. No. 08-4045-20-04) (REDMS No. 5346627)

CNCL-509

See Page CNCL-509 for full report

PLANNING COMMITTEE RECOMMENDATION

That Council direct staff to undertake public consultations regarding the proposed Steveston Area Plan Village Conservation changes and the proposed long-term streetscape vision for Bayview Street, Moncton Street and Chatham Street, to be completed by July 31, 2017 as outlined in the report, and report back to Planning Committee in October 2017 on the feedback and recommendations.

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Consent
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21. **NON-FARM USE APPLICATION FOR FORMER MYLORA SITE**
(File Ref. No.) (REDMS No.)

CNCL-43

See Page CNCL-43 for discussion on the matter

PLANNING COMMITTEE RECOMMENDATION

That staff write a letter to the Agricultural Land Commission seeking clarification on the recent denial of the Mylora non-farm use application and the implication to the City's No. 5 Road Backlands Policy.

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CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

NON-CONSENT AGENDA ITEM

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

22. **NEW SIGN REGULATION BYLAW**

(File Ref. No. 12-8060-20-009700/9719/9720/9721) (REDMS No. 5337264 v. 4)

CNCL-691

See Page **CNCL-691** for full report

CNCL-832

See Page **CNCL-832** for memorandum titled “External Legal Opinion regarding Language Requirements for Signs” from GM, Comm. Safety

CNCL-837

See Page **CNCL-837** for memorandum titled “Further Info. for Adding a Language Requirement to the Sign Bylaw” from Chief Licence Inspector

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Mayor Brodie, Cllrs. Au, Dang, and McPhail

In respect to implementing de-cluttering, and modernizing the regulations in the existing Sign Bylaw No. 5560, that:

- (1) each of the following Bylaws be introduced and given first, second and third readings:*
 - (a) Sign Regulation Bylaw 9700, as revised to include provisions that all future signage require a minimum of 50% of one of Canada’s official languages;*
 - (b) Notice of Bylaw Violation Dispute Adjudication Bylaw 8122, Amendment Bylaw 9719;*
 - (c) Municipal Ticket Information Bylaw 7321, Amendment Bylaw 9720; and*
 - (d) Consolidated Fees Bylaw 8636, Amendment Bylaw 9721;*
- (2) a Full Time Sign Inspector position and the associated costs, to provide outreach and enforcement of the Sign Regulations, be considered during the 2018 budget process;*
- (3) Richmond Zoning Bylaw, Amendment Bylaw 9723 to make housekeeping adjustments that align with the new Sign Regulation Bylaw be introduced and given first reading; and*
- (4) That Sign Regulation Bylaw 9700 be reviewed in one year.*



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

- | | | |
|-----------------|--|--------------------------|
| CNCL-940 | Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9704
Opposed at 1 st /2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-941 | Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 8783
(Portion of 7531 and 7551 Bridge Street, RZ 10-539727)
Opposed at 1 st Reading – None.
Opposed at 2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-943 | Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9260
(23200, 23241, 23281, 23301, 23321, 23361 and 23381 Gilley Road, 23000, 23060, 23066, Part of 23080 and Part of 23100 Westminster Highway, and Part of 4651, 4671, 4691 Smith Crescent, RZ 14-660662)
Opposed at 1 st Reading – None.
Opposed at 2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-946 | Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9261
(Parts of 23241 and 23281 Gilley Road, Part of 23060, 23066, 23080 and Part of 23100 Westminister Highway, RZ 14-660662)
Opposed at 1 st Reading – None.
Opposed at 2 nd /3 rd Readings – None. | <input type="checkbox"/> |

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CNCL-951	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9262 (23241, 23281 and Part of 23301 Gilley Road, Part of 23060 and 23000 Westminster Highway, RZ 14-660663) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-956	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9599 (7531 Williams Road, RZ 15-712649) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-958	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9600 (7511 Williams Road, RZ 15-712653) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-960	Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9635 (4780 Steveston Highway, RZ 16-737903) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
	ADJOURNMENT	<input type="checkbox"/>



For Metro Vancouver meetings on Friday, May 26, 2017

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact Greg.Valou@metrovanancouver.org or Kelly.Sinowski@metrovanancouver.org

Metro Vancouver Regional District

Review of the MVRD Board's Potable Water Policy for Electoral Area A

APPROVED

The MVRD Board directed staff to review the Board's Potable Water Policy for Electoral Area A and bring forward recommendations. The policy was last amended in February 1999, and since then, a number of issues have been identified.

2017 Update on Regional District Sustainability Innovation Fund Projects

RECEIVED

The Board received for information an update on the seven projects funded under the Regional District Sustainability Innovation Funds. The fund was created in 2004 to provide financial support to regional projects that contribute to the region's sustainability.

Update on Metro Vancouver's Grow Green Website and the "Growing Green in Metro Vancouver" Forum

RECEIVED

The MVRD Board received an update on Metro Vancouver's Grow Green website (www.growgreenguide.ca), as well as a summary of the "Growing Green in Metro Vancouver" forum held in collaboration with UBC Botanical Garden on March 4, 2017. The website advances a number of Metro Vancouver sustainability objectives by helping residents design lawns and gardens that conserve water, capture and retain rainwater, use compost, and increase biodiversity.

Smart Drive Challenge Results and Next Steps

RECEIVED

The MVRD Board received a report on the Smart Drive Challenge, a Sustainability Innovation Fund project initiated in 2015, which was completed in the last two quarters of 2016. In 2017, Metro Vancouver will engage two UBC students to delve deeper into the data using advanced statistical and spatial analysis techniques to better characterize the findings of the challenge. Metro Vancouver has targets to reduce greenhouse gas (GHG) emissions in the region by 33% by 2020 and 80% by 2050.

City of Richmond: Building Energy Benchmarking Policy**ENDORSED**

The Board endorsed a City of Richmond resolution for a "Building Energy Benchmarking Policy" that would request the province develop a requirement that buildings above a certain size threshold benchmark their energy performance and report this information to the province annually, and that the resulting data be available to local governments to inform their climate policy and programs. The Board also agreed to write a letter to the Lower Mainland Local Government Association and the Union of BC Municipalities, communicating its endorsement.

Quarterly Report on Reconciliation Activities**RECEIVED**

The Board received a quarterly report on reconciliation activities, which have been included in the Aboriginal Relations budget for 2017 and involve Metro Vancouver and local governments.

2017 Love Food Hate Waste Campaign Update**RECEIVED**

The Board received an update on the "Love Food Hate Waste" behaviour change campaign, designed to reduce household food waste. The Metro Vancouver campaign launched in May 2015, and has now been in market for two years. The objective is to reduce avoidable household food waste across the region by 10 per cent by 2018, as measured against a 2014 baseline study.

MVRD Board Strategic Planning Workshop Update**RECEIVED**

The Board received an update on a report from the "MVRD Board Strategic Planning Workshop" held on February 24 and 25, 2017, which focused on bringing the financial plans for Metro Vancouver's four legal entities (MVRD, MVHC, GVWD and GVS&DD) into a single financial plan with financial projections that considered the overall regional household impact across all four services. Staff are now developing a consolidated five-year financial plan that will incorporate the direction received at the workshop for consideration later this year as part of the 2018 annual budget process.

2016 Statement of Financial Information**APPROVED**

The Board approved the 2016 Statement of Financial Information (SOFI) as part of the reporting requirements of the Financial Information Act. Once approved, the Financial Information Act filing information is available for viewing by the public.



Metro Vancouver External Agency Activities Status Report May 2017

RECEIVED

The Board received the following reports from Metro Vancouver representatives to external organizations: Metro Vancouver Agricultural Advisory Committee; Municipal Finance Authority of BC; Experience the Fraser Project Update; Delta Heritage Airpark Management Committee Status; Pacific Parklands Foundation Update; Fraser Basin Council 2016 Activities and 2017 Work Plan Summary; and Sasamat Volunteer Fire Department (SVFD).

Delegations Received at Committee May 2017

RECEIVED

The Board received a report titled "Delegations Received at Committee May 2017," which contained a submission from Dave Schick, Manager, Policy, Government and Public Affairs, Chevron Burnaby Refinery. Schick spoke to the Climate Action Committee; no further action was taken.

2017 Agriculture Awareness Grant Recommendations

APPROVED

The Board approved the allocation of \$40,000 in Agriculture Awareness Grants to 13 non-profit organizations, including:

- BC Agriculture in the Classroom Foundation (\$6,000) -- "Take a Bite of BC" project;
- BC Association of Farmers' Markets (\$4,000) -- "Farmer and Farmers' Market Appreciation Campaign" project;
- BC Chicken Growers Association (\$1,000) -- "Poultry in Motion Educational Mini Barn" project;
- Centre for Sustainable Food Systems at the UBC Farm (\$2,000) -- "Development of Online Food Systems Research Briefs and Webinars" project;
- Delta Farmland & Wildlife Trust (\$3,000) -- "Day at the Farm" event;
- Earthwise Society (\$2,500) -- the "Tomato Festival" event;
- Farm Folk City Folk (\$5,000) -- "Young Agrarians Land Matching Pilot" project;
- Grandview Woodland Food Connections (\$2,000) -- Wild Minds" project;
- Haney Farmers Market Society (\$500) -- "The Market Goes to the Farm" project;
- Kwantlen Polytechnic University (KPU) Foundation (\$3,000) -- "Richmond Farm School Urban Farming and Incubator Plot" project;
- Langley Environmental Partners Society (\$4,000) -- "Langley Eats Local" project;
- North Shore Neighbourhood House (\$4,000) -- "Growing Food - Growing Community" project;
- Richmond Food Security Society (\$3,000) --r "Celebrating the Source of our Food" event.

Greater Vancouver Parks

Crippen Regional Park - Davies Orchard Concept Options

APPROVED

The MVRD Board directed staff to complete public engagement on two concepts for the Davies Orchard: Open Space Focus and Heritage Focus, and report back to the Regional Parks Committee with the results. The Davies Orchard area, an important part of Crippen Regional Park, is presently underutilized because it is not inviting and does not present as public space. Of 10 cottages on the site, six are in poor condition, four have been partially upgraded and are used for a museum, office, and short term overnight stays.

Metro Vancouver Regional Parks 2016 Annual Visitor Use and Program Statistics

RECEIVED

The MVRD Board received an update on the annual statistics for Regional Parks' visitor use, visitor services and volunteering in 2016, and information related to visitor use trends. The data is used to communicate the benefits of the regional parks system to the MVRD Board and the public, to support ongoing park planning, capital planning, facility development, and other programs and management.

Delegations Received at Committee April 2017

RECEIVED

The MVRD Board received a report on the "Delegations Received at Committee April 2017," which contained submissions from Melissa Harrison, Chair, Bowen Heritage; and Judi Gedye, President, Bowen Heritage. The delegations referred to the Davies Orchard cottages. No further action was taken.

Greater Vancouver Water District

2017 Update on Water Sustainability Innovation Fund Projects

RECEIVED

The GVWD Board received an update on six projects funded under the Water Sustainability Innovation Fund, which was created in 2004 to provide financial support to water utility projects that contribute to the region's sustainability. The projects, approved in 2015-16, include:

- Barnston/Maple Ridge Pump Station Energy Recovery
- Climate Change Impacts and Adaptation Strategy
- Water Conservation Research and Campaign
- Watershed Invasive Plant Removal and Control Project
- 2016 Approval Year Mountain Lake Tapping
- Assessing Densification Impact on Water Demand

2017 Water Wagon Schedule**RECEIVED**

The GVWD Board received the preliminary 2017 event schedule for Metro Vancouver's Water Wagon. The Water Wagon attends public events in the region to provide opportunities for outreach and resident engagement on topics related to water conservation and quality. The 2017 preliminary event schedule includes 55 event days in the operating season (May to September); however, event recruitment is ongoing and requests are encouraged.

Seymour Salmonid Society - Contribution Agreement**APPROVED**

The GVWD Board approved the renewal of the Contribution Agreement between the Greater Vancouver Water District and the Seymour Salmonid Society for a three-year term, and annual contribution amount of \$125,000, starting January 1, 2018 and ending on December 31, 2020. The Seymour Salmonid Society plans and manages fish culture and education programs for K-12 spanning more than one fiscal year.

BC Hydro Capilano Watershed Pole Replacement Project**RECEIVED**

The GVWD Board received a report on a BC Hydro utility pole replacement project within their statutory right-of-way through the Capilano Watershed. BC Hydro is currently in the design phase of the project, which includes the replacement of 71 wooden structures with new fiberglass reinforced polymer structures. Construction is expected to start in 2018 with completion in 2019 or 2020.

Award of Contract Resulting from RFP No. 17-049: Supply and Delivery of Sodium Hypochlorite**APPROVED**

The GVWD Board awarded a contract of up to \$8,628,000 (exclusive of taxes) to Brenntag Canada Inc. for Supply and Delivery of Sodium Hypochlorite. Sodium hypochlorite is used for disinfection at the Seymour-Capilano Filtration Plant, Coquitlam Water Treatment Plant and secondary disinfection facilities. It is also used to a lesser extent for disinfection at the Lions Gate, Lulu Island and Annacis Island Wastewater Treatment plants.

Greater Vancouver Sewerage and Drainage District**2017 Update on Liquid Waste Sustainability Innovation Fund Projects****RECEIVED**

The GVS&DD Board received an update on five projects funded under the Liquid Waste Sustainability Innovation Funds, which was created by the Board in 2004 to provide financial support to Liquid Waste

Utility projects that contribute to the region's sustainability. The projects, approved in 2015-16, include:

- Water Reclamation from Wastewater Effluent using Disc Filters;
- Reducing Grease in Sewers - Behaviour Change Pilot Project;
- Phosphorus Recovery Demonstration Unit;
- 2016 Approval Year Smart Sewers: Development of Wireless In-situ Sensors;
- Hydrothermal Processing Pilot Facility.

Award of Project Management Support Services: Phase 2 – Detailed Design for Annacis Island Wastewater Treatment Plant Stage 5 Expansion Project **APPROVED**

The GVS&DD Board awarded Project Management Support Services: Phase 2 - Detailed Design, in the amount up to \$2,576,205 (exclusive of taxes) to AECOM Canada Ltd., for the Annacis Island Wastewater Treatment Plant (AIWWTP) Stage 5 Expansion Project.

Iona Island Secondary Wastewater Treatment Plant – Project Definition Phase **RECEIVED**

The GVS&DD received a report on the work plan for the Project Definition Phase for the upgrade of the Iona Island Wastewater Treatment Plant to secondary level treatment. Metro Vancouver's Integrated Liquid Waste and Resource Management Plan, approved by the province, requires that Iona Island be upgraded within 20 years. The Federal Wastewater Systems Effluent Regulation requires that the plant be upgraded by no later than December 31, 2030.

Region-wide Baseline for On-site Stormwater Management **APPROVED**

The GVS&DD Board approved a region-wide baseline criteria for on-site stormwater management for use by GVS&DD members. The management of stormwater on-site is important for the mitigation of the impacts to the region's waterways from development and densification.

Liquid Waste Services Environmental Management and Monitoring Initiatives **RECEIVED**

The GVS&DD Board received an overview of the environmental programs and initiatives that are performed by the GVS&DD to assess environmental performance of the liquid waste utility and proactively address changing regulatory requirements. Although the environmental programs carried out generally meet current regulatory requirements and are protective of human health and the environment, localized effects in the vicinity of the outfalls and some far reaching environmental changes in the background environment have also been observed.



Status of Sewerage and Drainage District (Solid Waste) Capital Expenditures to December 31, 2016

RECEIVED

The GVS&DD Board received a report on the status of utilities capital expenditures for the Sewerage and Drainage District (Solid Waste). Solid Waste capital projects are generally proceeding on schedule and within budget. The Sewerage and Drainage District (Solid Waste) is projecting to be under spent for both ongoing and completed projects to December 31, 2016. This is the third of three reports on capital expenditures for 2016.

Award of Contract Resulting from RFP No. 17-055 for Fly Ash Loading, Shuttling, Hauling and Disposal

APPROVED

The GVS&DD Board awarded a contract to Waste Management, Inc. for the provision of fly ash loading, shuttling, hauling and disposal services for fly ash material generated at Metro Vancouver's Waste-to-Energy Facility (WTEF), for an anticipated value up to \$15 million (exclusive of taxes) for a term from July 1, 2017 to March 3, 2025.

Waste-to-Energy Facility – 2016 Financial Update

RECEIVED

The GVS&DD Board received a 2016 financial update for the Metro Vancouver Waste-to-Energy Facility (WTEF) located in Burnaby. Expenditures in 2016 totalled \$22.07 million, including \$1.63 million in debt charges, resulting in an expenditure of \$86.79 per tonne. Metro Vancouver's portion of electrical revenues totalled \$5.80 million or \$22.80 per tonne. Based on the plant tonnage of 254,256 tonnes, the net unit cost per tonne for operation and maintenance of the WTEF in 2016 was \$63.99 per tonne. Tipping fee revenues are accounted for separately and are not included in this analysis



Parks, Recreation and Cultural Services Committee

Date: Wednesday, May 24, 2017

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Linda McPhail

Absent: Councillor Carol Day

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on April 25, 2017, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

June 27, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

DELEGATIONS

1. (1) Kelvin Higo, representing the Steveston Japanese Cultural Centre, spoke on the proposed Nikkei Memorial Project to develop a memorial to Nikkei pioneers and the removal of Japanese Canadians from Steveston, noting that the memorial is proposed for Steveston Community Park and that there is broad community support for the proposed project.

Parks, Recreation & Cultural Services Committee
Wednesday, May 24, 2017

The Chair noted that the proposed Nikkei Memorial Project was previously discussed at the last Committee meeting and a referral was made to staff.

Discussion ensued with regard to (i) the historical context for the proposed memorial, (ii) potential concepts for the proposed memorial, (iii) the process to select an artist, and (iv) the City's potential contribution towards the proposed memorial.

In reply to queries to Committee, Mr. Higo noted that estimated costs for the proposed memorial are approximately \$300,000.

It was suggested that Mr. Higo present the proposed project to a future Council meeting.

- (2) See Item No. 6(i) for information regarding the delegation on the use of the Minoru Park Public Tennis Courts.

COMMUNITY SERVICES DIVISION

2. **YOUTH WEEK UPDATE 2017**

(File Ref. No. 07-3425-01) (REDMS No. 5387173 v. 2)

Paul Penner, Program Manager, Social Development, and Krista Germyn, Youth Outreach Worker, spoke on Youth Week 2017 and presented a video on the 40 Developmental Assets (copy on-file, City Clerk's Office).

It was moved and seconded

That the staff report titled, "Youth Week Update 2017," dated May 8, 2017 from the General Manager, Community Services, be received for information.

CARRIED

3. **STEVESTON COMMUNITY PARK PLAYGROUND RENEWAL PREFERRED CONCEPT PLAN**

(File Ref. No. 06-2345-20-STEV2) (REDMS No. 5379983 v. 7)

Mike Redpath, Senior Manager, Parks, reviewed the Steveston Community Park Playground Renewal Preferred Concept Plan, noting that (i) the playground is well used, (ii) there was extensive public consultation including open houses, meetings with community stakeholders and feedback from Let's Talk Richmond, (iii) proposed upgrades will expand seating areas, improve sightlines, and provide rubberized surfacing, and (iv) proposed play elements will feature the history of Steveston Village and include zip lines, a farm village, fisherman's wharf and a shipwreck.

Parks, Recreation & Cultural Services Committee
Wednesday, May 24, 2017

It was moved and seconded

That the Steveston Community Park Playground Renewal Preferred Concept Plan as detailed in the staff report titled "Steveston Community Park Playground Renewal Preferred Concept Plan," dated May 9, 2017, from the Senior Manager, Parks, be coordinated with the planning for the Steveston Community Facility Replacement Project and at the conclusion of that planning process, staff bring forward a report outlining the next steps for renewal of the playground.

CARRIED

4. RECREATION AND SPORT STRATEGY DEVELOPMENT PROCESS

(File Ref. No. 11-7000-01) (REDMS No. 5383527 v. 4)

Elizabeth Ayers, Manager, Community Services Planning and Projects, spoke on the Recreation and Sport Strategy Development Process, noting that the process will focus on how programs and services are delivered and ways to encourage use of existing recreational facilities.

It was moved and seconded

That the staff report titled, "Recreation and Sport Strategy Development Process", dated May 8, 2017, from the Senior Manager, Recreation and Sport Services, be received for information.

CARRIED

5. PROTECTION OF ATAGI AND YAMANAKA BOATWORKS BUILDINGS

(File Ref. No. 11-7000-01) (REDMS No. 5387150)

Discussion ensued with regard to the buildings in Steveston that are under Federal jurisdiction and securing the Atagi and Yamanaka Boatworks Buildings as heritage buildings.

In reply to queries from Committee, Jane Fernyhough, Director, Arts, Culture and Heritage Services, noted that the City can discuss the registry of the buildings with Heritage Canada.

It was moved and seconded

- (1) That the report titled, "Protection of Atagi and Yamanaka Boatworks Buildings," dated May 8, 2017, from the Director of Arts, Culture and Heritage Services, be received for information; and*
- (2) That copies of the Historical Research Analysis for Paramount Cannery Complex Buildings 33 and 34 be sent to Richmond Members of Parliament, the Department of Fisheries and Oceans and Heritage Canada.*

CARRIED

3.

Parks, Recreation & Cultural Services Committee
Wednesday, May 24, 2017

6. MANAGER'S REPORT

(i) *Minoru Park Public Tennis Courts*

Gregg Wheeler, Manager, Sport and Community Events, advised that staff have contacted Jon Hunter, representing the Minoru Park Tennis Community, and addressed concerns regarding the use of the Minoru Park Public Tennis Courts by the Richmond Tennis Club. He added that staff will facilitate a meeting this fall with representatives of the Minoru Tennis Community and Richmond Tennis Club to discuss use of the Minoru Courts for the 2018 outdoor season and that membership to the Richmond Tennis Club is open to the public.

(ii) *Windstorm Update*

Ted de Crom, Manager, Parks Operations, provided an updated on the City's response following the windstorm on May 23, 2017, noting that extra crews were dispatched to respond to service requests.

(iii) *Ships to Shore*

Marie Fenwick, Manager, Parks Programs, noted that the Ships to Shore event was successful with the contributions of many volunteers. She added that the Kaiwo Maru thanked the City for hosting their visit and that they would welcome opportunities to visit Richmond in the future. Also, Ms. Fenwick noted that staff will provide a written report to Committee summarizing the event.

(iv) *Garry Point Float and Gill Net Loft*

The Chair requested an update on the Garry Point Float and the Gill Net Loft.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:44 p.m.).

CARRIED

Parks, Recreation & Cultural Services Committee
Wednesday, May 24, 2017

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation and Cultural Services Committee of the Council of the City of Richmond held on Tuesday, May 24, 2017.

Councillor Harold Steves
Chair

Evangel Biason
Legislative Services Coordinator



General Purposes Committee

Date: Monday, June 5, 2017

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Carol Day
Councillor Ken Johnston
Councillor Alexa Loo
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 May 15, 2017, be adopted as circulated.

CARRIED

COMMUNITY SERVICES DIVISION

1. CANADA 150 PUBLIC ART MODULAR SEATING CONCEPT PROPOSAL

(File Ref. No. 11-7000-09-20-234) (REDMS No. 5372654)

In reply to queries from Committee, Eric Fiss, Public Art Planner, advised that the proposed seating will be blue, and spoke on the proposed project's budget, noting that cost would be definitive once a mold for the seating is fabricated.

General Purposes Committee
Monday, June 5, 2017

It was moved and seconded

That the concept proposal and fabrication for the Canada 150 Artist Designed Modular Seating public artwork by artists and designers Becki Chan and Milos Bergovic, as presented in the staff report titled "Canada 150 Public Art Modular Seating Concept Proposal," dated May 10, 2017, from the Director, Arts, Culture and Heritage Services, be endorsed.

CARRIED

COMMUNITY SAFETY DIVISION

2. **NEW SIGN REGULATION BYLAW**

(File Ref. No. 12-8060-20-009700/9719/9720/9721) (REDMS No. 5337264 v. 4)

Carli Edwards, Manager, Customer Services and Licencing, provided background information and highlighted the following information regarding the proposed new Sign Regulation Bylaw:

- it addresses de-cluttering and other non-language related regulatory gaps;
- it provides incentive to voluntarily minimize clutter by allowing businesses to cover up to 25% of the storefront window without a sign permit; permits will still be required for other signs such as fascia, awning etc; also, window coverage beyond 25% will require a permit, up to a maximum of 50%; and
- it provides clarity about what is and is not permitted and addresses temporary signs including the number, location and duration of the display of each type of sign.

Ms. Edwards remarked that the proposed changes are a result of a comprehensive public consultation process, noting that staff took a balanced approach based on the feedback received from the public and stakeholders. Also, she spoke of language based enquires, noting that education has been pivotal in encouraging the inclusion of English on signage and advertising.

Discussion took place and it was noted that the level of cooperation from businesses to include English in their signage is encouraging and as a result, it was suggested that it may be appropriate to include a language provision in the proposed new Sign Regulation Bylaw.

In reply to queries from Committee, Ms. Edwards advised that language in the proposed Bylaw has been modernized to provide clarity in areas that were previously ambiguous, and four open house signs are permitted per real estate listing in the proposed Bylaw.

General Purposes Committee

Monday, June 5, 2017

Cecilia Achiam, General Manager, Community Safety, commented on the number of complaints, noting that 80% were related to real estate signs and the proposed bylaw addresses such signs.

In response to further queries from Committee, Ms. Edwards stated that staff believe the proposed new Sign Regulation Bylaw is balanced in addressing concerns while remaining constructive.

Discussion took place on the interpretation of what constitutes a sign and concern was expressed regarding the consideration of an image without text as a sign.

Discussion further ensued regarding the cost of a variance permit, the need to review the proposed new Sign Regulation Bylaw in one year, and the value of a public information package regarding the proposed new requirements.

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

It was moved and seconded

In respect to implementing de-cluttering, and modernizing the regulations in the existing Sign Bylaw No. 5560, that:

- (1) *each of the following Bylaws be introduced and given first, second and third readings:*
 - (a) *Sign Regulation Bylaw 9700;*
 - (b) *Notice of Bylaw Violation Dispute Adjudication Bylaw 8122, Amendment Bylaw 9719;*
 - (c) *Municipal Ticket Information Bylaw 7321, Amendment Bylaw 9720; and*
 - (d) *Consolidated Fees Bylaw 8636, Amendment Bylaw 9721;*
- (2) *a Full Time Sign Inspector position and the associated costs, to provide outreach and enforcement of the Sign Regulations, be considered during the 2018 budget process;*
- (3) *Richmond Zoning Bylaw, Amendment Bylaw 9723 to make housekeeping adjustments that align with the new Sign Regulation Bylaw be introduced and given first reading; and*
- (4) *That Sign Regulation Bylaw 9700 be reviewed in one year.*

The question on the motion was not called as discussion took place on the potential to include a language provision in the proposed new Sign Regulation Bylaw. As a result, the following **amendment** was introduced:

It was moved and seconded

That the Bylaws be revised to include provisions that all future signage require a minimum of 50% of one of Canada's official languages.

General Purposes Committee
Monday, June 5, 2017

The question on the amendment was not called as Jennifer Hayes, Staff Solicitor, commented that such a language provision would likely be challenged in the courts for impeding rights under the Canadian Charter of Rights and Freedoms.

The Chair stated that the subject of language has been fully canvassed by staff and Council resolved to exclude a language provision in the proposed Sign Regulation Bylaw due to challenges under the Canadian Charter of Rights and Freedoms and in an effort to promote community harmony.

The question on the **amendment** was then called and it was **CARRIED** with Mayor Brodie, Cllrs. Au, Dang and McPhail opposed.

The Chair directed staff to provide Council with a memorandum prior to the June 12, 2017 Council meeting that includes legal opinions previously received regarding the language matter as well as any reports that relate to this issue.

It was moved and seconded

That an image without text be excluded from the definition of sign.

DEFEATED

Opposed: Mayor Brodie
Cllrs. Au
Dang
Day
Johnston
McNulty
McPhail
Steves

The question on the **main** motion, as amended to read as follows,

In respect to implementing de-cluttering, and modernizing the regulations in the existing Sign Bylaw No. 5560, that:

- (1) *each of the following Bylaws be introduced and given first, second and third readings:*
 - (a) *Sign Regulation Bylaw 9700, as revised to include provisions that all future signage require a minimum of 50% of one of Canada's official languages;*
 - (b) *Notice of Bylaw Violation Dispute Adjudication Bylaw 8122, Amendment Bylaw 9719;*
 - (c) *Municipal Ticket Information Bylaw 7321, Amendment Bylaw 9720; and*
 - (d) *Consolidated Fees Bylaw 8636, Amendment Bylaw 9721;*

General Purposes Committee
Monday, June 5, 2017

- (2) *a Full Time Sign Inspector position and the associated costs, to provide outreach and enforcement of the Sign Regulations, be considered during the 2018 budget process;*
- (3) *Richmond Zoning Bylaw, Amendment Bylaw 9723 to make housekeeping adjustments that align with the new Sign Regulation Bylaw be introduced and given first reading; and*
- (4) *That Sign Regulation Bylaw 9700 be reviewed in one year.*

was then called and it was **CARRIED** with Mayor Brodie, Cllrs. Au, Dang, McPhail opposed.

3. BUSINESS LICENCE BYLAW NO. 7360, AMENDMENT BYLAW NO. 9722

(File Ref. No. 12-8060-20-009722) (REDMS No. 5389421)

In reply to a query from the Chair, Ms. Edwards advised that staff are examining how other municipalities administer taxicab licences.

Discussion took place on the potential to revise the City's current practice with regard to administering taxicab licences, and it was suggested that the matter be referred to staff.

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

It was moved and seconded

- (1) *That Business Licence Bylaw No. 7360, Amendment Bylaw No. 9722, which increases the maximum number of Class A Taxicabs to 124 and Class N Taxicabs to 48, be given first, second and third readings; and*
- (2) *That staff report back with criteria upon which taxicab licences may be issued by staff.*

CARRIED

FINANCE AND CORPORATE SERVICES DIVISION

4. ECONOMIC IMPACT ASSESSMENT OF RICHMOND OLYMPIC OVAL

(File Ref. No. 08-4150-01) (REDMS No. 5394278)

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Neonila Lilova, Manager, Economic Development, reviewed the economic impact assessment of the Richmond Olympic Oval.

General Purposes Committee

Monday, June 5, 2017

In reply to queries from Committee, Ms. Lilova advised that (i) capital and operating costs were fed into the BC Input-Output Model that uses industry multipliers to assess impacts, and (ii) lift in property values is a measure often used to assess the feasibility and economic impact of large facilities like sports stadiums.

Discussion took place and Committee spoke on the development of the Richmond Olympic Oval and various aspects of the project that were made possible as a result of the City's ability to leverage with the Vancouver Organizing Committee.

It was moved and seconded

- (1) *That the staff report titled "Economic Impact Assessment of Richmond Olympic Oval", dated May 16, 2017 from the General Manager, Finance and Corporate Services, be received for information; and*
- (2) *That the proposed communications campaign in the above staff report, highlighting the economic impacts and benefits of the Richmond Olympic Oval to the community, be implemented.*

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:19 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, June 5, 2017.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Legislative Services Coordinator



Finance Committee

Date: Monday, June 5, 2017

Place: Anderson Room
Richmond City Hall

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

Call to Order: The Chair called the meeting to order at 5:20 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Finance Committee held on May 1, 2017, be adopted as circulated.

CARRIED

Councillor Au left the meeting (5:21 p.m.).

RICHMOND OLYMPIC OVAL CORPORATION

-
1. **RICHMOND OLYMPIC OVAL CORPORATION – 1st QUARTER
2017 FINANCIAL INFORMATION**
(File Ref. No.) (REDMS No.)

It was moved and seconded

That the report on the first quarter Financial Information ended March 31, 2017 for the Richmond Olympic Oval Corporation from the Controller of the Richmond Olympic Oval Corporation be received for information.

CARRIED

1.

Finance Committee
Monday, June 5, 2017

Councillor Au returned to the meeting (5:22 p.m.).

FINANCE AND CORPORATE SERVICES DIVISION

2. 2016 ANNUAL REPORT AND 2016 ANNUAL REPORT – HIGHLIGHTS

(File Ref. No.) (REDMS No. 5387148)

Ted Townsend, Director, Corporate Communications and Marketing, accompanied by Jerry Chong, Director, Finance, distributed an extract of the 2016 Annual Report (copy on file, City Clerk's Office), and noted that the "Richmond at a glance" document provides condensed highlights of the City's annual report.

In reply to queries from Committee, Mr. Townsend advised that the annual report is anticipated to be brought forward for Council consideration at the June 26, 2017 Council meeting, following public inspection. Also, Mr. Chong highlighted that the City is pleased to be awarded the Canadian Award for Financial Reporting for the 14th consecutive year.

It was moved and seconded

That the reports titled, "City of Richmond 2016 Annual Report" and the "2016 Annual Report – Highlights" be approved for public discussion.

CARRIED

3. FINANCIAL INFORMATION – 1ST QUARTER MARCH 31, 2017

(File Ref. No.) (REDMS No. 5373330 v. 3)

It was moved and seconded

That the staff report titled, "Financial Information – 1st Quarter March 31, 2017", dated May 11, 2017 from the Director, Finance be received for information.

The question on the motion was not called as in reply to a query from Committee, Cindy Gilfillan, Manager, Financial Reporting, advised that business licence data is collected at a specific point in time; however, staff would examine how this information is reported for future reports.

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

4. 2018-2022 BUDGET PROCESS

(File Ref. No. 03-0970-01) (REDMS No. 5355131)

It was moved and seconded

(1) That the staff report titled "2018-2022 Budget Process" dated May 4, 2017 from the Director, Finance be received for information, and

Finance Committee
Monday, June 5, 2017

- (2) *That the services as presented in Attachment 2 of the staff report be approved as the base for the 2018 budget.*

CARRIED

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:26 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Finance Committee of the Council of the City of Richmond held on Monday, June 5, 2017.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Legislative Services Coordinator



Planning Committee

Date: Tuesday, June 6, 2017

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au
Councillor Alexa Loo
Councillor Harold Steves (entered at 4:01 p.m.)
Mayor Malcolm Brodie

Also Present: Councillor Carol Day

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

Cllr. Steves entered the meeting (4:01 p.m.).

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on May 16, 2017, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

June 20, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

Planning Committee
Tuesday, June 6, 2017

COMMUNITY SERVICES DIVISION

1. **HOUSING AGREEMENT BYLAW NO. 9728 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 9491, 9511, 9531, 9551, 9591 ALEXANDRA ROAD (POLYGON TRAFALGAR SQUARE DEVELOPMENTS LTD.)**

(File Ref. No. 08-4057-05) (REDMS No. 5405184 v. 2)

In reply to queries from Committee, Joyce Rautenberg, Affordable Housing Coordinator, noted that approximately 5% of the units in the development will be allocated for affordable housing.

It was moved and seconded

That the Housing Agreement (Polygon Trafalgar Square Development Ltd.) Bylaw No. 9728 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of Section 483 of the Local Government Act, to secure Affordable Housing Units required by Rezoning Application 16-734204.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY NEW CONTINENTAL PROPERTIES INC. AND AFFILIATES FOR REZONING OF THE PROPERTIES AT 8320, 8340, 8360 & 8440 BRIDGEPORT ROAD FROM "LAND USE CONTRACT 126"; AT 8351 SEA ISLAND WAY FROM "LAND USE CONTRACT 126"; AND, AT 8311 SEA ISLAND WAY FROM "AUTO-ORIENTED COMMERCIAL (CA)" AND "LAND USE CONTRACT 126" TO "HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY"**

(File Ref. No. RZ 13-628557) (REDMS No. 5180246)

Wayne Craig, Director, Development, and Janet Digby, Planner 3, reviewed the application, highlighting that (i) the proposed development may accommodate retail, hotel, office, restaurant and education space, (ii) the proposed development will be in proximity to the Canada Line, (iii) the proposed development's design will be consistent with the City Centre Area Plan (CCAP), (iv) the proposed development will provide a cash-in-lieu contribution towards community amenities and a voluntary cash contribution for local area connectivity improvements, (v) the proposed development will provide frontage and lane improvements as well as water main and sewer upgrades, and (vi) the proposed development will comply with the maximum density and the maximum building height permitted within the CCAP.

Planning Committee
Tuesday, June 6, 2017

Discussion ensued with regard to (i) the varying heights of the proposed development's buildings, (ii) the area of the proposed development that will be allocated for educational uses, (iii) utilizing transit passes and transit shuttles to reduce parking demand, (iv) the site's parking rate, and (v) traffic management in the surrounding area.

In reply to queries from Committee, Mr. Craig and Victor Wei, Director, Transportation, noted that (i) a legal agreement through the rezoning process will be utilized to secure transit passes for students and education staff, (ii) dorm facilities have been excluded to restrict long-term residential use on the site, (iii) there is a long-term plan to convert bike lanes into bike boulevards in the city centre area, and (iv) funds to secure the Capstan Canada Line Station are being collected and staff anticipate all funds required for the station should be in place within the next 12 to 24 months.

It was moved and seconded

- (1) That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:**

- (a) adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and**
- (b) or the above-noted properties, providing for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses,**

be introduced and given first reading;

- (2) That Bylaw 9628, having been considered in conjunction with:**

- (a) The City's Financial Plan and Capital Program; and**
- (b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**

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

- (3) That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and**

Planning Committee
Tuesday, June 6, 2017

- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, to create the "High Rise Commercial (ZC39) – Bridgeport Gateway" zone and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126", the property at 8351 Sea Island Way from "Land Use Contract 126", and the property at 8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to a new site-specific zone, "High Rise Commercial (ZC39) – Bridgeport Gateway" and to discharge "Land Use Contract 126", entered into pursuant to "Beldee Holdings/ CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979", (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), be discharged for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way be introduced and given first reading.*

CARRIED

3. APPLICATION BY MAXIMR ENTERPRISES LTD. FOR REZONING AT 7591 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH1)

(File Ref. No. RZ 16-724066) (REDMS No. 5397986)

In reply to queries from Committee, Cynthia Lussier, Planner 1, noted that the most suitable place for the proposed sun decks would be facing the rear lane, on the same level as the living space.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9724, for the rezoning of 7591 Williams Road from the "Single Detached (RS1/E)" zone to the "Coach Houses (RCH1)" zone, be introduced and given first reading.

CARRIED

4. APPLICATION BY KANARIS DEMETRE LAZOS FOR A HERITAGE ALTERATION PERMIT AT 12111 3RD AVENUE (STEVESON HOTEL)

(File Ref. No. HA 17-766440) (REDMS No. 5394773)

It was moved and seconded

That a Heritage Alteration Permit to authorize the removal of a window from the front (east) elevation and to replace it with a new entry and door to match an existing door in the front (east) elevation of the heritage-protected property at 12111 3rd Avenue, be issued.

CARRIED

Planning Committee
Tuesday, June 6, 2017

5. RICHMOND RESPONSE: THE VANCOUVER INTERNATIONAL AIRPORT AUTHORITY (YVR) 2037 MASTER PLAN HIGHLIGHTS DOCUMENT

(File Ref. No. 01-0153-01) (REDMS No. 5390227 v. 2)

Terry Crowe, Manager, Policy Planning, and Tina Atva, Development Coordinator, reviewed Richmond's response to Vancouver International Airport Authority's (YVR) 2037 Master Plan Highlights Document, noting that YVR will be considering options for (i) a third runway, (ii) a high capacity vehicle lane for the airport, (iii) the extension of Templeton Road, (iv) pedestrian and cycling amenities, and (v) a regional airport strategy.

Discussion ensued with regard to the potential location of a third runway.

In reply to queries from Committee, Mr. Crowe and Ms. Atva noted that (i) the City will request that YVR provide a final copy of the Master Plan to the City for comment prior to submission to the Minister of Transport, (ii) YVR plans to maximize the existing runway capacity before considering a third runway, and (iii) YVR discusses some airport issues with airports in the region.

It was moved and seconded

- (1) *That the Vancouver International Airport Authority (YVR) be advised that the City of Richmond supports YVR's 2037 Master Plan Highlights document outlining YVR's plans to grow to an estimated 35 million passengers by 2037 and that YVR:***
- (a) *Maximize the capacity of all existing runways, justify the need for any future runway and work with the City to protect the City's interests prior to pursuing any new runway;***
 - (b) *Maintain existing transportation capacity on Sea Island for non-airport users, including the preservation of the existing lanes on the Arthur Laing Bridge, Moray Channel Swing Bridge, the Airport Connector Bridge, and Russ Baker Way for both airport and non-airport traffic;***
 - (c) *Explore alternatives to the proposed extension of Templeton Road which may include widening existing corridors, a more effective use of Cessna Drive and encouraging alternate modes of travel;***

Planning Committee
Tuesday, June 6, 2017

- (d) Continue to minimize and mitigate noise, light and other impacts on Richmond residents that may result from airport-related activities; and*
- (e) That the City of Richmond be provided a copy of the final comprehensive YVR 2037 Master Plan document for comment, before it is submitted to the Minister of Transport for approval;*
- (2) That the City and the Vancouver International Airport Authority (YVR) continue to work together to coordinate land use, transportation, transit, servicing, amenity and environmental planning;*
- (3) That the Vancouver International Airport Authority (YVR), in conjunction with other regional airports and stakeholders (e.g., NAV CANADA), be encouraged to prepare a Regional Airport Strategy; and*
- (4) That a copy of this report be forwarded to the Vancouver International Airport Authority (YVR).*

CARRIED

6. RICHMOND HERITAGE COMMISSION 2016 ANNUAL REPORT AND 2017 WORK PROGRAM

(File Ref. No. 01-0100-30-HCOM1-01) (REDMS No. 5387270)

Helen Cain, Planner 2, reviewed the Richmond Heritage Commission's 2016 activities, noting that the Commission will continue to review heritage applications, sponsor community events and projects, and be involved in the City's policy work.

Committee thanked the Commission work their work in the community.

It was moved and seconded

- (1) That the staff report, "Richmond Heritage Commission 2016 Annual Report and 2017 Work Program", dated May 15, 2017, from the General Manager, Planning and Development, be received for information; and*
- (2) That the Richmond Heritage Commission 2017 Work Program, as presented in this staff report, be approved.*

CARRIED

Planning Committee
Tuesday, June 6, 2017

7. ADVISORY COMMITTEE ON THE ENVIRONMENT 2016 ANNUAL REPORT AND 2017 WORK PROGRAM

(File Ref. No. 01-0100-30-ACEN1-01) (REDMS No. 5384842)

Kevin Eng, Planner 2, and Lorne Wise, member of the Advisory Committee on the Environment (ACE) reviewed ACE's 2016 activities, noting that (i) the Committee will continue to promote awareness on sustainability and dialogue on city issues such as the development of the Garden City Lands and the George Massey Tunnel Replacement Project, (ii) ACE assisted with the City's Dike Master Plan, and (iii) ACE would like to be involved in the review of the City's tree protection policies.

Discussion ensued with regard to (i) the City's urban forest and tree protection strategies, (ii) utilizing drought-resistant species of trees in the city, (iii) utilizing water bags to preserve trees, and (iv) the proper methods of planting trees.

In reply to queries from Committee, Cathryn Volkering Carlile, General Manager, Community Services, noted that the City uses tree water bags and encourages the public to water trees during dry conditions. She added that the City will consult with ACE on the development of an urban forest management plan.

Committee thanked ACE for their work in the community.

It was moved and seconded

- (1) That the staff report titled "Advisory Committee on the Environment 2016 Annual Report and 2017 Work Program", dated May 3, 2017 from the General Manager, Planning and Development, be received for information; and*
- (2) That the Advisory Committee on the Environment 2017 Work Program, as presented in this staff report, be approved.*

CARRIED

8. UPDATE: PROPOSED STEVESTON AREA PLAN VILLAGE CONSERVATION AND LONG-TERM STREETScape VISIONS FOR BAYVIEW, MONCTON AND CHATHAM STREETS

(File Ref. No. 08-4045-20-04) (REDMS No. 5346627)

With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office), Ms. Cain and Sonali Hingorani, Transportation Engineer, reviewed the proposed Steveston Area Plan, highlighting proposed considerations for the (i) preservation of heritage and urban design, (ii) streetscape enhancements, (iii) design guidelines for exterior finishes, (iv) density and building height for developments in the Steveston Village, (v) potential rooftop structures, (vi) future development along the waterfront, and (vii) traffic and parking options.

Planning Committee

Tuesday, June 6, 2017

In reply to queries from Committee, Mr. Crowe spoke on the consultation process, noting that open houses will be scheduled for the public and for Steveston Village business and property owners and consultation meetings will be scheduled for other stakeholders.

Cllr. Au left the meeting (5:03 p.m.) and returned (5:04 p.m.).

Discussion ensued regarding limiting parking and traffic in the area and providing public access to the waterfront.

In response to queries from Committee, staff noted that (i) there are no plans to implement paid street parking in the area, (ii) there may be a limitation on regulating parking fees on private property, and (iii) the City will work with TransLink on an off-street bus exchange in the area.

Cllr. Day left the meeting (5:11 p.m.) and returned (5:12 p.m.).

Discussion ensued with regard to (i) expanding proposals to include areas east of No. 1 Road, (ii) using alternative materials for the pedestrian walkways, (iii) developing a tram line in the area, (iv) restricting street art in the area, (v) discussing the size of buildings that will be permitted along the waterfront, and (vi) relocating the handicap parking.

Ken Chow, representing Interface Architecture, expressed concern that the proposals for the Steveston Village may negatively impact a rezoning application in the area.

Staff noted that the application in question is outside of the proposal area. The Chair added that the applicant is welcome to discuss any concerns with staff.

Lorne Sly, 11911 3rd Avenue, commented on the proposals for Steveston Village and expressed concern with regard to the limited resident parking in the area.

In reply to queries from Committee, Mr. Wei noted that TransLink is currently undergoing public consultation on options for an off-street bus exchange in the Steveston Village.

Discussion took place on the consultation process for the proposed Steveston Area Plan and Mr. Crowe noted that staff anticipate that the public consultation will be completed by the end of July 2017 and staff can report back to Council in October 2017.

It was moved and seconded

That Council direct staff to undertake public consultations regarding the proposed Steveston Area Plan Village Conservation changes and the proposed long-term streetscape vision for Bayview Street, Moncton Street and Chatham Street, to be completed by July 31, 2017 as outlined in the report, and report back to Planning Committee in October 2017 on the feedback and recommendations.

CARRIED

Planning Committee
Tuesday, June 6, 2017

9. MANAGER'S REPORT

Non-Farm Use Application for Former Mylora Site

Mr. Craig advised that the executive committee of the Agricultural Land Commission (ALC) has denied the non-farm use application for the former Mylora site and that the applicant will not seek an appeal on the decision, has withdrawn their application and are actively considering selling the property.

Discussion ensued with regard to the ALC's approval process and the potential implication of the decision to the City's No. 5 Road Backlands Policy.

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

It was moved and seconded

That staff write a letter to Agricultural Land Commission seeking clarification on the recent denial of the Mylora non-farm use application and the implication to the City's No. 5 Road Backlands Policy.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:35 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, June 6, 2017.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator



City of Richmond

Report to Committee

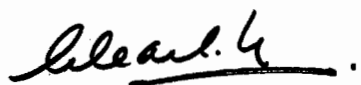

To: Parks, Recreation and Cultural Services Committee
From: Mike Redpath
Senior Manager, Parks
Date: May 9, 2017
File: 06-2345-20-STEVE2/Vol 01
Re: Steveston Community Park Playground Renewal Preferred Concept Plan

Staff Recommendation

1. That the Steveston Community Park Playground Renewal Preferred Concept Plan as detailed in the staff report titled "Steveston Community Park Playground Renewal Preferred Concept Plan," dated May 9, 2017, from the Senior Manager, Parks, be coordinated with the planning for the Steveston Community Facility Replacement Project and at the conclusion of that planning process, staff bring forward a report outlining the next steps for renewal of the playground.

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

Att. 8

REPORT CONCURRENCE		
ROUTED TO: Recreation Services	CONCURRENCE <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: OB	APPROVED BY CAO (ACTING) 

Staff Report

Origin

At the February 10, 2015 Council meeting, The following resolution was adopted;

"That staff commence a park planning process for the renewal of the playground located in Steveston Community Park as outlined in the staff report titled 'Steveston Community Society Contribution to Steveston Community Park Playground Renewal,' dated January 9, 2015, from the Senior Manager, Parks.

The report was prepared in response to a letter received in November 2014, addressed to the Senior Manager, Parks, from the Steveston Community Society expressing an interest to make a contribution towards the renewal of the Steveston Community Park playground. Council approved the staff recommendation and the first phase of the planning process commenced in late 2015.

The purpose of this report is to summarize the Steveston Community Park Playground Renewal process to date and describe the Steveston Community Park Playground Renewal Preferred Concept Plan (the Concept Plan) (Attachment 1).

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.

2.1. *Strong neighbourhoods.*

2.3. *Outstanding places, programs and services that support active living, wellness and a sense of belonging.*

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

3.2. *A strong emphasis on physical and urban design.*

This report supports Council's 2014-2018 Term Goal #9 A Well-Informed Citizenry:

Continue to develop and provide programs and services that ensure the Richmond community is well-informed and engaged on City business and decision making.

9.1. *Understandable, timely, easily accessible public communication.*

9.2. *Effective engagement strategies and tools.*

Analysis

Background

Steveston Community Park is a highly popular 30 acre recreational, cultural and community-oriented hub centrally located in the Steveston area. It is designated as a Community Park, however, due to its prominent location within the historic Steveston Village; it attracts visitors and tourists from across Richmond and beyond. Steveston Community Park supports multiple functions including active sport use, informal community use, and hosts a variety of facilities, attractions, and events such as the Steveston Community Centre, Steveston Interurban Tram, Steveston Martial Arts Centre and annual Steveston Salmon Festival.

Due to the Steveston Community Park playground's highly accessible and prominent location within Steveston Village near the intersection of No.1 Road and Moncton Street, it is very well-used and functions as a destination playground.

Current Playground Condition

The most recent extensive upgrade to the Steveston Community Park playground took place in 2003 and included significant expansion of its footprint, creation of separate preschool and school-aged play areas and upgrades to existing structures, such as the iconic trawler structure.

The adjacent water park was built in 2006 and in 2014 the highly popular slide mound was reconstructed.

While all of the equipment and surfacing in the Steveston Community Park playground meet current safety standards as per the City's maintenance and inspection programs, some areas of the playground are reaching the end of their life cycle or are potentially underutilized and community users have voiced a desire for upgraded playground equipment and alternative surfacing.

Steveston Community Park Playground Renewal Process

The Steveston Community Park playground renewal process provides an opportunity to take a holistic approach towards the future renewal of this important playground. To date, the process has, and will continue to be, conducted in phases to allow community input at key milestones ensuring a transparent and inclusive process.

The image below illustrates the various stages in phase one and phase two of the park planning process:



Public engagement has been a key part of the development of concepts for the renewal of the playground. Public open houses and the use of Let's Talk Richmond have allowed for broad consultation with park users and the general public. In addition, Parks staff have consulted with Steveston Community Centre preschool teachers, an Inclusive Design Specialist from the Rick Hansen Foundation, and the Steveston Community Society Playground Re-design Committee.

Phase One: Community Engagement

Spring Break Workshops

City Parks staff led two design workshops with children attending spring break camps at the Steveston Community Center in March 2016. One workshop was held for children between the ages of six and eight years old and the other for children between the ages of eight and 12 years old. Approximately 12 children participated in each workshop. Through a variety of activities, the children were invited to identify their favorite existing playground elements and design their ideal future playground. The children participating were excited and eager to share their opinions and ideas about the Steveston Community Park playground.

Public Open House

A public open house was held adjacent to the Steveston Community Park playground in late March 2016. The public open house was well attended with approximately 160 people participating.

The drop-in style open house was formatted to gain insight into community opinions about the current playground conditions and ideas for its potential future renewal. There were display boards with background information that explained the planning process, provided a brief history

of Steveston Village, and the Steveston Community Park playground and an overview of the existing playground conditions (Attachment 2).

Participants were invited to provide input in several different ways including voting on their favourite existing playground elements or by completing a survey (Attachment 3).

Let's Talk Richmond

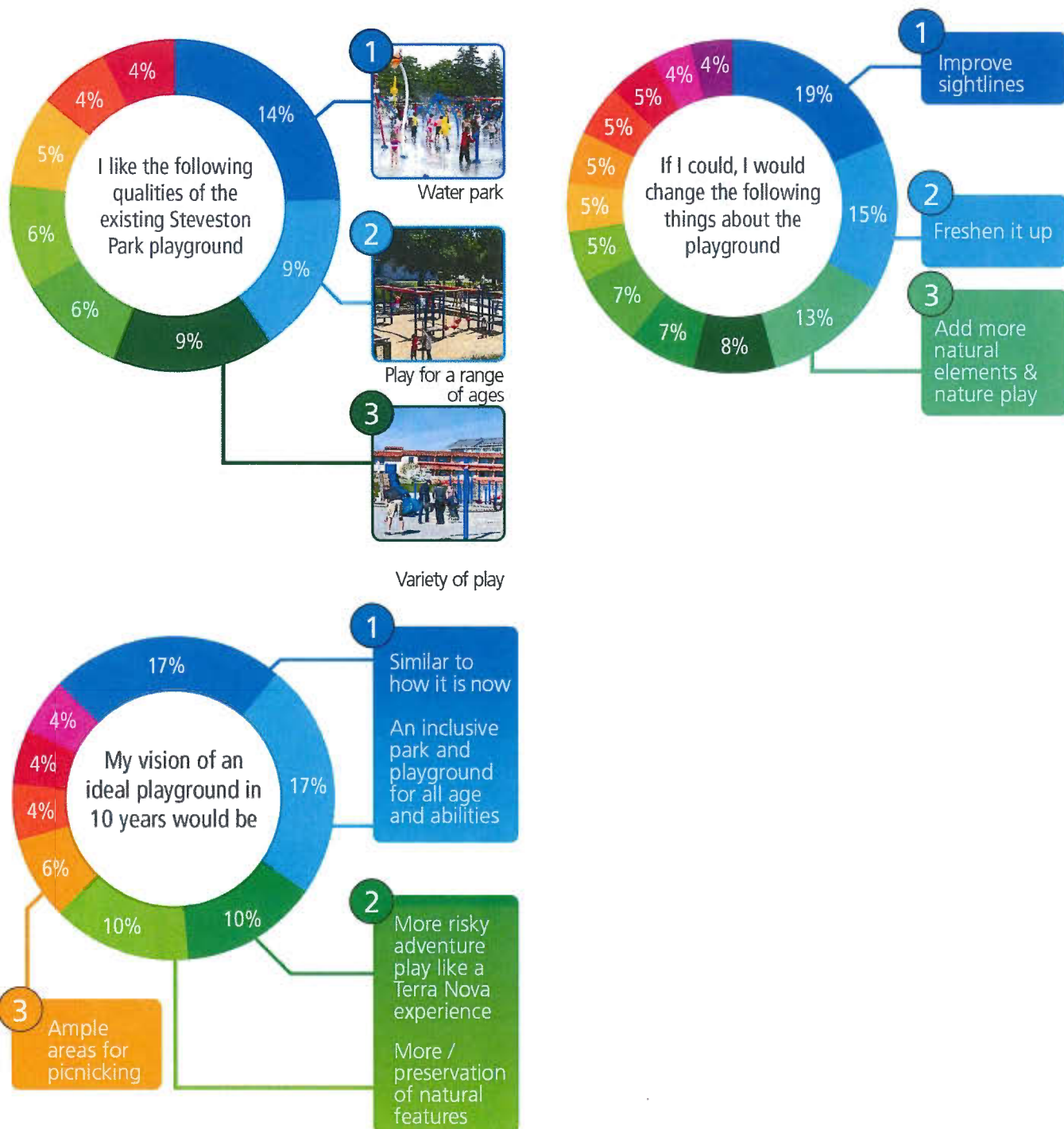
Digital versions of the public open house boards and an online version of the survey were posted on a Let's Talk Richmond webpage from Saturday, March 26, 2016, until Sunday, April 10, 2016, and was promoted on social media including Facebook and Twitter.

The webpage received a total of 332 visitors and 75 surveys were completed online. Meaningful insight into the community's opinions about Steveston Community Park playground's existing conditions and potential for its future renewal was gained.

Community Engagement Results

The input received via the phase one workshops, open house and Let's Talk Richmond webpage were summarized and key findings were identified. Below is a sampling from the summary of the results from the various activities the community was invited to participate in and responses to questions posed.

Select Summary of Results (for the complete summary, see Attachment 4):



Key Findings:

- | | |
|--|---|
| <p>A) Valued aspects of the existing playground:</p> <ul style="list-style-type: none"> a. The variety of play offered for a range of age groups b. The 3 favourite pieces of existing equipment within the playground are: <ul style="list-style-type: none"> i. The Big Blue Slide ii. The swings iii. The train | <p>B) The top concerns about the existing playground are:</p> <ul style="list-style-type: none"> a. Sightlines b. Maintenance / replacement of some of the playground equipment and surfacing <p>C) The community would like to see in their future playground:</p> <ul style="list-style-type: none"> a. A continuation of the variety of play and activities currently offered b. More risky adventure play c. More natural features |
|--|---|

Phase Two: Development of Design Guidelines and Concept Plan Options

Design guidelines and two concept plan options were developed based on the results from the phase one site analysis and community engagement process. The design guidelines build on the Steveston Community Park playground's existing strengths, address community concerns and look forward to imagine how the playground may be renewed in response to shifting and expanding community needs.

Below are the Phase Two Design Guidelines:

- Maintain and expand on the diversity of play opportunities and activities that the park and playground currently offer;
- Retain the most valued components of the playground, which are the big blue slide, the swings and the train;
- Improve sightlines across the playground;
- Provide more challenging adventure play;
- Include more nature play and natural features;
- Offer play for all by including universally accessible activities and surfacing; and
- Celebrate the history of Steveston Village.

The concept plan options titled "Concept Trawler" and "Concept Climber" (Attachment 5) are based on the design guidelines and phase one community engagement process. The main difference between the two is that "Concept Trawler" shows the iconic trawler structure being retained but modified to improve sightlines, which was a major concern from the community, while "Concept Climber" shows the trawler being removed and replaced with adventure play elements with minimal footprints in order to further improve sightlines.

Phase Two: Community Engagement

Public Open House

City Parks staff hosted a drop-in style public open house on July 1, 2016, adjacent to the Steveston Community Park playground as part of the Steveston Salmon Festival. The public open house was formatted to receive feedback on the two concept plan options towards identification and development of a preferred concept plan. The two concept plan options and background information were made available on display boards (Attachment 6). It was a busy day with approximately 300 visitors. City staff and volunteers received many inquiries about the process and valuable comments about the concept plans.

Participants were invited to provide feedback in several different ways including voting on their favourite potential future playground elements and by completing a survey (Attachment 7). The survey questions were formatted to gain insight into which aspects of each concept plan, such as playground surfacing, the size of the sand play area and whether or not the iconic trawler should be retained or replaced, were most supported.

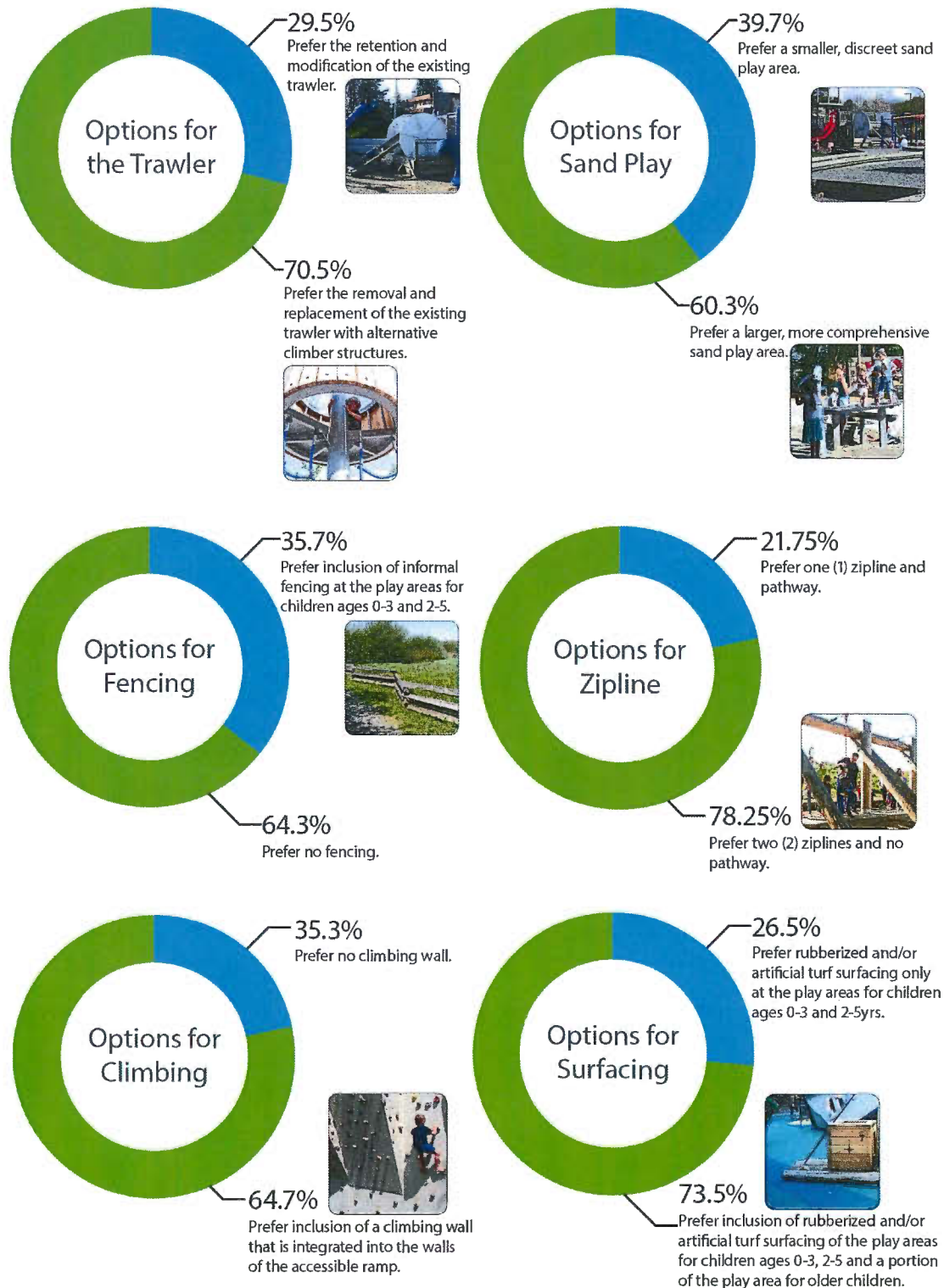
Let's Talk Richmond

The phase two public open house was also supplemented by Let's Talk Richmond. Digital versions of the open house boards and an online version of the survey were posted from Friday, July 1, 2016, until Sunday, July 17, 2016. The phase two Let's Talk Richmond webpage was also promoted on social media including Facebook and Twitter.

The webpage received a total of 264 visitors and a total of 71 surveys were completed in person and online. Insightful and decisive feedback was received and provided clear direction for the development of the preferred concept plan.

Community Engagement Results

Feedback received via the phase two open houses and Let's Talk Richmond webpage was analyzed (Attachment 8). Below is a summary of the results:



Steveston Community Park Playground Renewal Preferred Concept Plan

The Concept Plan (Attachment 1) includes the favoured elements from each of the concept plan options and addresses general comments and concerns received from the community. It features distinct preschool, school-aged and adventure play areas for preteens and young teenagers. Each playground area draws inspiration from Steveston Village's history. For example, a farm village, fisherman's wharf and salmon run adventure themed play areas are included. The concept plan also has a focus on inclusive play for all children and elements that are wheelchair accessible are integrated throughout. The concept plan will guide future renewal of the Steveston Community Park playground and can be adjusted as required in response to the Steveston Community Facility Replacement Project.

The Concept Plan was presented to, and received support from, the Steveston Community Society at their regularly scheduled board meeting on September 20, 2016.

Steveston Community Facility Replacement Projects

Planning for the replacement of the existing Steveston Community Centre and Library is currently underway. A request for proposals has been issued to commence the planning for the replacement of the Steveston Community Centre. Staff will ensure alignment between the Steveston Community Park Playground Renewal Preferred Concept Plan and the Steveston Community Facility Replacement Project planning. Council's endorsement of the proposed Steveston Community Park Playground renewal preferred concept plan will secure the site for future playground development.

Upon completion of the Steveston Community Facility Replacement Project planning process, staff will proceed with detailed design for the Steveston Community Park playground and develop Capital cost estimates for consideration as part of the future Capital budget. The Steveston Community Society has generously offered, as per the report to Council titled "Steveston Community Society Contribution to Steveston Community Park Playground Renewal," dated January 9, 2015, from the Senior Manager, Parks, to contribute 50 per cent of the detailed playground design costs up to \$40,000 and is looking forward to advancing community fundraising efforts.

Next Steps

Once the Steveston Community Facility Replacement Project has advanced, a review of the Concept Plan can be done to ensure that the future building and playground are complementary. Planning for the Steveston Community Facility Replacement Project is scheduled to commence in the Spring of 2017. At that time, staff will report to Council on the revised concept plan and next steps for the Steveston Community Park playground renewal process. Depending on the outcome of the Steveston Community Facility Replacement Project, the next steps could entail:

1. Proceeding with detailed playground design and costing; or
2. Revisiting the concept plan so that it is co-ordinated with the proposed future Steveston Community Centre.

May 9, 2017

- 11 -

Financial Impact

None.

Conclusion

Due to its highly prominent and accessible location within the historic Steveston Village, the Steveston Community Park playground attracts visitors and tourists from across Richmond and beyond and consequently functions as a destination playground. The Steveston Community Park playground renewal process provides an opportunity to take a holistic approach to planning its future evolution. Further planning for the playground will be done in the context of the Steveston Community Facility Replacement Project and the Steveston Community Park Playground Renewal Preferred Concept Plan will be adjusted, as required.



Miriam Plishka, BCSLA, CSLA
Park Planner
(604-233-3310)

- Att. 1: Steveston Community Park Playground Renewal Preferred Concept Plan
- 2: Phase One Public Open House Boards
 - 3: Phase One Survey
 - 4: Phase One Community Engagement Results
 - 5: Steveston Community Park Playground Renewal Concept Plan Options
 - 6: Phase Two Public Open House Boards
 - 7: Phase Two Survey
 - 8: Phase Two Community Engagement Results



LEGEND

- | | | | |
|--|--|--|--------------------------------------|
| 01 SAND PLAY AREA WITH RAISED SAND BEDS | 07 EXISTING RELOCATED TEETER TOTTER | 13 FISHING BOAT WITH NEW CLIMBING NET AND DRUM AND CAPTAIN'S WHEEL FROM EXISTING TRAWLER | 19 NET BASKET SPINNER |
| 02 TRAIN STATION WITH SLIDE | 08 EXISTING TRAIN | 14 IN-GROUND TRAMPOLINE | 20 WIDENED BOARDWALK |
| 03 FARM VILLAGE WITH PLAY PANELS | 09 TRAIN TRACK PATTERN IN RUBBERIZED SURFACING | 15 EXISTING RELOCATED RING SPINNER | 21 HANG OUT HAMMOCK |
| 04 RUBBERIZED SURFACE WITH HISTORIC RICHMOND FARM PATTERNING | 10 ACCESSIBLE BOARDWALK - FLUSH WITH ADJACENT SURFACING | 16 EXISTING RELOCATED SPICA SPINNER | 22 BOARDWALK EXTENSION |
| 05 BRIDGE OVER SAND PLAY AREA | 11 SAUCER SWING | 17 PIER PILE PARKOUR CIRCUIT | 23 SHIP WRECK ADVENTURE PLAY |
| 06 TODDLER SWINGS WITH INTERGENERATIONAL SEAT | 12 RIVER PATTERN IN RUBBERIZED SURFACING - SLOPING DOWN TO ENGINEERED WOOD FIBRE SURFACING | 18 ENGINEERED WOOD FIBRE SURFACING | 24 EXISTING MOUND AND BIG BLUE SLIDE |
| | | | 25 WIND SOCKS |
| | | | 26 EXISTING MODIFIED BRIDGE |

Welcome to reIMAGINE Steveston Playground



Why are we here today?



The City of Richmond Parks Department is continually working to improve the quality of play experiences throughout the city. City Parks staff, in collaboration with the Steveston Community Society, are working towards the development of a concept plan for the future renewal of the Steveston Community Park playground. This open house is the first step in a phased public consultation process, and is intended to gather community input that will be used to develop concept options.

Where are we in the process?

- This is the first public open house and start of the Steveston Community park playground renewal planning process

WE ARE HERE

Inventory and Analysis

Public Open House 1 - March 26

Concept Options Development

Public Open House 2

Preferred Concept Development

Final Concept Plan & Report to Council

Next Steps

- Community input gathered at this open house will be used to inform the development of concept options
- The concept options will be presented to the public at a second open house in May, 2016
- Feedback gathered at the second open house will be used in the development of a preferred concept plan
- The preferred concept plan will be presented to the public at a third open house on July 1st, 2016 at the Steveston Salmon Festival
- A report and presentation will be made to Council of the preferred concept and supporting material for their approval in September, 2016

INTRODUCTION

CITY OF RICHMOND, PARKS DEPARTMENT • www.richmond.ca/parks/projects • email: parks@richmond.ca



Site Context

Steveston Community Park Playground is situated within Steveston Village, which has strong historical ties to the fishing and canning industries. Many components of the playground, such as the trawler, relate to the area's past and reinforce its character. Below is a brief timeline of Steveston Village post European settlement, in order to provide context for the site and area.

1877

Marshall Steves, Steveston Village's namesake, settles in the area.



late 1880's – mid 1900's

By the 1880's, with 45 canneries in the area, fishing and canning were the largest industries in Steveston.



The fishing and canning industries attracted large numbers of Japanese, Chinese, First Nations, and European workers every summer, many of whom settled here. The fishing and canning industries sparked the development of a significant boatbuilding and shipbuilding industry, as canned salmon from Steveston was shipped around the world.



1994

In 1994, The Gulf of Georgia Cannery building was re-opened as a National Historic Site of Canada and received an award for Canada's best historic site.



Steveston's son, William Herbert, developed the townsite, which officially became named Steveston at that time.

1889



The Gulf of Georgia cannery was built and was the largest cannery in British Columbia at the time.

1894



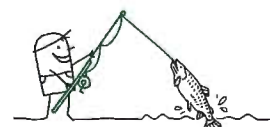
After WWII, Steveston developed into a residential community. In the late part of the 1900's, the cannery industry slowly declined, and came to a close in the 1990's. The Steveston community continues to nurture its heritage character and its scenic waterfront making it one of the top tourist attractions in the Greater Vancouver Regional District.

mid to late 1900's



FUN FACT:

Salmon canning was so prolific in Steveston in the late 1800's that the area became known as "Salmonopolis".



Site History

Steveston playground has a long and rich history almost as interesting as Steveston Village. Since the first playground was built on the site in 1942, it has been redesigned, replaced, and retrofitted several times. Below is a brief history of the playground to date.



1942

The Steveston Community Society purchased the site and donated it to the City, at which point the first playground was built.



1980s

In the late 1980's to early 1990's, the playground was redesigned and elements such as the trawler and a boat were added, establishing a fishing village theme for the playground, connecting it to Steveston's history.



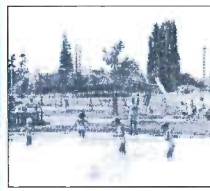
2003

The playground was renovated and expanded. Separate preschool and school aged areas were added. Existing structures that were retained, such as the iconic trawler, received safety upgrades. At this point, accessible boardwalks were added.



2014

Extensive structural reconstruction was performed on the slide mound.



In the 1970's the playground was upgraded and an outdoor pool was added.

1970s

Steveston Park - Long-Term Vision



An overall vision was developed for the park.

2000



In 2006, the waterpark was built.

2006



TODAY - March, 2016, the start of a public consultation process towards the development of a playground renewal concept plan initiated by a contribution made by the Steveston Community Society.

2016

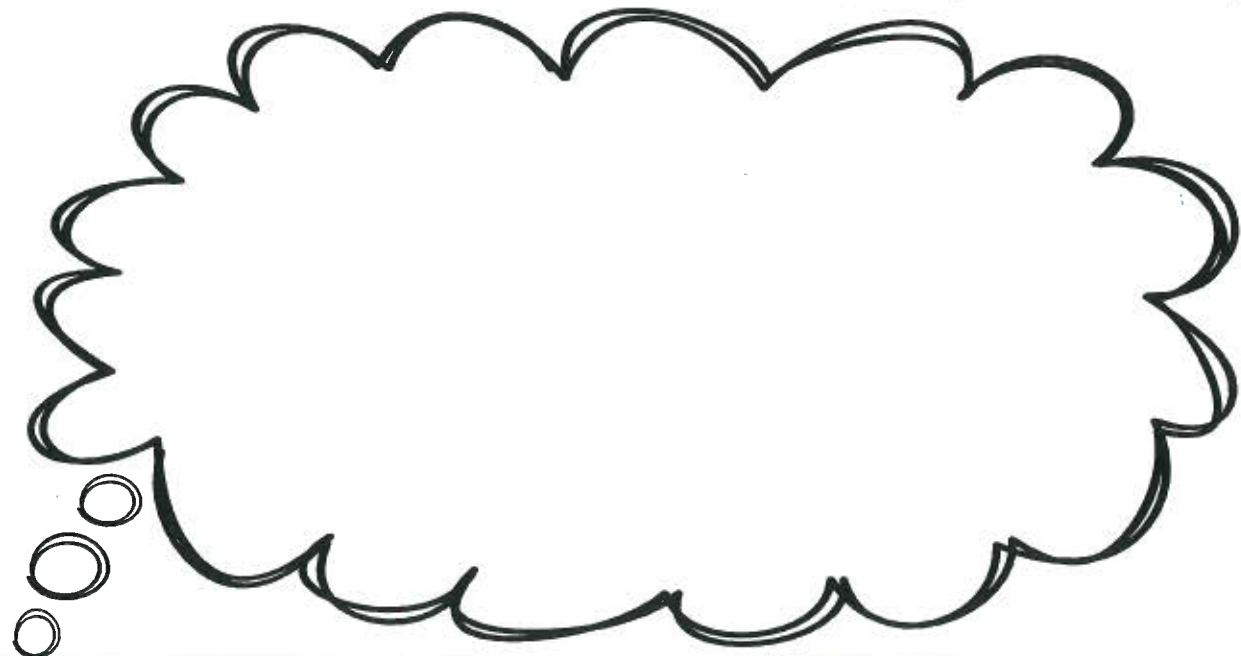
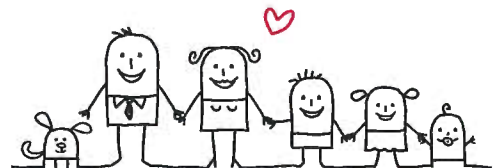
HISTORY

CITY OF RICHMOND, PARKS DEPARTMENT • www.richmond.ca/parks/projects • email: parks@richmond.ca



Share your Memories

Generations of Richmond residents have been playing at the Steveston Community Park playground since the first one was built in 1942. People who played at the playground as children, may now be adults bringing their children or grandchildren here to play. If you have any memories or stories about the playground that you would like to share, please write them on a sticky note and place them on this board.



SHARE YOUR MEMORIES

CNCL - 57

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Page 2/4



Current Conditions

The Steveston playground was built and altered over time, and because of this, some playground equipment has received more wear and tear than others. As a result, some equipment may need to be replaced or upgraded sooner than others. The adjacent map provides an overview of the current conditions of the playground equipment.

If you have any thoughts about the existing playground that you would like to share, please write them on a sticky note and place them on this board.



LEGEND

- Primary Pedestrian Circulation
- - - Secondary Pedestrian Circulation
- Areas that have been upgraded recently and that are still in good condition
- Areas that are reaching the end of their life cycle and are in need of near future replacement
- Iconic and historic elements
- Potentially underutilized areas
- Areas still in good condition. Near future replacement will be dependent on public input.

CURRENT CONDITIONS

CITY OF RICHMOND, PARKS DEPARTMENT • www.richmond.ca/parksprojects • email: parks@richmond.ca



reIMAGINE Character

Playgrounds can span a wide range of character styles from very natural to very urban, and everything in between.

Some of the most well loved playgrounds reflect their context, reinforcing the character and history of the community that they are located within. Below are a range of images showing many different styles of playgrounds. Place sticker dots on images that you think reflect the Steveston Community and that are most appropriate for the character of the future playground renewal.



reIMAGINE CHARACTER: Playground Types

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reIMAGINE Play

From active adventure play to quiet play, park playgrounds can offer a range of experiences. Steveston Community park playground currently offers a diversity of activities for children of different ages. Is there anything that you would like to see added or that you would like to see more of? Place sticker dots on images of activities or elements that you would like added or increased in the future renewal of the Steveston Community Park playground



ACTIVE



SOCIAL CREATIVE



reIMAGINE PLAY: Playground Elements



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reIMAGINE Steveston Community Park Playground Survey

Thank-you for attending the reIMAGINE Steveston Community Park Playground Open House. Your ideas and comments are important as we begin the planning process for the future of the Steveston Park Playground.

Please take a few minutes to complete this survey before leaving today.
Alternatively you can complete the survey online at LetsTalkRichmond.ca.
The deadline to submit your survey is midnight, Sunday, April 10, 2016.

Input received will contribute to the development of concept plan options, which will be distilled into a preferred concept plan for City Council review and approval.

Here is my feedback:

1. I like the following qualities of the existing Steveston Park Playground:

2. If I could, I would change the following things about the playground:

3. My vision of an ideal Steveston Park Playground in 10 years is:

4. My other comments / questions are:

A little about me:

My postal code is: _____

I live in Richmond: Yes ___ No ___

I visit / use Steveston Park Playground this often: About once a year ___ About once a month ___ About once a week ___ More than once a week ___

How did you hear about this Open House (check all that apply)?

- Newspaper Advertisement ____
 - If yes: which paper: Richmond News____ or Ming Pao____
- Newspaper story
 - If yes: which paper: _____
- City of Richmond website (Richmond.ca) ____
- LetsTalkRichmond.ca website ____
- Twitter____
- Facebook____
- Word of Mouth ____
- Came across it unexpectedly ____
- Other ____

Other ways to provide input and stay up to date on this project:

1. Complete the survey online and / or learn about project updates at:
www.letstalkrichmond.ca
2. Drop off or mail your completed survey or other comments to:
City of Richmond
Parks Planning, Community Services Department
5599 Lynas Lane, Richmond, BC, V7V 5B2

Thank-you for your time and feedback.

Steveston Playground: Phase One Public Engagement Results

SPRING BREAK DESIGN WORKSHOPS

City staff held **two design workshops with children** at the Steveston Community Centre Spring Break camps. One workshop was with **6-8 year olds**, the other was with **8-12 year olds**. Around a dozen children participated in each workshop.

The workshops were formatted so that City staff could learn what existing playground equipment the children liked and disliked and what their vision of an ideal playground is. For the first activity, children were asked to write their opinions about the existing playground equipment on sticky notes and place them on an aerial map of the playground. For the second activity, children were provided with play dough to create their ideal playground with, and then asked to share their ideas with the group.

Questions asked...

A

My favorite existing playground elements are...

B

My ideal playground would include...

Workshop Results: 6-8 yrs

A



Big Blue Slide

2



Big Swings

3



Big Playground

B



Zipline

2



Monkey Bars

3



Swings



Natural elements

Workshop Results: 8-12 yrs

A

1



Big Blue Slide

2



Trawler

3



big Swings

B

1



Zipline

2



Challenging Climbing Equipment

3



Lots of swings

4



REALLY big slide

PUBLIC OPEN HOUSE + ONLINE OUTREACH

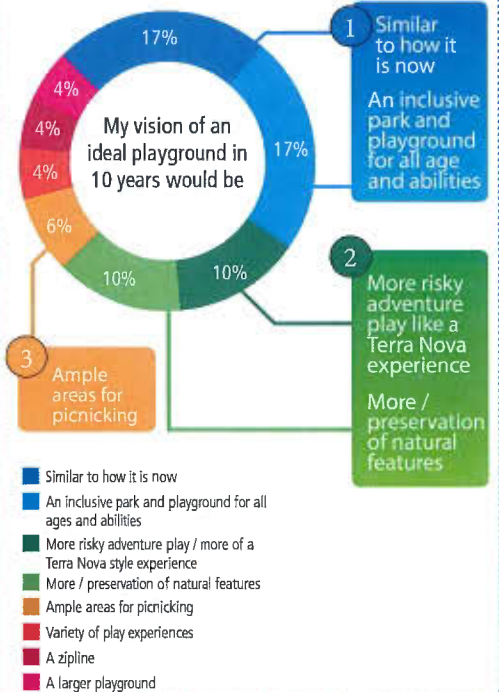
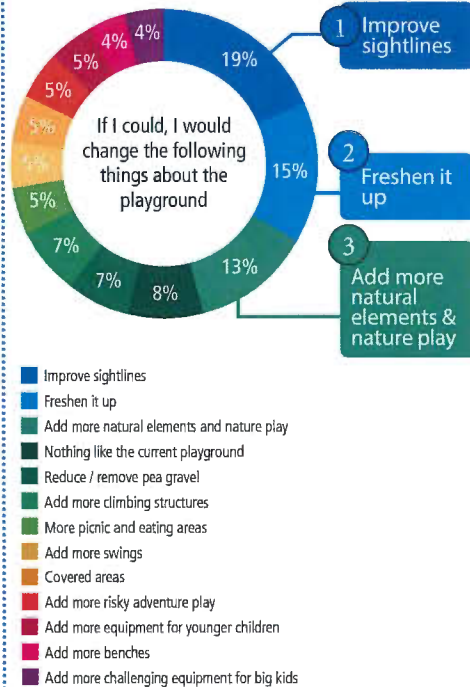
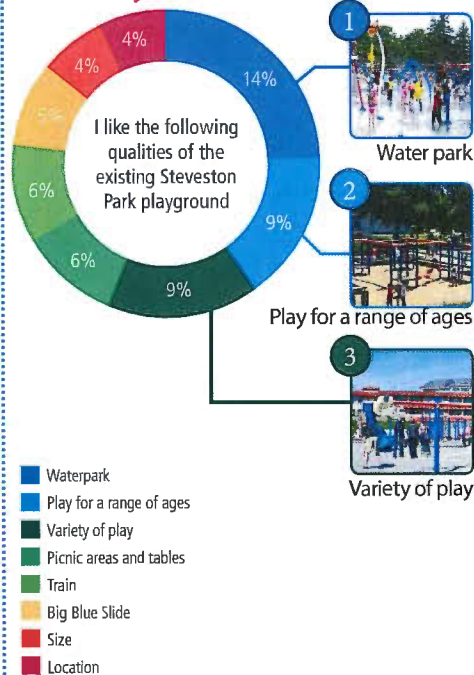
City staff held a public open house on March 26th, 2016 adjacent to the playground. It was well attended with approximately 160 people participating. The majority of people were excited about the process.

The drop-in style open house was formatted to gain insight into the community's opinions about the current playground and their ideas for the future playground design. There were display boards with background information that explained the process, provided a brief history of Steveston Village and the playground, and a board that included an overview of the current conditions of the playground.

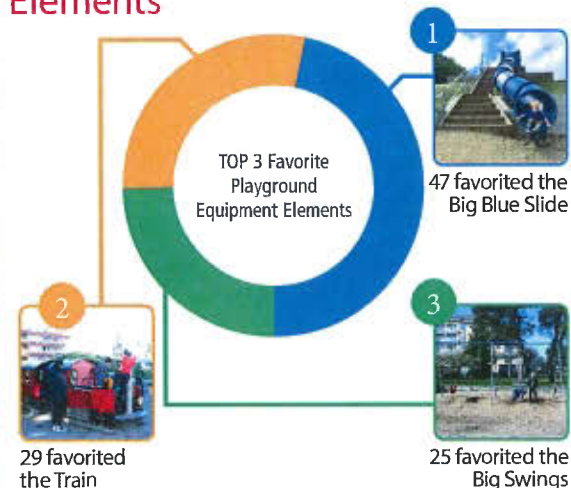
Quick Facts:

- Approx. 160 people attended the open house
- 86 surveys were completed

Survey Results



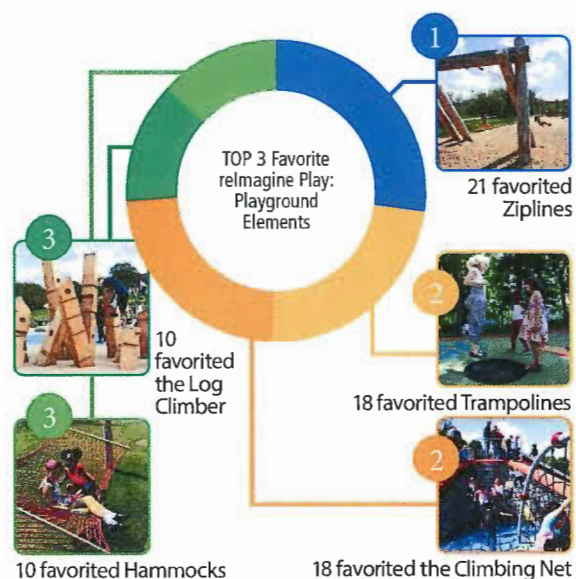
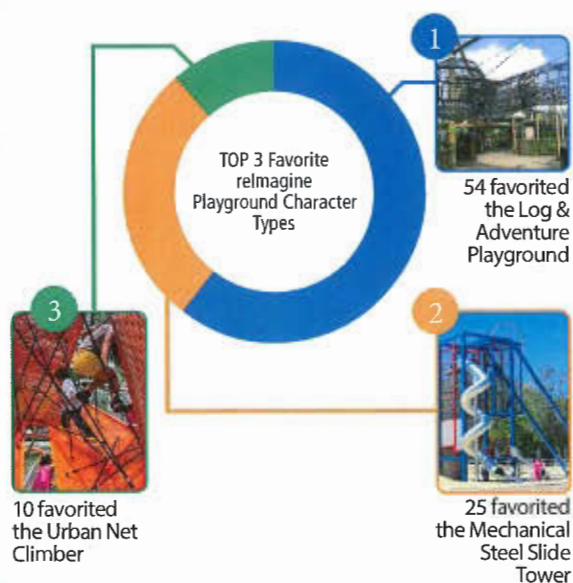
Favourite Existing Playground Elements



Chalk Thoughts



Favourite Future Playground Elements



Memory Corner

I remember...

"family time at the wading pool"

"a steep orange slide and bouncy animals (duck)"

"meeting up with friends, with kids the same age, and having instant play dates"

"the BIG swings"

Key Findings:

A) Valued aspects of the existing playground:

- a. The variety of play offered for a range of age groups
- b. The 3 favourite pieces of existing equipment within the playground are:
 - i. The Big Blue Slide
 - ii. The swings
 - iii. The train

B) Top concerns about the existing playground are:

- a. Sightlines
- b. Maintenance / replacement of some of the playground equipment and surfacing

C) The community would like to see in their future playground:

- a. A continuation of the variety of play and activities currently offered
- b. More risky adventure play
- c. More natural features



- LEGEND**
- 1 SAND PLAY AREA WITH WATER TROUGH, WOODEN SAND AND
 - 2 TRAIN STATION WITH SLIDE
 - 3 FARM VILLAGE WITH PLAY PANELS
 - 4 RUBBERIZED SURFACE WITH HISTORIC RICHMOND FARM PATTERNING
 - 5 OVER SIZE FARM UTILITY IN RUBBERIZED SURFACE
 - 6 TUGBOAT CABIN
 - 7 CHIMNEY WITH PLAY PATTERN
 - 8 EXISTING TRAIN TRACK PATTERN IN RUBBERIZED SURFACE
 - 9 ACCESSIBLE BOARDWALK, FLUSH WITH ADJACENT SURFACING
 - 10 RIVER HARBOUR PATTERN IN RUBBERIZED SURFACING, SLOPING DOWN TO ENTAILLED IN AROUND 18% SURFACING
 - 11 FISHING BOAT WITH CLIMBING NET, CAPTAIN'S WHEEL, AND ENGINE
 - 12 IN-GROUND TRAMPOLINE
 - 13 EXISTING RELOCATED RING SPINNER
 - 14 EXISTING RELOCATED SPICA SPINNER
 - 15 BUOY PLAY ORGAIN
 - 16 ENGINEERED WOOD FIBRE SURFACING
 - 17 NET BASKET SPINNER
 - 18 WIDENED BOARDWALK
 - 19 HANG OUT HAMMOCK
 - 20 SLOPED BOARDWALK
 - 21 SHIP WRECK LOG CLIMBER WITH NETS AND BOUNCER BARS
 - 22 EXISTING MOUND AND 8-10 BLUE SLIDE
 - 23 BRUSH STONES
 - 24 EXISTING MOISTFIELD BRIDGE
 - 25 EXISTING MOISTFIELD TRAWLER WITH SLIDE, NET, CLIMBER AND SHIMMY WHEELS
 - 26 LOG PILE ADVENTURE PLAY
 - 27 SCISSOR SALMON CLIMBER / SEAT ELEMENT
 - 28 PIER SALMON LUGS
 - 29 BIG SWINGS WITH INCLUSIVE SEAT
 - 30 JUPITER
 - 31 NEW WOODEN ACCESSIBLE PATHWAY
 - 32 EXISTING PATHWAY
 - 33 TALL GRASS PLANTING
 - 34 EXISTING SHRUB PLANTING
 - 35 ADDITIONAL SHRUB TREES
 - 36 LAWN AREAS WITH PICKNICK TABLES
 - 37 ACCESSIBLE RAMP WITH INTEGRATED CLIMBING WALL
 - 38 SHIP WRECK AREA WITH SHADE STRUCTURE
 - 39 SPLIT RAIL FENCE

The main differences that set **Concept Trawler** apart from **Concept Climber** are that:

- The iconic trawler is retained, but modified in order to improve sightlines
- A smaller sand play area is provided
- There are less new adventure play elements in order to accommodate the trawler
- Some of the playground elements are in different locations; and
- The design forms are more curvilinear

Please fill out a survey to let us know your thoughts on the current option plans.

Inspirational Imagery



CONCEPT TRAWLER

CITY OF RICHMOND, PARKS DEPARTMENT • www.richmond.ca/parks/projects • email: parks@richmond.ca



- LEGEND**
- 1 SAND PLAY AREA WITH WATER TROUGH, DOCKER, SEAS, AND RUBBER SAND BEDS
 - 2 TRAIN STATION WITH SLIDE
 - 3 FARM VILLAGE WITH PLAY PANELS
 - 4 RUBBERIZED SURFACE WITH HISTORIC RICHMOND FARM PATTERNING
 - 5 SPOTTY OVER SAND PLAY AREA
 - 6 TUGBOAT BIRDS
 - 7 EXISTING RELOCATED TRETER TOPPER
 - 8 EXISTING TRAIN TRACK PATTERN IN RUBBERIZED SURFACING
 - 9 ACCESSIBLE BOARDWALK, FLUSH WITH ADJACENT SURFACING
 - 10 SAUCER SWING
 - 11 RIVER HARBOUR PATTERN IN RUBBERIZED SURFACING, SLOPING DOWN TO ENTAILLED IN AROUND 18% SURFACING
 - 12 FISHING BOAT WITH NEW CLIMBING NET AND DRUM AND CAPTAIN'S WHEEL: PROBLEM SOLVING TRAWLER
 - 13 IN-GROUND TRAMPOLINE
 - 14 EXISTING RELOCATED RING SPINNER
 - 15 EXISTING RELOCATED SPICA SPINNER
 - 16 BUOY PLAY ORGAIN
 - 17 ENGINEERED WOOD FIBRE SURFACING
 - 18 NET BASKET SPINNER
 - 19 WIDENED BOARDWALK
 - 20 HANG OUT HAMMOCK
 - 21 RUBBERIZED SURFACING - SLOPING DOWN TO ENTAILLED IN AROUND 18% SURFACING
 - 22 SHIP WRECK ADVENTURE PLAY
 - 23 EXISTING MOUND AND 8-10 BLUE SLIDE
 - 24 BRUSH STONES
 - 25 EXISTING MOISTFIELD BRIDGE
 - 26 CROWS NEST ADVENTURE PLAY WITH NETS, LADDERS, BRIDGES AND 8-10 SLIDE
 - 27 LOG PILE ADVENTURE PLAY WITH NETS AND SHIMMY WHEELS
 - 28 SCISSOR SALMON CLIMBER / SEAT ELEMENT
 - 29 PIER SALMON LUGS
 - 30 ACCESSIBLE RAMP
 - 31 BIG SWINGS WITH INCLUSIVE SEAT
 - 32 DIPLINE
 - 33 WIDENED ACCESSIBLE PATHWAY
 - 34 EXISTING PATHWAY
 - 35 EXISTING SHRUB PLANTING
 - 36 TALL GRASS PLANTING
 - 37 ADDITIONAL SHRUB TREES
 - 38 LAWN AREAS WITH PICKNICK TABLES
 - 39 SHIP WRECK AREA WITH SHADE STRUCTURE
 - 40 SPLIT RAIL FENCE

The main elements that set **Concept Climber** apart from **Concept Trawler** are that:

- The iconic trawler is removed and replaced with new adventure play elements with smaller footprints in order to improve sightlines throughout the playground
- A larger sand play area is provided
- There are more new adventure play elements in place of the trawler
- Some of the playground elements are in different locations; and
- The design forms are more angular

Please fill out a survey to let us know your thoughts on the current option plans.

Inspirational Imagery



CONCEPT CLIMBER

CITY OF RICHMOND, PARKS DEPARTMENT • www.richmond.ca/parks/projects • email: parks@richmond.ca

CNCL - 66



What we have heard so far...

During Phase One of the planning process, a series of community engagement events and workshops were held, including a public open house, online outreach via LetsTalkRichmond, design workshops, and meetings with local preschool teachers. These events and workshops were intended to gather feedback on the existing playground and input towards the future playground design. A summary of the Phase One public engagement is provided below.

SPRING BREAK DESIGN WORKSHOPS

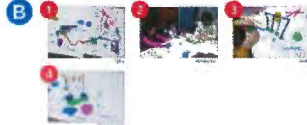
City staff held two design workshops with children at the Steveston Community Centre Spring Break camps. For the first activity, children were asked to write their opinions about the existing playground equipment on sticky notes and place them on an aerial map of the playground. For the second activity, children were provided with play dough to create their ideal playground, and then asked to share their ideas with the group. To the right is a summary of the input received at the workshops:

Workshop Results: 6-8 yrs

My favorite existing playground equipment:



In the future playground equipment I want to see:



Workshop Results: 8-12 yrs



PUBLIC OPEN HOUSE AND ONLINE OUTREACH

City staff invited community input at a drop-in style open house and through LetsTalkRichmond, which is the city's online public engagement platform. At the open house, the public was invited to provide feedback by completing a survey, voting on their favourite existing playground equipment (aka cupstuent), and on their favourite images of potential future playground elements (aka dotmocracy). Below and right are summaries of the input received at the open house and via LetsTalkRichmond:

Dotmocracy Results



Cupstuent Results



Survey Results



WHAT WE HAVE HEARD SO FAR...



The following guidelines are based on the input received so far, and were created to guide the development of the concept plans.

Design Guidelines:

- ✓ Maintain and expand on the diversity of play opportunities and activities that the park and playground currently offer
- ✓ Improve sightlines across the playground
- ✓ Provide more challenging adventure play
- ✓ Include more nature play and natural features
- ✓ Celebrate the history of site's context, Steveston Village
- ✓ Offer play for all by including universally accessible activities and surfacing
- ✓ Retain the most valued components of the playground, which are the big blue slide, the swings, and the train

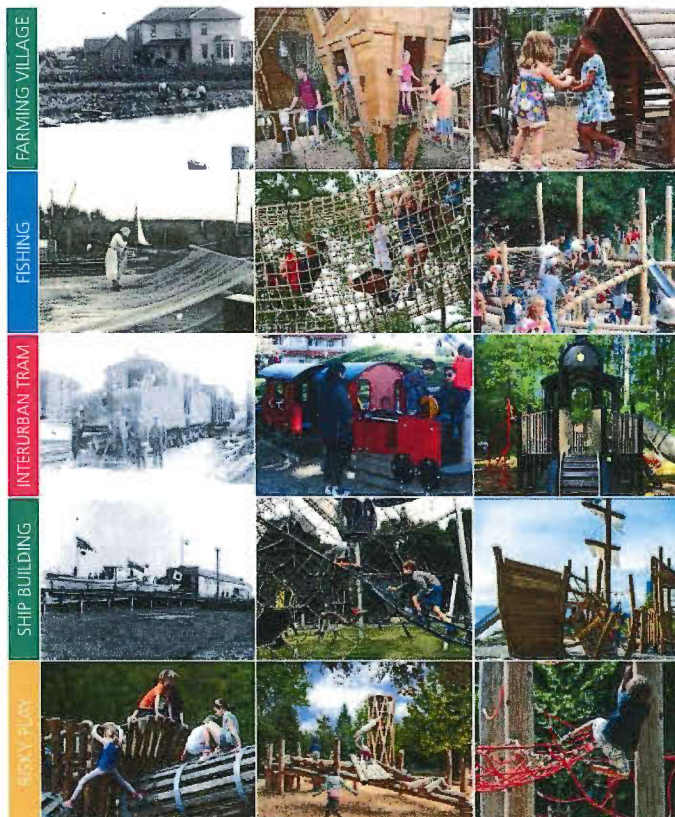
Design Inspiration:

The designs for both concept options draw inspiration from Steveston Village's farming, fishing, and boatbuilding history. Elements such as net and sockeye salmon climbers relate to the area's strong ties to the fishing industry, while inclusion of boat-like timber play structures recall the area's ship building past. The existing play train, which is included in both options, is reminiscent of the 1956 BC Electric interurban tram route. Playful patterning shown in the playground surfacing is inspired by Richmond's historic farming patterns, and the city's strong ties to the Fraser River. Overall, the design for both options set out to celebrate Richmond's and more specifically Steveston's, cultural and geographic history.

Risky Play:

*Current research from UBC and the Child & Family Research Institute at BC Children's Hospital shows that risky adventure play has positive impacts on children's health and their capacity for creativity, socialization, and resilience. Playgrounds that offer more adventurous play allow children to learn about risk and test their physical limits in a somewhat controlled setting. Studies found that children who participated in activities such as climbing, jumping, rough and tumble play, and general exploration resulted in greater physical and social health. Based on this, and other studies, the City is introducing more risky adventure play in parks, for example, the Terra Nova Adventure Play Environment.

*more information about the study can be learned at: <http://news.ubc.ca/2015/06/09/risky-outdoor-play-positively-impacts-childrens-health-ubc-study/>



DESIGN GUIDELINES & INSPIRATION

CNCL - 67





City of
Richmond

Steveston Community Park Playground (PH 2) - Survey

Parks Department

5599 Lynas Lane, Richmond, BC V7C 5B2

www.richmond.ca

The City of Richmond invites the public to review and comment on concept plan options for the future renewal of the Steveston Community Park playground.

Currently there are two concept plan options: (1.) Option Trawler

(2.) Option Climber

Please review the project background information and two concept plans, then take a few minutes to complete this survey and send it back to the City by **Sunday, July 17, 2016**. The open house display boards and this survey are also available online at LetsTalkRichmond.ca.

Feedback received will inform the development of a preferred concept plan, which will be presented to City Council for approval.

1. The Trawler

There are two options being explored for the trawler:

Option Trawler: retains and modifies the existing trawler in order to open up sightlines across the playground. As shown on the plan, the changes include removing the ramps on the east side of the structure, reducing the length of the trawler platform, and lowering the drum. A new slide, shimmy poles, and climbing nets would be integrated into the structure.

Option Climber: removes the existing trawler in order to further open up sightlines across the playground. As shown, the trawler would be replaced with climbing structures reminiscent of crow's nests on ships, and would have a smaller footprint on the ground plane, allowing more open views.

- ☐ I prefer retention and modification of the existing trawler. (Option Trawler)
- ☐ I prefer removal and replacement of the existing trawler with alternative climbing structures. (Option Climber)

Comments: _____

2. Sand Play

There are two options being explored for the design of the sand play area:

Option Trawler: provides a smaller, discreet sand play area with a water trough and one accessible raised sand bed.

Option Climber: provides a larger sand play area with a water trough, digger, sieve, and two accessible raised beds. This sand area is around three times the size as the area shown in Option Trawler.

- ☐ I prefer a smaller, discreet sand play area. (Option Trawler)
- ☐ I prefer a larger, more comprehensive sand play area. (Option Climber)



Comments: _____

3. Fencing

There are two options being explored for fencing:

Option Trawler: includes informal split-rail fencing at the play areas for children ages 0-3 and 2-5.

Option Climber: does not include any fencing in or around the playground.

- ☐ I prefer inclusion of informal fencing at the play areas for children ages 0-3 and 2-5. (Option Trawler)
- ☐ I prefer no fencing. (Option Climber)

Comments: _____

4. Zipline

There are two options being explored for the zipline area:

Option Trawler: includes one (1) zipline with a pathway on the north side.

Option Climber: includes two (2) ziplines side-by-side, but does not include a pathway.

- ☐ I prefer one (1) zipline and a pathway. (Option Trawler)
- ☐ I prefer two (2) ziplines and no pathway. (Option Climber)

Comments: _____

5. Climbing Wall

There are two options being explored for a climbing wall:

Option Trawler: includes a climbing wall on the east and south facing walls of the accessible ramp.

Option Climber: does not include a climbing wall.

- ☐ I prefer inclusion of a climbing wall that is integrated into the walls of the accessible ramp. (Option Trawler)
- ☐ I prefer no climbing wall. (Option Climber)

Comments: _____

6. Surfacing

There are two options being explored for the extent of rubberized and / or artificial turf surfacing:

Option Trawler: includes rubberized and / or artificial turf surfacing at the play areas for children ages 0-3 and 2-5.

Option Climber: includes rubberized and / or artificial turf surfacing at the play areas for children ages 0-3, 2-5, and a portion of the play area for children 5-12.

- ☐ I prefer rubberized and / or artificial turf surfacing only at the play areas for children ages 0-3 and 2-5. (Option Trawler)
- ☐ I prefer inclusion of rubberized and / or artificial turf surfacing at the play areas for children ages 0-3, 2-5, and a portion of the play area for children 5-12. (Option Climber)

Comments: _____

General Comments and Questions

Other ideas or thoughts I would like to share about the Steveston Community Park playground future renewal design concepts are:

My postal code is: _____

My name is (optional): _____

My email address is (optional): _____

I heard about this public consultation process via (check all that apply):

- | | |
|---|--|
| <input type="checkbox"/> Newspaper story | <input type="checkbox"/> Email from LetsTalkRichmond |
| <input type="checkbox"/> Newspaper advertisement: Richmond News | <input type="checkbox"/> Facebook |
| <input type="checkbox"/> Newspaper advertisement: Ming Pao | <input type="checkbox"/> Twitter |
| <input type="checkbox"/> City of Richmond website: richmond.ca | <input type="checkbox"/> Word of mouth |
| <input type="checkbox"/> LetsTalkRichmond.ca website | <input type="checkbox"/> Saw poster in City facility |

Thank you for your time and feedback.

Public Open House + Online Outreach

City staff held an additional **public open house** on July 1st, 2016 adjacent to the playground as part of the Steveston Salmon Festival. It was a busy day with 300+ people visiting the open house tents. City staff and volunteers received many inquiries about the process and valuable comments about the concept plans.

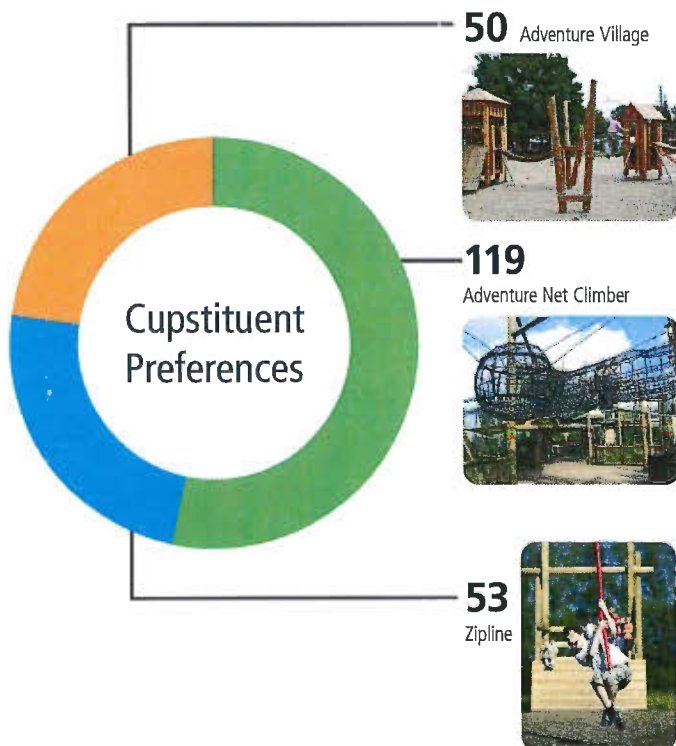
The drop-in style open house was formatted to gain feedback on the two concept plans that were generated from the input received from the Phase One public engagement process. There were display boards with background information that explained the process, provided a brief history of Steveston Village, and boards that contained the two concept plans.

Participants were invited to provide feedback via a game and / or survey. For the game, people were asked to vote on their favourite playground equipment by placing smiley faces in cups that represented pieces of potential future playground equipment. This was popular with young children (and kids-at-heart) as it was easy to understand and participate in. The survey included several questions ranging from whether or not to retain the existing trawler to what types of surfacing should be included in the future playground. Just over 190 people participated in the Cupstutent game and seventy-one surveys were completed in person and online.

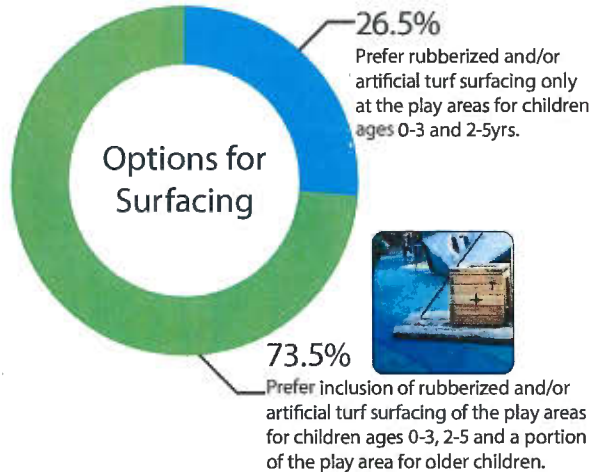
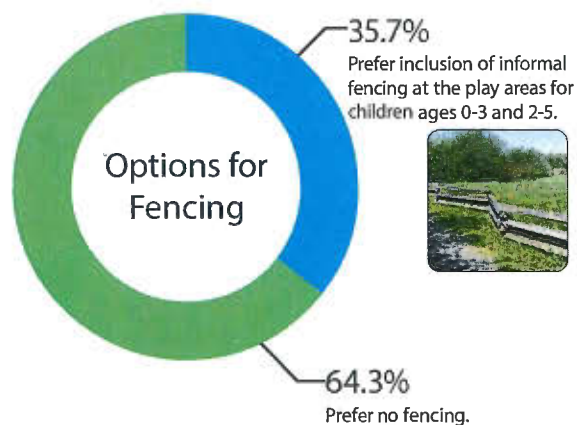
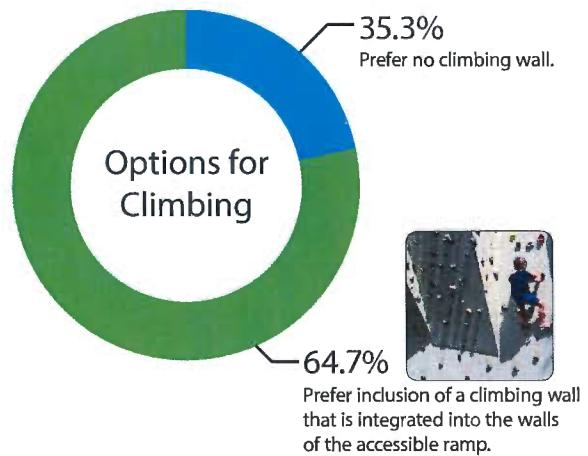
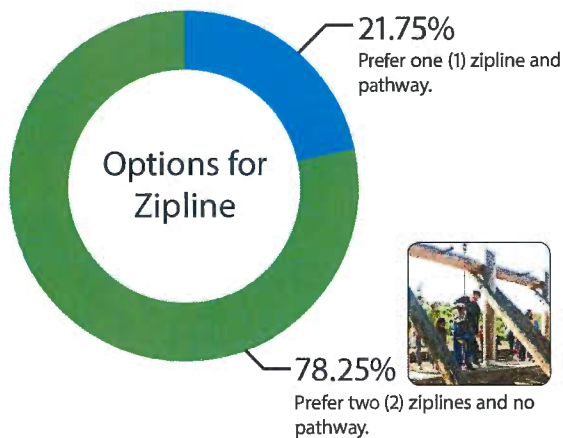
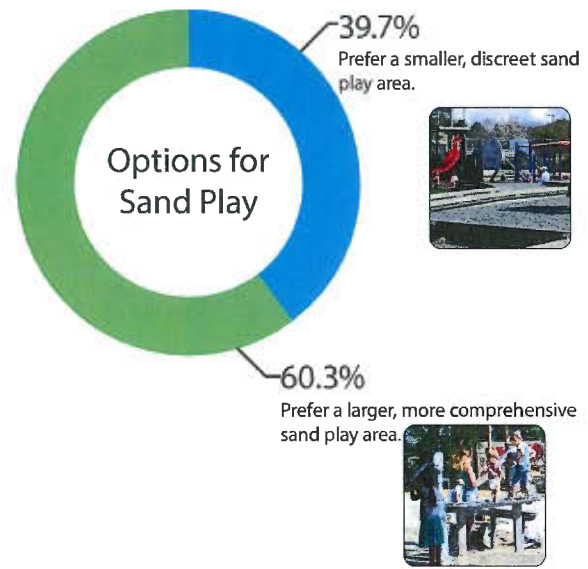
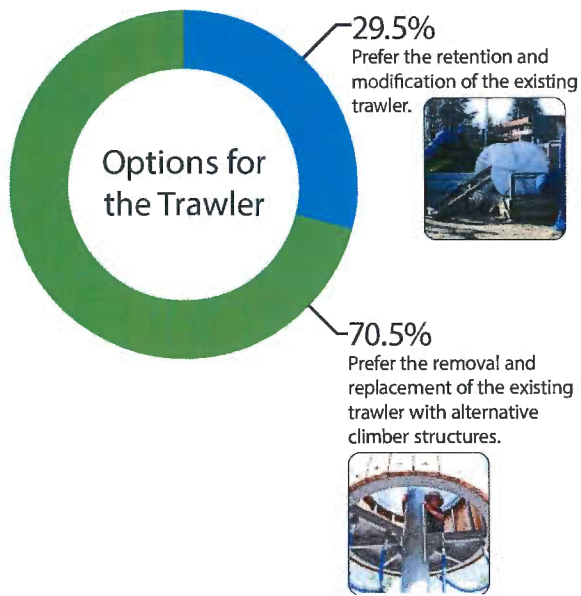
Quick Facts:

- 300+ people attended the open house
- 71 surveys were completed
- 180 people voted on the playground equipment that they want to see in the future playground

Favourite Future Playground Elements



Survey Results





City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee
From: Jane Fernyhough
Director, Arts, Culture and Heritage Services
Date: May 8, 2017
File: 11-7000-01/2017-Vol 01
Re: Protection of Atagi and Yamanaka Boatworks Buildings

Staff Recommendation

That the report titled, "Protection of Atagi and Yamanaka Boatworks Buildings," dated May 8, 2017, from the Director of Arts, Culture and Heritage Services, be received for information.

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

Att. 2

REPORT CONCURRENCE		
ROUTED TO: Policy Planning	CONCURRENCE <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: CS	APPROVED BY CAO (ACTING)

Staff Report

Origin

At the Parks, Recreation and Cultural Services Committee of February 28, 2017 Committee made the following referral:

That staff review the protections available to preserve the Atagi/Yamanaka Boatworks buildings and report back.

This report responds to this referral.

Analysis

On February 16, 2017 the City received correspondence from Mr. Kelvin Higo regarding the City acquiring the Atagi/Yamanaka Boatworks site located immediately east of the Britannia National Historic Site, currently owned by the Federal Department of Fisheries and Oceans and under the jurisdiction of the Steveston Harbour Authority (Attachment 1).

Mr. Higo had previously been in contact with the Steveston Harbour Authority regarding a potential land exchange to put the Atagi and Yamanaka Boatworks buildings under the City's jurisdiction to preserve the historical significance of these two buildings to the fishing history in Steveston. The response from the Steveston Harbour Authority was that the buildings are currently used in the fishing industry and are required to provide fishers with a place to operate their commercial fishing businesses.

In 2016, the City had discussions with the Department of Fisheries and Oceans (DFO) regarding the potential land exchange involving the eastern portion of the Paramount Cannery complex including the Atagi and Yamanaka Boatworks. At that time, DFO indicated that they were not interested in a land exchange involving this property as it is currently being used to support the commercial fishing industry.

In April 2016, in response to DFO announcing their intent to demolish parts of the buildings that were over timber piles in the Paramount Cannery complex, the City engaged Donald Luxton and Associates, with the approval of DFO and the Steveston Harbour Authority, to conduct a historic analysis of many of the buildings including the Atagi and Yamanaka Boatworks, buildings 33 and 34 (Attachment 2). DFO staff have received a copy of this report which includes the significant heritage character defining elements of each building.

In response to the City's desire to preserve the heritage buildings associated with the fishing and canning industry in Steveston, DFO subsequently determined not to demolish the buildings and instead reinforce or replace the supporting piles.

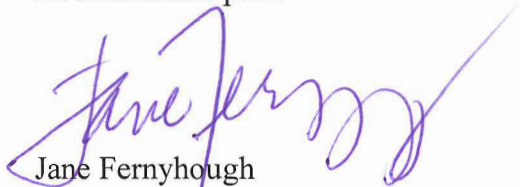
Given that the property is under federal jurisdiction, the buildings are not subject to City zoning or protection bylaws. Therefore, the City has no formal mechanism to ensure preservation of the buildings. As such, the protection of the historic buildings is subject to discussion and relationships with DFO and the Federal Government.

Financial Impact

None

Conclusion

The retention of buildings of historic significance to the fishing industry in Steveston is an important goal for the City of Richmond. As the current ownership of the Atagi and Yamanaka Boatworks is with the Federal Department of Fisheries and Oceans, the City has no formal mechanism to ensure preservation of the buildings. However, as they are currently in use by the commercial fishing industry and appear to be in good condition, continuing dialogue with the Federal Government on the importance of retaining these buildings for the future is the recommended path.



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

Att. 1: Correspondence from Mr. Kelvin Higo

Att. 2: Historical Research Analysis for Paramount Cannery Complex Buildings 33 and 34

Schedule 3 to the Minutes of the
Parks, Recreation & Cultural
Services Committee meeting of
Richmond City Council held on
Tuesday, February 28, 2017.



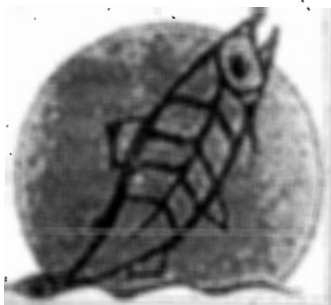
From: kelvin Higo [mailto:kelvinhigo@gmail.com]
Sent: Thursday, 16 February 2017 14:21
To: Mayor and Councillors
Cc: Semple, Dave; Fernyhough, Jane
Subject: Atagi/Yamanaka Boatworks

Earlier this year, I sent a letter to the chairman of the Steveston Harbour Authority, a copy of which is attached, suggesting that the SHA and the City review whether there was an opportunity to do a property exchange for the Atagi/Yamanaka Boatwork site and have it attached to the Britannia Historic Shipyard property which is located immediately to the west of these buildings.

The Atagi/Yamanaka site would be used to preserve the history of the boatbuilding industry in Steveston as well as other maritime activities related to the fishing industry. Personally I do not think that Federal or Provincial institutions such as the Harbour Authority can only look at their mandate through a narrow lens but rather they should also be cognizant of the environmental, historical and cultural importance of the properties they manage on behalf of its citizens.

Recently the SHA sent me their response which I have also attached. I still believe that the acquisition of the Atagi/Yamanaka Boatworks buildings would be a valuable asset to the City especially at this time when we are reviewing the possibility of having the Steveston area designated a historic site.

As the City has not had the opportunity to consider the suggestion of acquiring the Atagi/Yamanaka Boatworks site, I thought it prudent to raise this matter in the event that the City wishes to pursue this directly with the SHA.



February 14, 2017

STEVESTON HARBOUR AUTHORITY

12740 Triton Road, Richmond, B.C. V7E 3R8 604-272-5539, Fax 604-271-6142

Kevin Higo
kelvinhigo@gmail.com

Dear Mr. Higo,

Thank you for your letter dated July 11, 2016 and our sincere apologies for the delayed response.

The Steveston Harbour Authority has a mandate to operate a commercial fishing harbour on behalf of the Government of Canada. While your suggestion is an interesting one, we are very mindful of the need to operate within this mandate, particularly in light of so many fishing stocks appearing to be rebounding. It is our view that the best way to preserve the heritage of the fishing industry in Steveston is to ensure that current fishers have a place to operate their businesses for decades, and hopefully centuries, to come.

Thank you for your interest in the Steveston Harbour Authority.

Best regards,

Robert Kiesman, Chairman
Steveston Harbour Authority

Ken Yoshikawa, Secretary/Treasurer
Steveston Harbour Authority

July 11, 2016

Mr. Robert Kiesman
Board Chairman
Steveston Harbor Authority

Dear Mr. Kiesman:

My name is Kelvin Higo and I am a long time resident of Steveston. I am currently president of the Steveston Kendo Club and chair of the Steveston Japanese Canadian Cultural Center Advisory Committee.

As our Community Groups representative I wish to bring to your attention a suggestion for your Board's consideration.

As you know the Harbor Authority has jurisdiction over many buildings and structures along the Steveston waterfront. In particular there are two buildings that I feel should be part of the City of Richmond's property inventory. I am referring to the Atagi/Yamanaka Boatworks buildings located just east of the Britannia Historic Shipyard complex.

If these two buildings are preserved and added to the City's inventory, my suggestion is for these two buildings to house displays depicting the Japanese boat building history in Steveston. For example, it could permanently display the "Ryoshi - Nikkei Fishermen" display that was installed at the Gulf of Georgia Historic Cannery several years ago. It could also house other maritime artifacts in the City of Richmond collections.

I feel that the site where these buildings are situated could be exchanged for other property under the domain of the City satisfactory to both parties.

I think that the addition of the property to the Britannia Historic Shipyard site would add another dimension to the preservation of the fishing history in Steveston.

Your Board's consideration of this suggestion is appreciated. I can be reached via email at kelvinhigo@gmail.com or by telephone at 604-241-7444.

Yours truly,

Kelvin Higo

PARAMOUNT CANNERY HISTORIC RESEARCH PROJECT

BUILDING #33: ATAGI BOATWORKS/LENICO HOLDINGS**1.0 Identification**

- 1.1 Historic Name of Building: Atagi Boatworks
- 1.2 Current Name of Building: Lenico Holdings
- 1.3 Street Address: Paramount Cannery, 12740 Trites Road

2.0 Historical Significance

- 2.1 Construction Date: ca. 1951-53
- 2.2 Original Owner: Nelson Bros. Fisheries
- 2.4 Architect: unknown
- 2.5 Historic Interest: This building was one of the earlier structures to be built by the Nelson Bros. Fisheries Company after they purchased the site in 1948.

3.0 Architecture & Structure

- 3.1 Number of Storeys: one
- 3.2 Structural Material: heavy timber frame
- 3.3 Cladding: corrugated metal
- 3.4 Fenestration: retains some original single glazed wood windows along both sides (multi-pane, one-over-one-over-one); metal and plywood sliding door and standard size hinged front door
- 3.5 Roof Type: asymmetric front-gabled roof with bracketed front gabled projection over front door
- 3.6 Interior Features: exposed beams and wood trusses
- 3.7 Design Description: vernacular industrial
- 3.8 Condition/Integrity: appears to be in good condition

4.0 Context

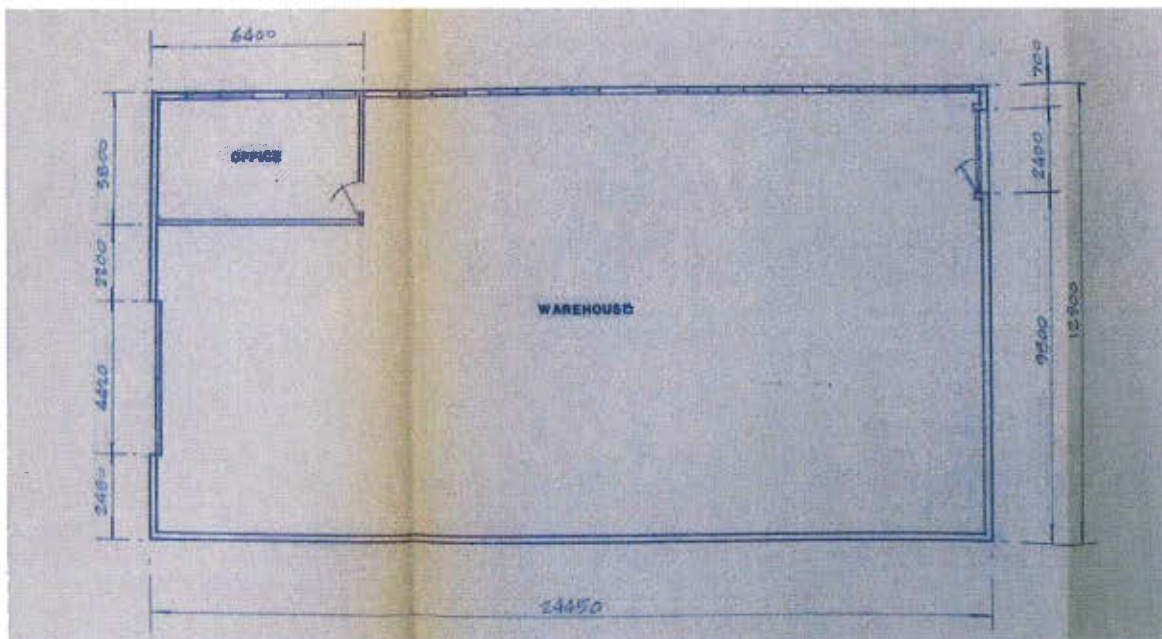
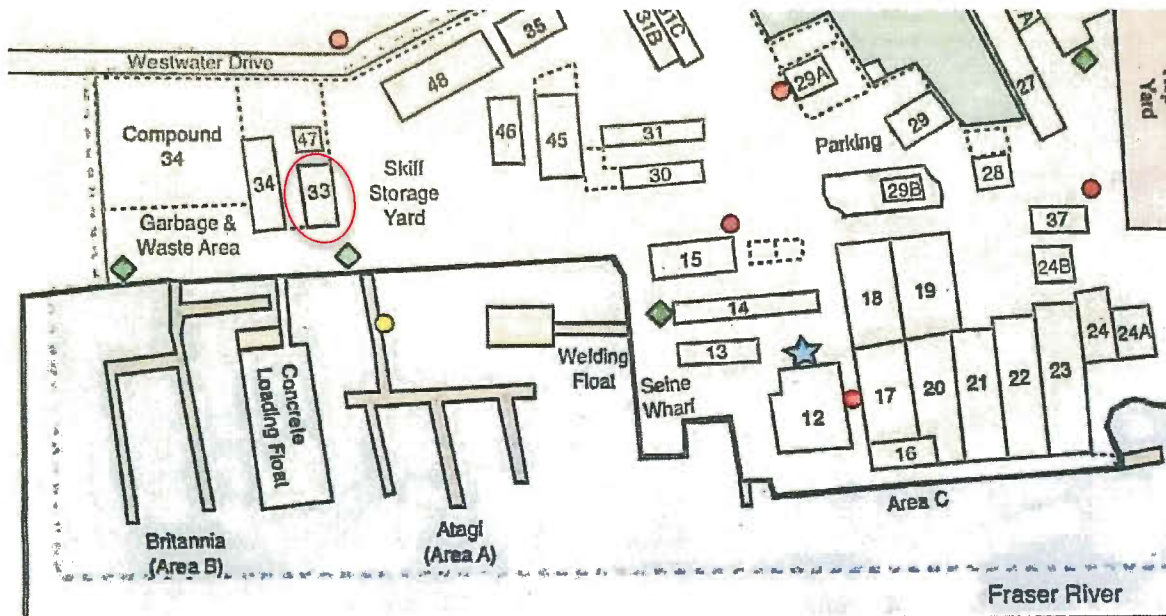
4.1 Siting: along the secondary waterfront area of the Paramount Site, to the west of the main buildings; partially constructed on piles. Connected to other site buildings via roadway.

4.2 Context: part of the industrial Paramount complex

5.0 Research Information

5.1 Source Research: City of Richmond Archives; University of British Columbia Rare Books and Special Collections

5.2 Photographs: Current photograph taken February 2016



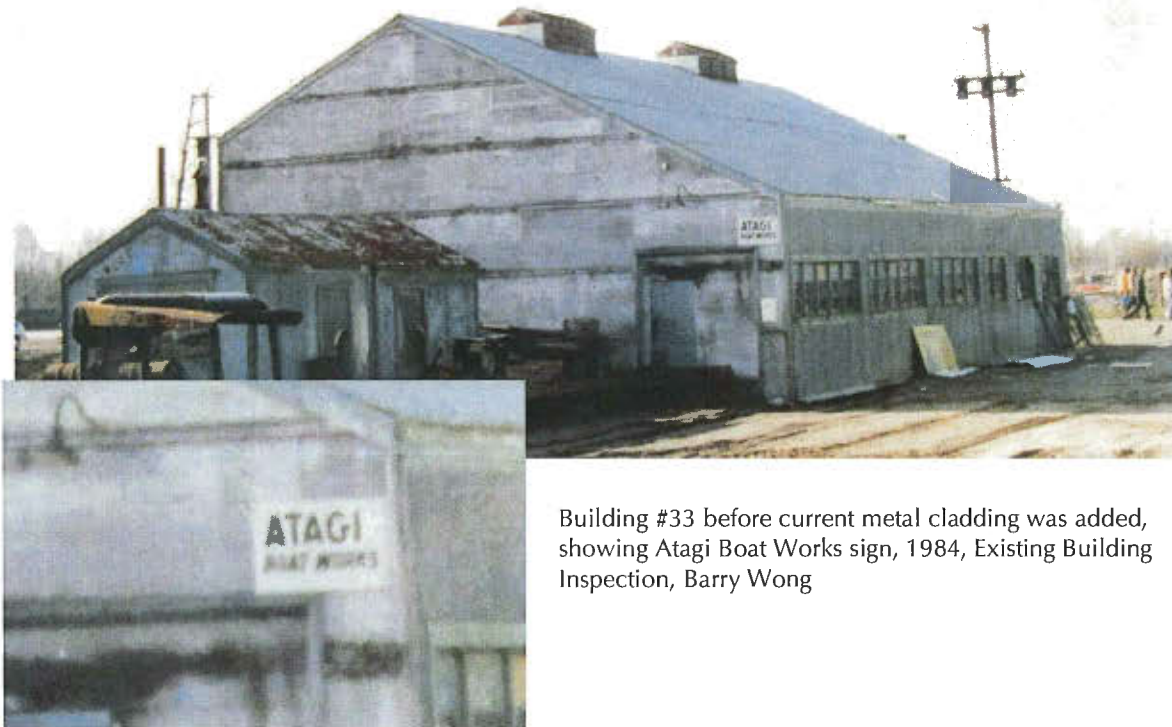
Plan of building #33, 1984, Barry Wong

PARAMOUNT CANNERY HISTORIC RESEARCH PROJECT



Building #33 before current metal cladding was added, 1984, Existing Building Inspection, Barry Wong

PARAMOUNT CANNERY HISTORIC RESEARCH PROJECT



Building #33 before current metal cladding was added, showing Atagi Boat Works sign, 1984, Existing Building Inspection, Barry Wong

PARAMOUNT CANNERY HISTORIC RESEARCH PROJECT



Building #33 windows, 1984, Existing Building Inspection, Barry Wong

DONALD LUXTON & ASSOCIATES INC. APRIL 2016

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CNCL - 84

PARAMOUNT CANNERY HISTORIC RESEARCH PROJECT



Building #33 with metal cladding, 1984, Existing Building Inspection, Barry Wong



Building #33 with metal cladding, 1984, Existing Building Inspection, Barry Wong

PARAMOUNT CANNERY HISTORIC RESEARCH PROJECT



Building #33 interior wood truss, 1984, Existing Building Inspection, Barry Wong



Examples of remaining original windows, interior (left) and exterior (right), photo taken in 2016

BUILDING #34: GEAR STORAGE



1.0 Identification

- 1.1 Historic Name of Building: Warehouse #34
- 1.2 Current Name of Building: Gear Storage
- 1.3 Street Address: Paramount Cannery, 12740 Trites Road

2.0 Historical Significance

- 2.1 Construction Date: ca. 1951-53
- 2.2 Original Owner: Nelson Bros. Fisheries
- 2.4 Architect: unknown
- 2.5 Historic Interest: This building was one of the earlier structures to be built by the Nelson Bros. Fisheries Company after they purchased the site in 1948.

3.0 Architecture & Structure

- 3.1 Number of Storeys: one
- 3.2 Structural Material: heavy timber frame
- 3.3 Cladding: corrugated metal
- 3.4 Fenestration: no windows; metal and plywood door
- 3.5 Roof Type: asymmetric front-gabled roof
- 3.6 Interior Features: exposed beams and wood trusses
- 3.7 Design Description: vernacular industrial
- 3.8 Condition/Integrity: appears to be in good condition

4.0 Context

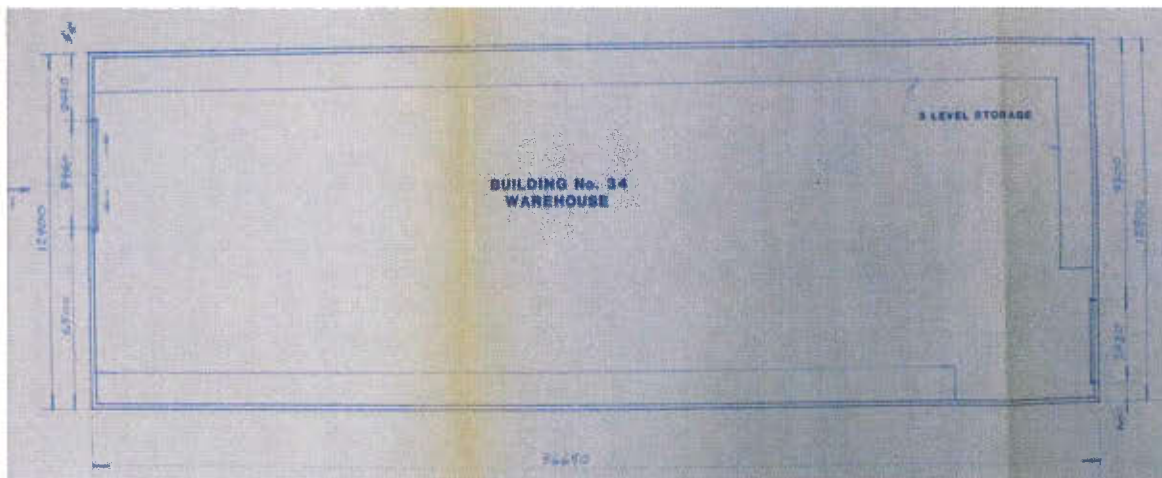
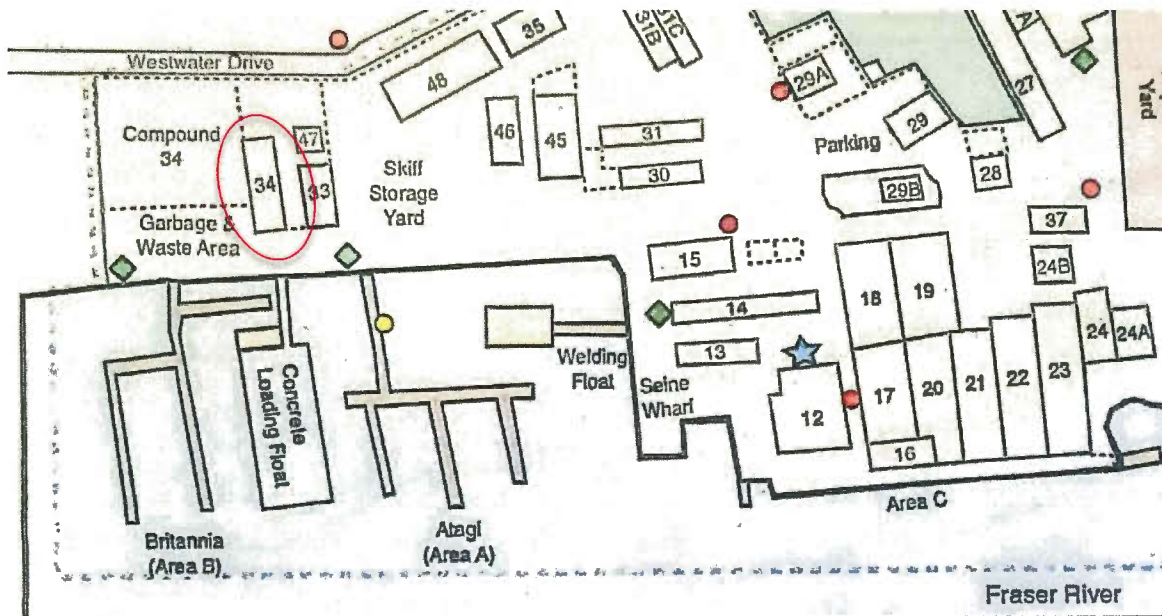
4.1 Siting: along the secondary waterfront area of the Paramount Site, to the west of the main buildings; partially constructed on piles. Connected to other site buildings via roadway.

4.2 Context: part of the industrial Paramount complex

5.0 Research Information

5.1 Source Research: City of Richmond Archives; University of British Columbia Rare Books and Special Collections

5.2 Photographs: Current photograph taken February 2016

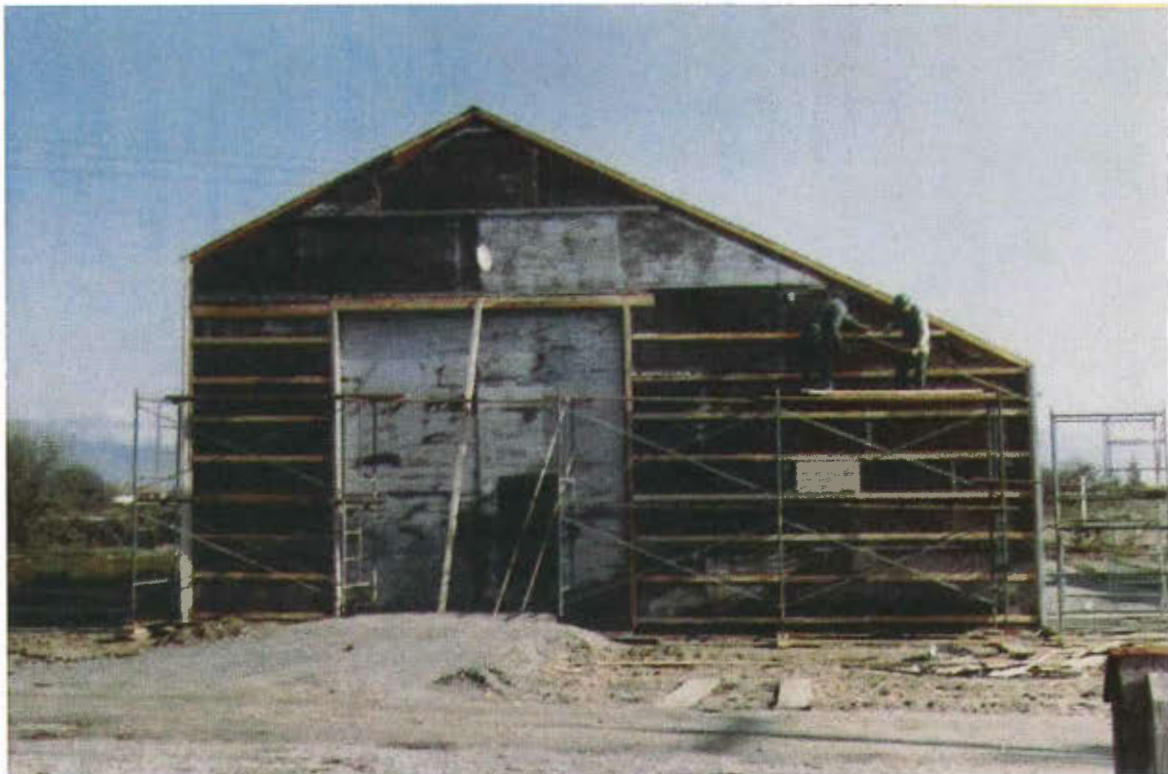


Plan of building #34, 1984, Barry Wong

PARAMOUNT CANNERY HISTORIC RESEARCH PROJECT



Building #34 with metal cladding being added, 1984, Existing Building Inspection, Barry Wong



Building #34 with metal cladding being added, 1984, Existing Building Inspection, Barry Wong

PARAMOUNT CANNERY HISTORIC RESEARCH PROJECT



Building #34 with metal cladding being added, 1984, Existing Building Inspection, Barry Wong



Interior of Building #34 showing floor, storage, wall system and roof trusses, photo taken 2016



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** May 10, 2017
From: Jane Fernyhough **File:** 11-7000-09-20-234/Vol
Director, Arts, Culture and Heritage Services 01
Re: Canada 150 Public Art Modular Seating Concept Proposal

Staff Recommendation

That the concept proposal and fabrication for the Canada 150 Artist Designed Modular Seating public artwork by artists and designers Becki Chan and Milos Bergovic, as presented in the report titled "Canada 150 Public Art Modular Seating Concept Proposal," dated May 10, 2017, from the Director, Arts, Culture and Heritage Services, be endorsed.

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

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department Major Events & Filming Parks Services Facility Services	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO (Active)

Staff Report

Origin

At the November 28, 2016 Council meeting, Council formally endorsed the *Canada 150 Celebrations Public Art Plan* as the guiding plan for public art opportunities in support of Canada 150 celebrations and major event programming in 2017.

This report presents the concept proposal for the Canada 150 Artist Designed Modular Seating commission, an innovative public art project to activate civic spaces and to support annual outdoor cultural events in Richmond.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.

2.3. *Outstanding places, programs and services that support active living, wellness and a sense of belonging.*

2.4. *Vibrant arts, culture and heritage opportunities.*

Analysis

Canada 150 Celebrations Public Art Plan

It is the intention of the *Canada 150 Celebrations Public Art Plan* to support the overall programming established by the Canada 150 Steering Committee. The *Public Art Plan* provides opportunities for permanent and temporary artworks to engage diverse and multi-generational audiences.

The public artwork opportunities strive to support exceptional, sustainable and accessible public spaces and the public artwork recommendations are guided by the following principles:

- contributing to a sense of place;
- creating artworks of the highest quality;
- reflecting the principles of sustainability; and
- achieving synergies between the community, the artists and City staff.

On November 28, 2016, Council endorsed three public art opportunities through the *Canada 150 Celebrations Public Art Plan*: legacy artwork at Richmond City Hall, Canada 150 commemorative painting and mural, and artist-designed benches.

The artist-designed benches were proposed in the *Plan* as a series of portable or permanently installed artist-designed benches in response to the identified themes for the Canada 150 Celebrations. Working across departments with Parks Services, Major Events and Facilities, the

Public Art Program concluded that a series of portable benches would be the most cost effective and create the greatest impact. Portable benches could be moved to be located at various civic plazas and civic events to activate spaces and support programming. The Canada 150 Steering Committee supported the recommendation for portable modular seating. An Artist Call was subsequently developed for the portable modular seating (Attachment 1).

Themes for Canada 150 Artist Designed Modular Seating Public Artwork

The three themes used to inform the design of artist designed modular seating for the Canada 150 Modular Seating Commission include:

- *History, Culture, Diversity:* Artwork to reflect Richmond's rich tapestry of cultures, recognizing the original First Nations residents, early European settlers and the immigrants from a multiplicity of cultures that have since made their homes here.
- *Fraser River, Working River:* Artwork to explore Richmond's vital relationship to the Fraser River and reflect on the development of Lulu Island with the key industries of fisheries, agriculture, shipping and other fields.
- *Agricultural Sustainability:* Artwork to celebrate Richmond's relationship to the land, from the first inhabitants, to farmers who recognized and nurtured the bounty of the region's rich delta soils, to recent food security initiatives and innovation in urban agriculture.

Canada 150 Artist Designed Modular Seating - Public Art Artist Selection Process

In March 2017, following the Public Art Program administrative procedures for selection of civic public art projects, an Artist Call Request for Qualifications was issued to artists, designers and craftspeople residing in British Columbia. Applicants were invited to submit qualifications and examples of past work for an opportunity to be shortlisted and develop a concept proposal for artist designed modular seating to commemorate Canada's 150th anniversary in 2017 (Attachment 1).

On March 27, 2017, the Selection Panel reviewed the artist qualifications and examples of past work submitted by 12 applicants who responded to the Artist Call Request for Qualifications and shortlisted five applicants to develop concept proposals.

Members of the Selection Panel included:

- Judson Beaumont, Furniture Designer and Artist
- Jenna Buchko, Landscape Architect
- Wendy Lau, Richmond Community Representative
- Donald Luxton, Cultural Heritage Resource Specialist
- Louise McConaghy, Richmond Community Representative

On April 25, 2017, staff presented the five shortlisted concept proposals to the Canada 150 Steering Committee for their feedback to inform the final deliberation by the Selection Panel in the artist selection process.

On April 27, 2017, following the presentations and interviews of the five shortlisted artists, the Public Art Selection Panel reached consensus and recommended the concept proposal by artists and designers Becki Chan and Milos Bergovic, for the Canada 150 Artist Designed Modular Seating public artwork.

Recommended Public Art Concept Proposal

The artist designed modular seating will be used to activate civic spaces in Richmond and provide temporary seating during the warmer months of the year. As required, the artist designed modular seating will be used by Major Events, Arts Services and other groups in support of annual Richmond festivals and events such as Richmond World Festival, Culture Days and Richmond Maritime Festival. The artists describe the concept for the modular seating as follows:

"The Fraser is the lifeblood and defining feature of Richmond. We were inspired by this essential relationship of the City to the river. Taking the winding paths of the Fraser Delta as the departure points for the design, we have derived a simple, but very flexible modular bench form. The design approach is minimalist - the shape and colour of the bench evoke the water, without necessarily making the design inspiration explicit."

Attachment 2 provides further information about the proposed concept.

Staff have contracted an independent design consultant to review the feasibility of the proposed modular bench and they have no concerns with fabrication of the design. A manufacturer specializing in producing hard plastic furniture will be contracted by the City to fabricate the design. The completed modules will include the Richmond Canada 150 logo embossed into each seating unit.

A technical review and coordination phase with the City's facility staff and the City contracted fabricator will be included with the implementation phase of the artwork. The artists and City staff will continue to meet to review fabrication coordination and implementation phases of the project. Management of the use, storage and maintenance of the artwork will be the responsibility of the Public Art Program.

The following feedback was provided by the Selection Panel in support of their recommendation:

- The concept has clarity in design and is immediately understandable in its response to the theme, "Fraser River, Working River". Although the design is a multiple, it gives the illusion of each unit being unique in the way it is configured.
- The concept allows for multiple configurations for a diversity of civic spaces, functions and major event programming.
- The design allows for seating on both sides of the module, maximizing seating capacity for public spaces and major events.
- The nesting feature of the design allows for easy stacking of the seating units for storage and transportation to different locations, minimizing space requirements.

- The design requires rake-back seating rests and a review of the optimal seat and backrest heights and integration of hand-holds for easy lifting and moving of units by staff.
- Further design development is required for how the units will be connected together to ensure safety and prevent portability of units by the public.

On May 9, 2017, the Richmond Public Art Advisory Committee reviewed the concept proposal by Becki Chan and Milos Bergovic and supports the Selection Panel's artist recommendation.

Financial Impact

In the *Canada 150 Celebrations Public Art Plan*, the total budget for the Canada 150 Artist Designed Modular Seating public artwork was initially proposed at \$40,000. Based on the consultation with the design consultant and review of the proposed concept, staff have concluded that a larger budget will be required to produce a reasonable number of the modular elements. It is estimated that 20 units could be produced within a budget of \$100,000 (i.e., approximately \$5,000 per unit, which includes detailed design and costs for creating the mould to fabricate the units).

The implementation budget of \$100,000 will be funded from available existing funds in the approved 2016 Public Art Capital Project.

Costs associated with the moving of modular seating units for specific City events will be the responsibility of the requesting Department through their operating budgets.

Any repairs required to the artwork will be the responsibility of the Public Art Program. City funds for maintenance would be allocated out of the Public Art Program's annual operating budget.

Conclusion

The Canada 150 Celebrations in 2017 represent an opportunity to acknowledge Richmond's history, heritage and cultural diversity. This initiative also supports the Richmond Arts Strategy's 2012-2017 recommended action to broaden the diversity of arts experiences and opportunities and expand public awareness and understanding of the arts.

Staff recommends that Council endorse the proposed concept and implementation of the Canada 150 Artist Designed Modular Seating public artwork, by artists and designers Becki Chan and Milos Bergovic, as presented in this report.



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

- Att. 1: Canada 150 Artist Designed Modular Seating Artist Call
2: Milbec Design Artist Concept Proposal

call to artists

PUBLIC ART
RICHMOND



Canada 150 Public Art

Request for Qualifications, (RFQ)

*Artist Designed
Modular Seating*
February 2017

OPPORTUNITY

The City of Richmond Public Art Program invites professional artists, designers and craft persons to submit qualifications for an opportunity to design a series of unique modular and portable seating elements to commemorate Canada's 150th anniversary.

These modular seating elements will be used to activate civic plazas and support special programming and major events in Richmond including, but not limited to Richmond World Festival, Maritime Festival and the Children's Art Festival.

Implementation costs including production and fabrication will be the responsibility of the City of Richmond. The selected artist/designer will be required to work with a third-party manufacturing company contracted by the City.

Artist Design Fee: \$10,000

Eligibility Requirements: Open to professional artists and designers residing in British Columbia.

Deadline for Submissions: Monday, March 20, 2017. 5:00pm

Completion: September 2017

call to artists

PUBLIC ART
RICHMOND

THEMES

Applicants are invited to respond to one or a combination of the following three themes in a Letter of Interest:

- **History, Culture, Diversity**
To reflect Richmond's rich tapestry of cultures, recognizing the original First Nations residents, early European settlers and the immigrants from a multiplicity of cultures that have since made their homes in Richmond.
- **Fraser River, Working River**
To explore Richmond's vital relationship to the Fraser River and reflect on the development of Lulu Island, with the key industries of fisheries, agriculture, shipping and other fields.
- **Agricultural Sustainability**
To celebrate Richmond's relationship to the land, from the first inhabitants, to farmers who recognized and nurtured the bounty of the region's rich delta soils, to recent food security initiatives and innovation in urban agriculture.

BACKGROUND

Canada's 150 Celebrations in 2017 present an opportunity to mark the occasion with new and innovative public artworks in Richmond. Artist-designed portable seating will aim to activate civic spaces and support place making and public programming initiatives.

The project will strive to support exceptional, sustainable and accessible public spaces and be driven by the following guiding principles:

- contribute to a sense of place;
- create artworks of the highest quality; and
- reflect the principles of sustainability.

DESIGN PARAMETERS

A detailed design brief will be discussed in more detail at the shortlisted applicant orientation on **Thursday, March 30, 2017 at 5:00 p.m.** Applicants are to consider the following:

- Maximum dimensions of 180 cm x 90 cm deep x 90 cm for up to twenty (20) portable and modular seating elements to be designed as a multiple. Larger or smaller seating designs may be considered where a design rationale is provided.
- Seating must be designed to allow for intimate, casual and audience seating configurations.

call to artists

PUBLIC ART
RICHMOND

- Preferred manufacturing materials include "rodo-molded" plastic, hard coated EPS foam and Gelcoat fibreglass. The City may consider alternative materials subject to design rationale and costing.
- Seating elements must be structurally sound, durable, low maintenance, vandal resistant, comfortable, accessible for seniors and ergonomically correct.

LOCATION

The portable seating will be used to activate civic plazas and support special programming and events in Richmond including Richmond World Festival, Maritime Festival and the Children's Art Festival.

BUDGET

An artist/design fee of \$10,000 will be awarded to the successful applicant. The contracted artist/designer will be required to produce detailed design documents and 3D models working with a third party manufacturer. The manufacturer will be contracted separately by the City of Richmond to implement the prototype and fabrication phases of the project.

ARTIST ELIGIBILITY

Open to professional artists and designers residing in British Columbia. City of Richmond employees and Public Art Advisory Committee members may not apply.

SELECTION PROCESS

A selection panel comprised of artists, design professionals and community representatives will review all submissions through a two-stage open call process. The panel will select up to five shortlisted artists to develop their concept proposals.

For stage two, the shortlisted artists will be invited to attend an orientation session to discuss the second stage deliverables and review detailed design parameters with City staff. Artists will be asked to prepare a detailed concept design and attend a finalist presentation and interview. An honorarium of \$500 will be paid to each of the shortlisted applicants. At the end of the second stage selection process, the selection panel will recommend one design concept to City Council for endorsement.

call to artists

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SELECTION CRITERIA

The following criteria will inform the artist selection process in Stage 1 and Stage 2.

Stage 1

- Demonstrated qualifications, skills and experience of past work.
- Proven experience with similar scopes of work as demonstrated through past commissioned projects.
- How you understand the identified themes and how it relates and/or informs your practice.
- Capacity to work with other design professionals and stakeholders.

Stage 2

- Response to any feedback and follow-up questions from Selection Panel.
- Artistic and design merit of statement of intent and concept in response to the design brief, themes and goals for the opportunity.
- 3D artist visualizations and/or models to communicate how the artwork will respond to the design parameters for functionality, maintenance and vandalism.
- Artwork sensitivity to environmental concerns with respect to artwork materials and method of fabrication and installation.
- *Appropriateness of the proposal to the Public Art Program goals:* www.richmond.ca/culture/publicart/plans/policy.
- Review of Reference checks

ORIENTATION FOR SHORTLISTED ARTISTS

Applicants for this RFQ are asked to reserve **Thursday, March 30, 2017 at 4:00 p.m.** in the event that they are shortlisted for the commission.

call to artists

PUBLIC ART
RICHMOND

SUBMISSION REQUIREMENTS

E-mail all documentation as one (1) PDF document, not to exceed a file size of 5 MB to: publicart@richmond.ca

- INFORMATION FORM – Please complete the information form attached to this document and use as the first page of your application.
- LETTER OF INTEREST – 1 page maximum, including demonstrated past experience, skills, brief artist/designer bio, why you are interested in this opportunity and how you understand the identified themes and selection criteria
- CV – 1 page maximum. Teams should include one page for each member.
- WORK SAMPLES – Up to ten (10) examples of past work. One image per page. Please include artist/designer name(s), title, year, location and medium information on each image page.
- REFERENCES – Three (3) references who can speak to your abilities, skills and accomplishments. Please provide name, title and contact telephone number and/or email. Teams should include two references for each member.

PROJECT TIMELINE

*All dates subject to change. RFQ applicants are requested to save dates for Finalist Artist Orientation and Finalist Interviews.

Submission Deadline:	March 20, 2017. 5:00 p.m.
Finalist Notification:	March 28, 2017
Finalist Artist Orientation:	March 30, 2017. 4:00-5:00 p.m.*
Finalist Interviews:	April 27, 2017*
Completion:	September 2017

SOURCES FOR ADDITIONAL INFORMATION

[Canada 150 Celebration Program](#)
[City of Richmond](#)
[City of Richmond Archives](#)
[Richmond Public Art Program Policy](#)

call to artists

PUBLIC ART
RICHMOND

SUBMISSION GUIDELINES

1. All supporting documents must be complete and strictly adhere to these guidelines and submission requirements (above) or risk not being considered.
2. All submissions must be formatted to 8.5 x 11 inch pages. Portfolio images and concept sketches would be best formatted to landscape format.
3. Submission files must be 5 MB or smaller.
4. If submitting as a team, the team should designate one representative to complete the entry form. Each team member must submit a individual resume/curriculum vitae. (See Submission Requirements)

ADDITIONAL INFORMATION

1. The selected artist may be required to show proof of WCB coverage and \$2,000,000 general liability insurance.
2. Please be advised that the City and the selection panel are not obliged to accept any of the submissions and may reject all submissions. The City reserves the right to reissue the Artist Call as required.
3. All submissions to this Artist Call become the property of the City. All information provided under the submission is subject to the Freedom of Information and Protection of Privacy Act (BC) and shall only be withheld from release if an exemption from release is permitted by the Act. The artist shall retain copyright in the concept proposal. While every precaution will be taken to prevent the loss or damage of submissions, the City and its agents shall not be liable for any loss or damage, however caused.
4. Submissions received after the deadline and those that are found to be incomplete will not be reviewed.

QUESTIONS?

Please contact the Richmond Public Art Program:

Elisa Yon, Public Art Projects Coordinator

Tel: 604-204-8671

E-mail: publicart@richmond.ca

call to artists

PUBLIC ART
RICHMOND

MODULAR AND FLEXIBLE SEATING EXAMPLES



Figure 1. MuseumQuartier's courtyard furniture by architects PPAG, Anna Popelka and George Poduschka. Vienna, Austria. Photography by Hertha Hurnaus.



Figure 2. Nidus Bench by Phillip Farevaag Smallemberg and 3DS/Three-Dimensional Services. Vancouver, BC.

MILBEC DESIGN
Vancouver, BC
Beckie Cahn and Milos Begovic

Artist Concept Proposal

ABOUT THE ARTISTS

Becki Chan is an artist and designer focussed on creating public installations. Milos Begovic is an architect with a professional focus on public educational projects and a broad interest in urban public spaces.

Our works often attempt to synthesize two disparate but complementary interests: cultural, historical and architectural research of the site context, and a fascination with the repetitive use of simple elements and minimalist composition. They typically also explore the relationships between the installed elements and the viewers, adopting a playful and engaging character.

FRASER RIVER

The Fraser is the lifeblood and defining feature of Richmond. We were inspired by this essential relationship of the city to the river. Taking both the winding paths of the Fraser Delta and a typical dispersion graph of water waves as the departure points for design, we have derived a simple, but very flexible modular bench form.

The design approach is minimalist - the shape and colour of the bench merely evoke the water, without necessarily making the design inspiration explicit.

MODULAR SEATING DESIGN

Much like the nooks and crannies of a river can foster a variety of human occupation, the forms generated by the repetition of the bench module allow a variety of potential programming.

The wavy form of the bench back can act as both a back and an arm rest, providing a comfortable and accessible seat in an integrated and aesthetically pleasing manner.

STORAGE

All of the proposed benches are identical for ease of fabrication, and are easily stackable for compact storage.

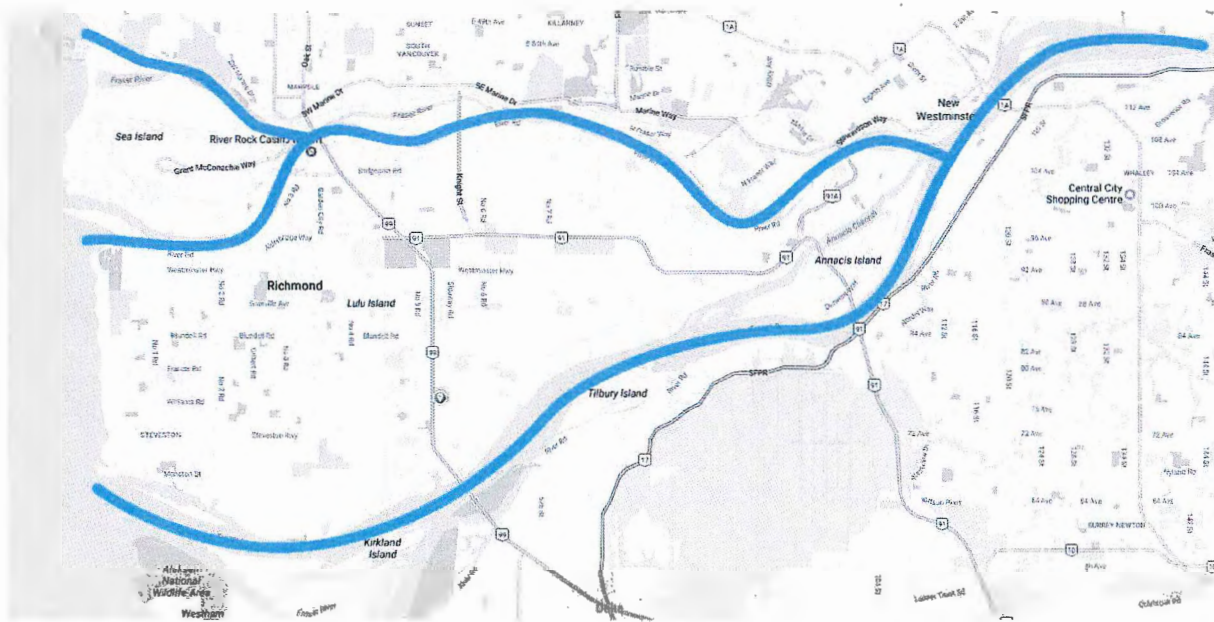


Figure 1 – Map of Richmond showing the winding arms of the Fraser River.

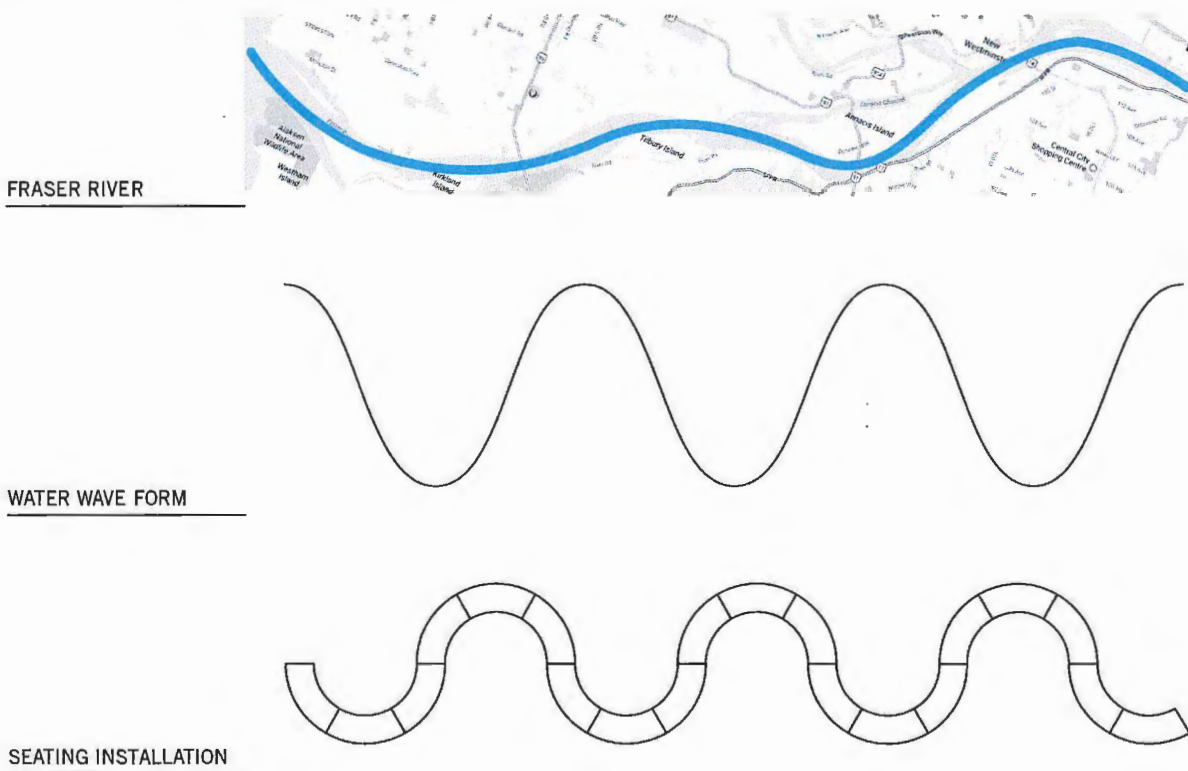


Figure 2 – Development of the seating form installation design.

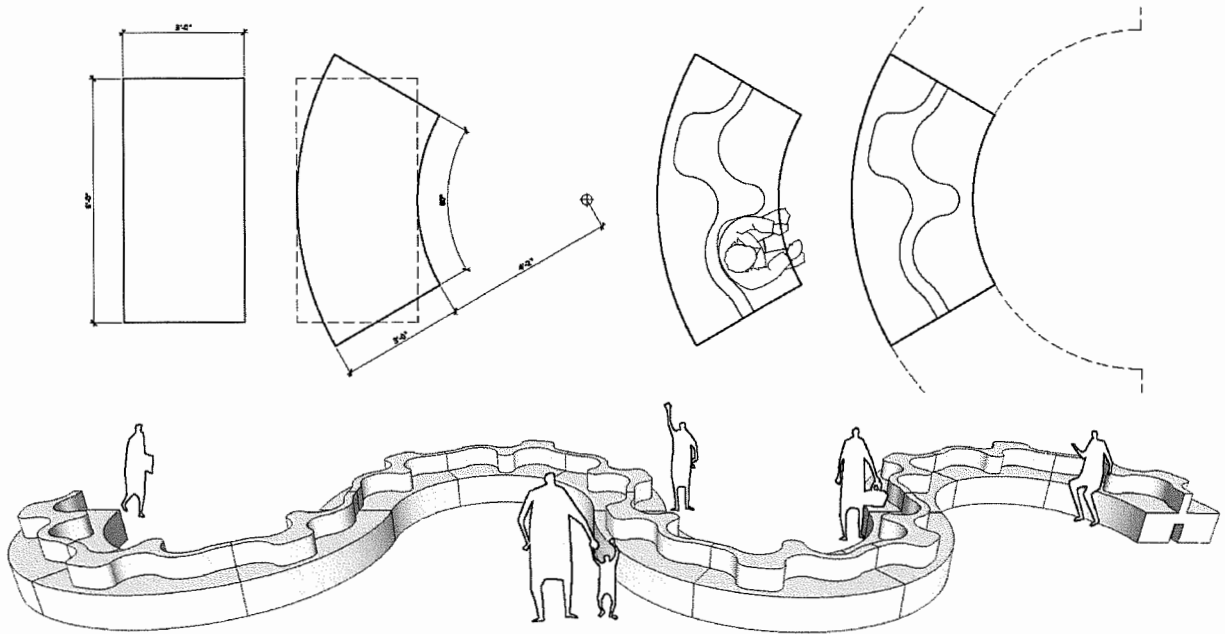


Figure 3 – Overall artist concept and dimensions of module.

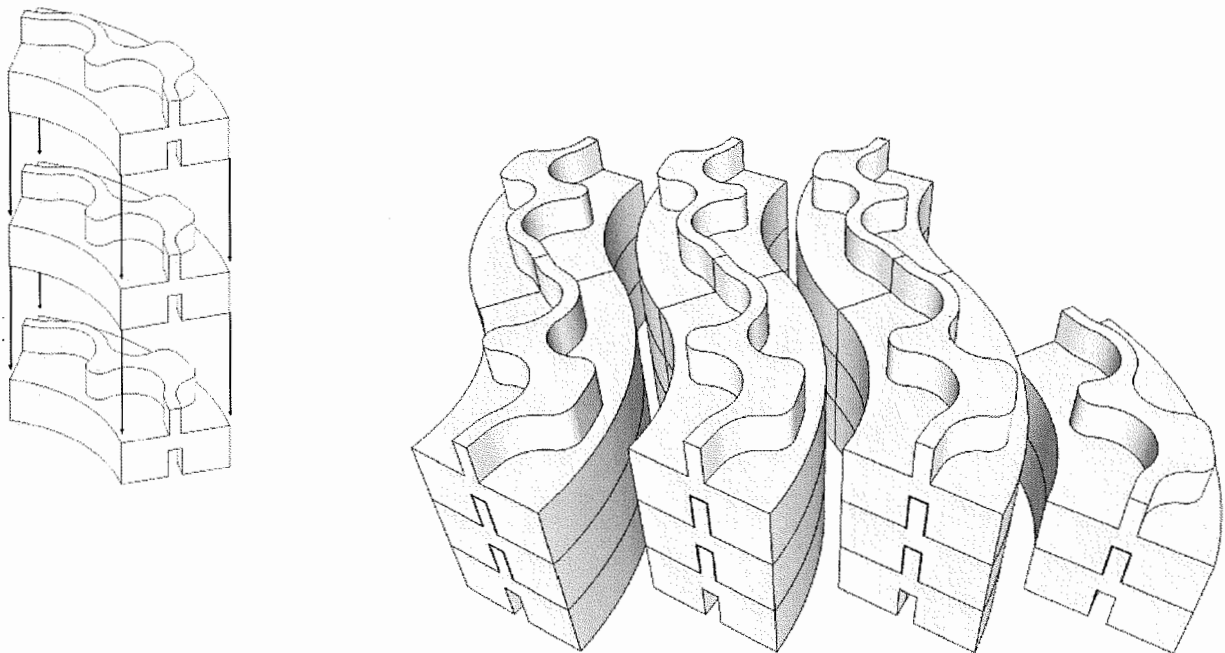
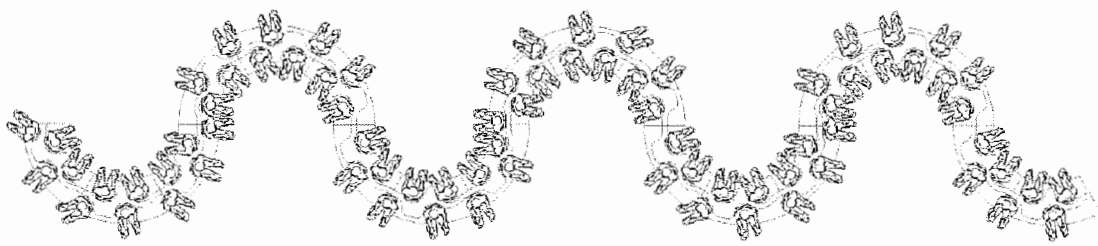
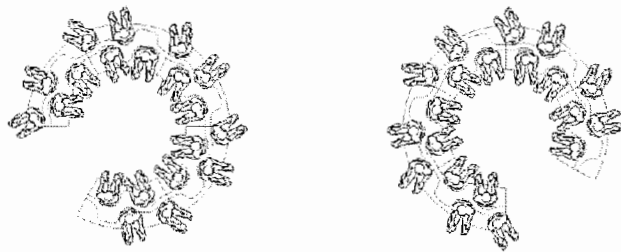
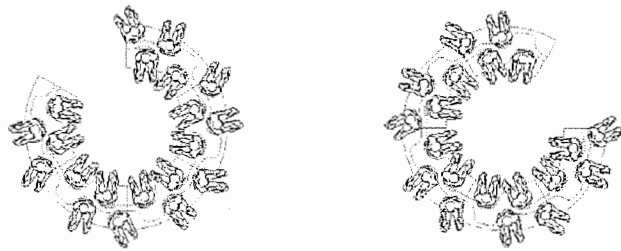


Figure 4 - All of the proposed benches are identical for ease of fabrication, and are easily stackable for compact storage.

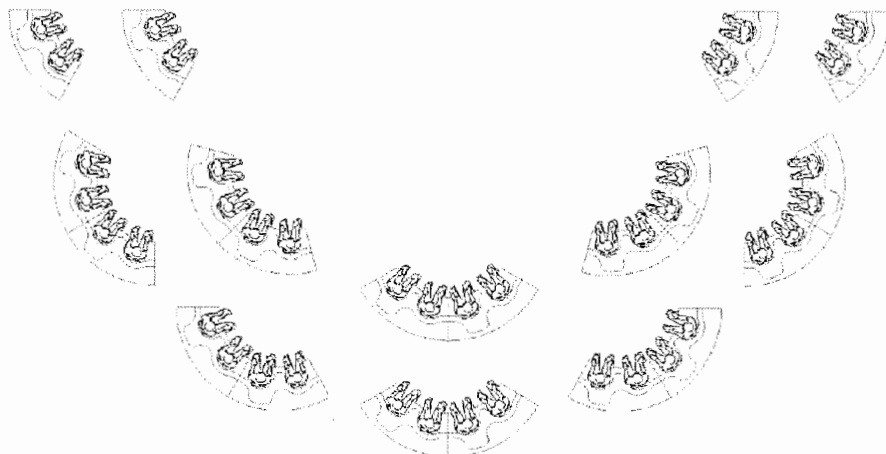


Linear Configuration



Gathering Configuration

Stage



Performance Configuration

Figure 5 – Potential Configurations

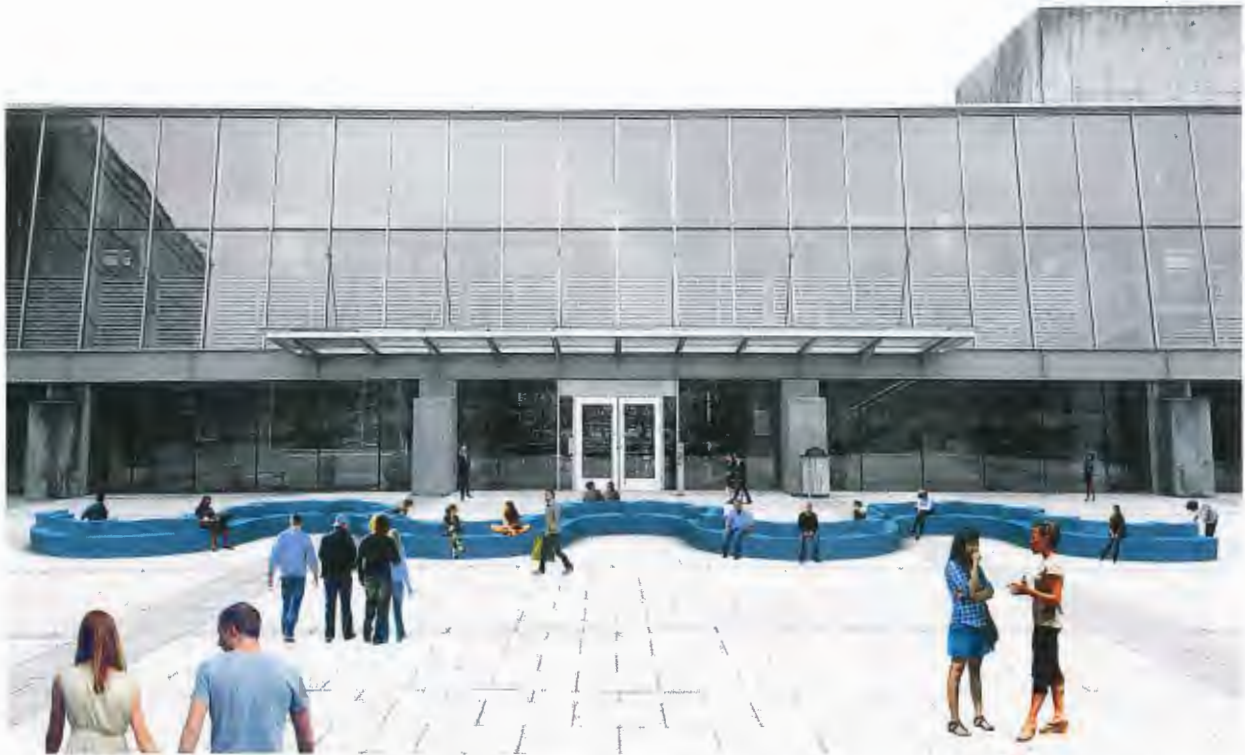


Figure 6 – Artist concept sketch showing linear configuration of seating in Richmond City Hall Plaza.



Figure 7 – Artist concept sketch showing gathering configuration of seating at the Cultural Centre Plaza.



Figure 8 – Artist concept sketch showing audience seating configuration at City Hall Plaza.



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** May 29, 2017
From: Carli Edwards, P.Eng.
Manager, Customer Services and Licencing **File:** 12-8275-02/2017-Vol
01
Re: **Business Licence Bylaw No 7360, Amendment Bylaw 9722**

Staff Recommendation

That Business Licence Bylaw No. 7360, Amendment Bylaw 9722, which increases the maximum number of Class A Taxicabs to 124 and Class N Taxicabs to 48, be given first, second and third readings.

Carli Edwards, P.Eng.
Manager, Customer Services and Licencing
(604-276-4136)

Att. 2

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

Staff Report

Origin

Business Licence Bylaw No. 7360 establishes the maximum number of taxicabs permitted to be operated and licenced by Richmond based companies within the jurisdiction of the City, excluding the Vancouver International Airport (YVR). Further regulations dealing with taxicabs in Richmond are covered under Vehicle for Hire Regulation Bylaw No. 6900.

This report deals with an application submitted to the Passenger Transportation Board (PTB) by Richmond Cabs Ltd., (RCL) to add 14 new additional vehicles to their fleet. On April 13, 2017 the PTB made the following decision on the application:

14 additional vehicles (10 conventional taxis and 4 accessible taxis) are approved"

In light of the decision made by the PTB and at the request of RCL, staff propose Amendment Bylaw 9722, to increase the number of taxicabs permitted under Business Licence Bylaw No. 7360. This will allow the additional vehicles that were approved by the PTB to be licenced by the City of Richmond.

The Community Charter and Council Policy 9311, requires that the public are provided an opportunity to provide written or oral submissions by those persons who consider themselves effected by the proposed bylaw. Notification requirements are reasonably satisfied if the adoption of the proposed bylaw is advertised once each week for two consecutive weeks in a newspaper that is distributed in Richmond. A time period of at least two weeks is provided from the date of the second required advertising for persons to make submissions before the bylaw may be adopted. This policy will be followed before the final adoption of this bylaw.

Analysis

Taxicabs are also licenced by the PTB and provincially regulated under the Passenger Transportation Act. The City looks to the review and diligence carried out by the PTB in the determination of the demand for additional PTB taxicab licences.

On January 18, 2017, PTB published in the Weekly Bulletin an application was received by RCL for an additional 14 taxicab vehicles - 10 conventional taxis and 4 wheelchair accessible taxis. In their review of the application the PTB takes into consideration, among other criteria, that:

- a) *There is a public need for the service the applicant proposed to provide under any special authorization;*
- b) *The applicant is fit and proper to provide the service and is able to provide the service;*
and
- c) *The application, if granted would promote sound economic conditions in the passenger transportation business in British Columbia.*

The PTB also reviewed 2 submissions on the application from the following individual/organizations:

- Shashikant Engineer
- Garden City Cabs of Richmond Ltd (GCCRL)

RCL rationale in support of their application was that they are the largest taxi provider in the City of Richmond, which has seen an increase in population growth. RCL current fleet is inadequate to maintain their business model to pick up customers within 10 minutes, 90% of the time. RCL indicate the additional 14 taxis will complement their fleet to restore their business model to intended levels and provide a platform to serve new customers. RCL observes a potential risk of deregulation of the taxi industry. The potential arrival of ridesharing services like UBER and car sharing services like, Car2go, and Evo, RCL maintains that the taxi industry must remain competitive and provide viable taxi service.

The PTB also reviewed information that reflected:

- RCL data shows year over year trip volume increased by 10% for sedan taxis and 25% for accessible taxis;
- Generally RCL maintains 99% total sedan fleet and 95% accessible fleet on shift at all times;
- Vancouver Airport Authority (VAA) has issued 74 licences to RCL which require a monthly commitment to complete 45 trips, representing approximately 11% of RCL service, and YVR to surpass 22 million passengers by end of 2016;
- Between 2006 and 2011 census period population growth in Richmond was 9.2%;
- Increase demand for taxi service at the new McCarthurGlen Outlet Mall;
- Exclusive contract to service the Sheraton, Marriott and Hilton hotels;
- RCL has 900 corporate clients and participates in the taxi saver program through Translink.

On April 13, 2017, the PTB determined that RCL had provided sufficient information and evidence to demonstrate a need for the additional 14 vehicles (10 Class A conventional taxicabs and 4 Class N Accessible Taxicab).

As the City is generally supportive of increasing the number of taxicabs to meet growing demand of the community and noting no recent public complaints were received by the City regarding the services of RCL, staff have no objection to granting the approved additional licenses.

If approved by Council, RCL would be licensed to operate 97 Class A conventional taxicabs and 15 Class N accessible taxicabs. The addition of four new Class N taxicabs should enhance service to passengers with disabilities while the 10 additional Class A taxicabs should free up taxicabs for all passengers.

In their decision, the PTB notes the increase “would promote sound economic conditions in the passenger transportation business in British Columbia.” The full decision is attached to this report (Attachment 2).

May 10, 2017

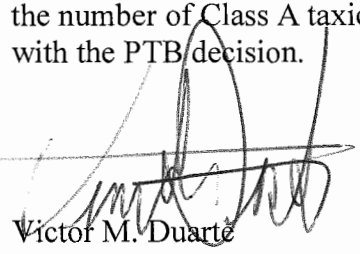
- 4 -

Financial Impact

The Business Licence Fee for RCL will be reassessed to accommodate the additional 14 Vehicles for Hire. The Class A conventional taxicab fee is already at the maximum fee of \$3,839.00 and no additional fee will apply. The Class N accessible taxicabs will result in an increase of revenue of \$504.00.

Conclusion

The PTB decision speaks to the increasing population of Richmond and an increase in taxi demand. Staff is recommending an amendment to Business Licence Bylaw No. 7360 to increase the number of Class A taxicabs by 10 vehicles and Class N taxicabs by 4 vehicles, consistent with the PTB decision.



Victor M. Duarte
Supervisor Business Licence
(604-276-4389)

VMD:vmd

- Att. 1: Applicants email requesting bylaw amendment
- 2: PTB Licence Application Decision

Attachment 1

Duarte,Victor

From: gm@richmondtaxi.ca
Sent: May 9, 2017 14:15
To: Duarte,Victor
Subject: PTB approval for new 14 taxis
Attachments: Richmond Cabs-New cab approval-May 9 2017.pdf

Hello Victor Duarte

Here I attach PTB approval for our new 14 cabs. We already submitted same paper in the City of Richmond too.

Thank you and looking forward to meet you soon.

Kind Regards

Mohammed Anwar Ullah

Sent from Mail for Windows 10

Licence Application Decision

MAY 09 2017

Taxi – Additional Vehicles

RECEIVED

Application #	AV438-16	Applicant	Richmond Cabs Ltd.
Trade Name (s)	Richmond Taxi		
Principals	AYUB, Muhammad MANGAT, Manjinder S. SADHRA, Paramjeet, Singh TAKHAR, Amarjit Singh BAINS, Kirandeep Singh MANN, Charanjit Singh SANDHU, Yadwinder Singh		
Address	2440 Shell Road, Richmond, BC V6X 2E3		
Applicant's Representative	McLachlan Brown Anderson William A. McLachlan, Barrister & Solicitor		
Current Licence	Special Authorization for passenger directed vehicles. PT Licence #70391		
Application Summary	Additional Vehicles – Taxi Add 14 vehicles (10 conventional and 4 accessible). This will increase the maximum fleet size to 112 vehicles (97 conventional and 15 accessible).		
Date Published in Weekly Bulletin	January 18, 2017		
Submitters (and representatives)	<ul style="list-style-type: none"> • Shashikant Engineer • Garden City Cabs of Richmond Ltd. 		
Board Decision	14 additional vehicles (10 conventional taxis and 4 accessible taxis) are approved.		
Decision Date	April 13, 2017		
Panel Chair	William Bell		

I. Introduction

This is an application from Richmond Cabs Ltd. (RCL) dba Richmond Taxi. The applicant is applying for 14 additional vehicles, 10 conventional taxis and 4 wheelchair accessible taxis

(WATs). RCL currently holds a passenger transportation licence, #70391, with a Special Authorization: Passenger Directed Vehicles. In 2015, RCL corporately amalgamated with Coral Cabs Ltd. which operated a fleet of 19 conventional taxis. RCL currently operates a fleet of 98 taxis (87 conventional and 11 WATs). The additional licences, if approved, would increase the maximum fleet size of RCL to 112 vehicles, comprised of 97 conventional and 15 accessible taxis.

RCL also seeks flip seat authorization for the 4 WATs requested in this application. This is consistent with their current WATs.

II. Background

A brief summary of RCL applications and Board decisions over the past years follows:

- AV271-12, addition of 10 taxis, refused, published December 14, 2012.
- 322-14 (UPN) add Canada Post contract clause, approved in whole, published December 3, 2014.
- AV 260-14, addition of 15 taxis (10 conventional and 5 accessible) approved in whole, published January 21, 2015.

In support of this application, Richmond Cabs Ltd. provided the following documents.

PDV vehicle proposal	Financial information
Public Explanation	Public need indicators
Disclosure of Unlawful Activity and Bankruptcy	Municipal notice
Declaration	Accessible service plan
Business plan	Taxi Data/USB

During the review of this application, the applicant was asked in a letter dated February 22, 2017 to provide further data and information and clarification of some matters. The information requested was provided in a manner acceptable to the Board on March 7, 2017.

III. Relevant Legislation

Division 3 of the *Passenger Transportation Act* (the "Act") applies to this application. The Act requires the Registrar of Passenger Transportation to forward applications for Special Authorization licences to the Passenger Transportation Board (Board). Section 28(1) of the Act says that the Board may approve the application, if the Board considers that:

- (a) there is a public need for the service the applicant proposed to provide under any special authorization.
- (b) the applicant is a fit and proper person to provide that service and is capable of providing that service, and
- (c) the application, if granted, would promote sound economic conditions in the passenger transportation business in British Columbia.

I will consider each of these points in making my decision.

IV. Rationale and Submissions

(a) Applicant's Rationale

RCL is the largest taxi provider in the City of Richmond, which has seen an increase in population growth. The current RCL fleet is inadequate for maintaining the intended business model of serving their customers target, which is to pick up a customer within 10 minutes 90% of the time from when a customer calls dispatch. This target is not being met. RCL's analysis of dispatch records suggests 14 additional taxis will restore the intended business model. The additional taxis will not take business away from the other taxi providers in Richmond and will provide the platform for providing an appropriate level of service to existing customers and allow it to serve new customers.

(b) Submissions & Applicant's Response

Two submissions were received from:

- Garden City Cabs of Richmond Ltd. (GCCRL)
- Shashikant Engineer

GCCRL made the following submissions:

- RCL's business model has traditionally focused on deriving its revenue stream from YVR. RCL dedicates 73 out of 98 licensed taxis to YVR. Based on its YVR trip volumes, RCL could reduce YVR service and still meet YVR contract terms to address a service problem in the City of Richmond.
- RCL drivers reject trips to the City of Richmond when dispatched from YVR. This adds an additional response time of 1 minute on the dispatch times.

The applicant responded to the submission from GCCRL as follows:

- RCL does not dedicate any taxis exclusively at YVR despite having 74 taxis licensed by the Vancouver Airport Authority (VAA) to queue at YVR. The 74 taxis are part of 525 taxis, from 16 companies, that the VAA has licenced. RCL holds 14% of the licences issued by the VAA; however RCL is only doing 11% of YVR business.
- On average, 66% of RCL's business is from dispatched trips within the City of Richmond. Approximately 23% of the overall business is flag trips at RCL taxi stands and at the South Terminal of YVR. YVR trips in 2015 and 2016 represent approximately 11% of overall trip volumes by RCL for its conventional taxi fleet.

The submission from Shashikant Engineer argued the following:

- There is no public need or demand for additional vehicles by RCL.
- Fleet utilization involves a minimum of 18-20 parked RCL cabs during shift changes. Between 25%-42% of trips are rejected during shift changes, which create waits and delays in service. Using its dispatch data the company can direct fleet cabs to certain areas or zones that get busy.
- Illegal flagging by RCL cabs occurs in downtown Vancouver on Wednesday, Thursday, Friday and Saturday nights until early morning and RCL drivers are not disciplined by the company.
- Two spreadsheets of RCL data for sedan and WAT vehicles for the period February 2013-July 2014, which were attached, included side bar notes that monthly trip

volumes for sedan (conventional) and WAT includes flags in Downtown Vancouver of 12-18% and 8-12% respectively.

- The DDS Pathfinder System is manipulated “to create shortages or demand or needs.”
- There is no care and control by RCL over its drivers. Almost 65-80% of RCL drivers are unsafe. RCL averages 5 accidents every week and there are 7-10 calls daily regarding dangerous driving.

The applicant responded to the submission as follows:

- Shashikant Engineer is the past General Manager of RCL who held the position from August 8, 2008 to September 6, 2016.
- Past and current data reports were completed by a technical consultant who has an excellent reputation in the taxi industry regarding data extraction and analysis.
- Shift changes take place on the road when drivers agree to meet at a particular location or at the RCL yard. These generally take place over several hours. Management permits shift changes to be delayed until drivers conclude their last trip. Taxi drivers move from zone to zone to address areas that are busy. Moving to a busy zone that is producing trips rather than waiting for a trip in a zone has nothing to do with the requirement of more taxis and a service model not being met.
- RCL drivers do not avoid short trips as it has a policy that after completing short trips, taxis are returned to the first position in a zone, which is a preferred trip.
- RCL denies any suggestion that a significant degree of flagging other than some exceptions by RCL, occurs in downtown Vancouver. Drivers are clearly instructed on the condition of licences and permitted areas of operation and, when breached, are disciplined accordingly. However, flagging can be problematic at times in the Downtown Vancouver Entertainment District (DVED) when suburban taxis drop passengers off as other passengers or groups jump into the taxi and drivers are verbally abused or their taxis damaged when they attempt to explain they are not licensed for pickups. At times, police have directed people to suburban taxis.

-
- There is no foundation to the claim that 65%-80% of all RCL drivers are unsafe. No safety concerns are pending against RCL and its NSC rating is satisfactory.

The Board gives more weight to submissions that back up claims with facts or details. I have considered the submissions and the applicant's responses in my review of this application.

V. Reasons

- (a) *Is there a public need for the service that the applicant proposes to provide under special authorization?*

Taxi companies who want more vehicles are expected to show that there is a public need for more taxis. Companies are expected to show why their current fleet is not large enough to handle more trips and why they need a specific number and type of vehicles for which they have applied. The Board wants to be satisfied that there is a reasonable connection between the number and type of vehicles requested and public need. Applicants should explain why other taxis in the area are not meeting the public need.

RCL submits that additional conventional and WATs are required to reduce wait times for individual and corporate customers. The additional vehicles will also reduce the number of cancelled calls. It will use the added capacity to service the City of Richmond.

The applicant provided the following evidence and material to demonstrate a public need for the additional vehicles requested:

- (a) *Operational Data*

Data was included for a 23 month period (April 2015 to February 2017). An archiving system was not set up prior to April 2015 for retaining operational data.

(i) Trip Volume

According to the spreadsheets submitted by the applicant, overall trip volume based on a weighted yearly average increased 10% for sedan taxis and 23% for WATs. The 11-month year over year analysis shows a 11% increase for sedan taxis and 25% for WATs.

(ii) Vehicles on Shift

Generally, 99% of the total sedan fleet and 95 % of the WAT fleet is on shift at all times.

(iii) Response time

RCL clarified that its performance standard is to service passengers within 10 minutes 90% of the time. Cancelled trips over the 23-month period shows an increase of 29 % for sedan taxis and for WATs an increase of 4%.

As wait time can vary throughout the day, the amount of time dispatched trips have waited are grouped into 3 categories, peak, medium, and low. For both sedan and WATs the 90th percentile of 10 minutes or less is not being met.

The sedan fleet has a 23-month percentile average of 12.3 minutes while the WAT fleet is even higher at 14.7 minutes. Response time for less than 10 minutes is being met only 80% of the time for sedans and 72% for WAT's

(iv) YVR

- The VAA has issued licences to 74 of RCL's fleet. All taxis have a monthly commitment to complete 45 trips per month. These can be completed during any time period.

RCL must maintain a minimum of 4 taxis from 7:00- 19:00 at the South Terminal and a minimum of 2 taxis from 19:00 to 22:00. The 74 taxis complete 99% of all the originating trips from both the Main and South terminals at YVR.

- The VAA does not record trips by type of vehicles requested. Further, all trips at the Main terminal are "flag" trips and those at the South terminal are predominately flags as well. Trip volumes for the former are provided by the VAA while the latter are taken from RCL's dispatch system.

The YVR licenced vehicles derive most of their daily trips from the City of Richmond. The 23 month data indicates that when comparing the average trips per day of the sedan vehicles from the City of Richmond with that at the YVR main terminal the former indicates volumes that are approximately more than 6 times greater. The YVR average trips per month from the 23 month data also reflect that YVR service represents only approximately 11% of total trips.

(b) Market Analysis

RCL's market is the City of Richmond, including YVR. It is a growing area with population increases and development. Between the 2006 and 2011 census period population growth in Richmond was 9.2 %.¹

Richmond is home to several large taxi fare generators, including hotels that serve YVR, Richmond General Hospital, the Workers Compensation Board Rehabilitation Centre, numerous senior homes, modern shopping centres and casinos.

Since it opened in 2015, RCL has been receiving an increasing demand for taxi services at the new McArthurGlen Designer Outlet shopping centre. Further, the Central at Garden City shopping complex opened for business in October, 2016 and RCL is receiving an increasing number of dispatch calls from there. RCL has rented a 2 car exclusive stand at the mall. The Sheraton Hotel's 18,000 square foot Richmond Convention Centre has been renovated. RCL now has an exclusive contract with Sheraton as well as the Marriott and Hilton hotels.

A new Pacific Autism Family Network that will support approximately 60,000 people will increase the demand for both conventional and accessible taxis in Richmond. Because of RCL's close proximity to the facility, it expects to be a leading taxi service provider.

Building permits have more than doubled from 2014 to 2015 and the 2016 numbers are expected to be consistent. Construction of a new integrated, multi-purpose complex, the Minoru Civic Precinct, will promote further population growth, but also increase visitors and international tourism.

Room revenues at hotels have grown 13% between 2014 and 2015 and have continued into 2016. Local movie theatres, sports bars, cocktail bars and hipster-approved lounges as outlined by Tourism Richmond are enjoying the increase in late night business.

RCL has 13 exclusive stands around Richmond and 15 dedicated direct telephone lines at various locations and is the largest taxi service provider in the City of Richmond.

(c) YVR Growth and Taxi Shortages

YVR has seen strong passenger and airline growth in 2016. The airport recorded about 20 million passengers in 2015 and expects to surpass 22 million by the end of 2016. The

¹ The 2016 Census, unavailable at the time the application was submitted, indicates that Richmond's population increased by about 4% between 2011 and 2016.

expanded demand at YVR includes the increased traffic at the South Terminal as well. RCL reports that its exclusive stands at Harbour Air have also experienced increased volumes in taxi service. Because of these increases, RCL has struggled to maintain quality service in Richmond and at YVR Main and South Terminals. In May 1, 2016 the VAA implemented escalating steps to address taxi shortage periods of greater than 2 hours.

(d) Accounts

RCL provided a list of 900 corporate clients. RCL has 4 main contracts with businesses and agencies. The taxi saver program through Translink is a major account that generates significant revenues.

Spreadsheet data regarding trip volumes for all the accounts of RCL shows an increase of 10.5% when making a year over year same month comparison (April 2015 to February 2017).

With regard to HandyDART, RCL reports it is experiencing some issues and delays providing service to Richmond residents and the additional vehicles will improve services by reducing wait times.

RCL also noted some changes in its accounts. HandyDART transportation responsibility, through an agreement with MVT Canadian Bus Inc. (MVT), is now shared concurrently with Garden City Cabs As of January 9, 2015 billing to Canada Post under a specific contract terminated as it acquired its own service vehicle.

(e) Financial Information

RCL has experienced growth in corporate accounts and credit card receipts. The dollar value of these increased by approximately 11.6% from 2015 to 2016. Consolidated Statements of Income (October 31, 2015 and 2016) included in the application indicate an approximate 5.6% in increased revenues from 2015 to 2016.

(f) Support Letters

User support statements were received from 24 respondents. The majority (18) came from a variety of businesses, including 7 hotels that are frequent users of RCL services. Most of the letters noted lengthy wait times, sometimes as high as 30-45 minutes, but generally well in excess of 10 minutes. Many note that this presents serious issues regarding travel to business meetings, flight departures at YVR, etc. Additional taxis will help accommodate an

increased demand for taxis during the morning rush hour and evening peak times. Several of the businesses represented senior residences. Many guests who no longer drive use taxis. Most seniors in the residences find the use of public transit difficult and service is intermittent.

Several letters came from the Richmond Centre for Disability and report that wait times for WATs have steadily increased over the past few years. One letter from a long standing client suggests a window of 10-15 minutes to wait for a taxi would be reasonable.

(g) Wheelchair Accessible Taxis (WATs)

RCL indicates that it participates in the HandyDART Taxisaver program which is a significant contributor to its revenue base. It has signed an agreement to provide taxi services as part of Translink's handyDart program. RCL notes that it has an increasing number of program customers are taking advantage of these supplemental services via taxicabs. This, with a growing population, has put additional stress on demand for taxi services.

(h) Smartphone Applications

Trips reserved using several smartphone applications has increased ridership. Data provided indicates trips reserved using the smartphone applications increased from November 2015 to November 2016 by 150%.

Board Analysis and Findings

I find overall the support information and material and, in particular the operational data, provides some meaningful evidence of business growth over the past few years. I assigned considerable weight to the data. The increases in trip volumes, trip cancellations and the failure to meet its response time target on a consistent basis for both sedan and WAT vehicles demonstrate RCL has issues with its service levels. I note, in particular, the support from organizations and/or users concerning service issues associated with WATs and the need for additional capacity to provide timely on-demand services for customers with mobility or other challenges.

The market analysis describing economic development, population growth and new medical services also suggests the service area is growing and will need expanded taxi services. Other information that supports a public need is the increase in account activity;

YVR growth and the support letters which corroborate additional taxi capacity. The trip volume data also demonstrates that RCL predominately serves the City of Richmond.

I find the applicant has provided sufficient information and evidence to demonstrate a public need for vehicles 14 vehicles: 10 conventional taxis and 4 WATs, with flip seats.

(b) Is the applicant a fit and proper person to provide that service and is the applicant capable of providing that service?

The Board looks at fitness in two parts:

- (i) is the applicant a “fit and proper person” to provide the proposed service; and
- (ii) is the applicant capable of providing that service?

The disclosure forms of Unlawful Activity and Bankruptcy were completed by the 7 Directors with no discrepancies.

On the record there were 7 complaints concerning customer service and driver behavior issues during 2016. Also, during 2016 one administrative penalty was imposed for a trip refusal. All the complaints were resolved to the satisfaction of the Passenger Transportation Branch. Legal counsel for RCL addressed the concerns as raised by Shashikant Engineer in his submission to my satisfaction.

I note that the applicant’s NSC Safety Rating and Profile was rated as “Conditional-Unaudited” at the time of the application. More recently RCL received an administrative penalty for operating out of their service area. Both of these matters concerned me and I sought more information from the applicant.

Legal counsel responded to both issues. With regard to the NSC rating counsel reports there was an “hours of service” issue that was primarily the fault of a programming error in RCL’s dispatch computer that occurred after a software update. RCL is taking a number of steps to remedy this situation.

With respect to the more recent administrative penalty for “Operating Out of Service Area”, counsel reports that this too was the result of a technical error, which RCL has rectified.

I find RCL has fully disclosed and acknowledged their responsibility concerning the above matters and is taking the appropriate steps to fix and improve their operations.

The applicant has provided taxi services in the City of Richmond and at the Vancouver International Airport for an extended period of time and has a well established infrastructure and management oversight that should help resolve these matters. Many of the letters of support attest to the professionalism of the company as a supplier of reliable taxi services.

At this time, I find that the applicant to be a fit and proper operator to provide the service sought and is capable of providing the service.

(c) *Would the application, if granted, promote sound economic conditions in the passenger transportation business in British Columbia?*

The Board looks at the “sound economic conditions” issue from a wide-ranging view. The economic conditions of the “transportation business in British Columbia” are considered ahead of the economic and financial interests of an individual applicant or operator. The Board supports healthy competition. The Board discourages competition that could unduly harm existing service providers.

I assigned little weight to the submissions as they provided weak or dated evidence to corroborate their claims.

RCL observes its greatest risk is the potential deregulation of the taxi industry. With the potential arrival of ridesharing services such as UBER and car sharing services such as Car2Go and Evo, the taxi industry must remain competitive and responsive and the current unreasonable wait times are seen as a detriment to continuing a viable taxi service business. If RCL does not keep up with public expectations then the public will find or demand other options.

The applicant has demonstrated a need for additional taxis, which I am persuaded the expanding marketplace can absorb. The taxis will be used solely to service the City of Richmond.

As a result, I find that granting this application will promote sound economic conditions in the BC Taxi industry.

VI. Conclusion

For the reasons above, this application is approved in whole.

I establish the activation requirements and the terms and conditions of licence that are attached to this decision as Appendix I. These form an integral part of the decision.

<p>Approval of application may expire</p>	<ol style="list-style-type: none"> 1. The licensee must activate the additional vehicles approved in this decision within 6 months of the date of this decision. 2. Any additional vehicles that have not been activated within 6 months of the date of this decision are no longer approved and the maximum fleet size of the licensee is reduced accordingly. 3. The Passenger Transportation Board may vary the requirements set out in 1 above, if circumstances warrant it. 4. If an applicant needs more time to activate its vehicles, then the applicant must make a request to the Board <u>before</u> the end of the 6 month activation period. <p>(Note: "activate" means that the applicant has submitted the documents required to obtain a Special Authorization Vehicle Identifier to the Registrar of Passenger Transportation.)</p>
<p>Notice to Registrar</p>	<p>The Registrar must not, without direction from the Board, issue the applicant any additional special authorization vehicle identifiers if the applicant has not activated the vehicles within 6 months of the date of this decision.</p> <p>(Note: activated means that the applicant has submitted to the Registrar of Passenger Transportation the documents required to obtain a Special Authorization Vehicle Identifier.)</p>

Special Authorization: Passenger Directed Vehicle (PDV)	
<i>Terms & Conditions:</i>	
<p>Maximum Fleet Size:</p>	<p>At any time - a fleet size of 110 vehicles may be operated; of which 95 may be conventional vehicles.</p> <p>YVR Contract - The licensee may operate an additional 2 conventional taxis if the Vancouver International Airport Authority (VIAA) has approved airport licenses for 71 or more vehicles in fleet of the licensee.</p> <ol style="list-style-type: none"> a. When making application for renewal of its licence, Richmond Cabs Ltd. must submit a letter to the Registrar of Passenger Transportation from Ground Transportation, Vancouver International Airport Authority, stating that its contract with Richmond Cabs Ltd. remains in good standing. b. The letter referred to in (a) must confirm the number of airport licenses approved for Richmond Cabs Ltd. c. If the number of airport licenses is 71 or less, the licensee must return 2 identifiers for conventional taxis to the Registrar.

Service Priority Requirement:	Persons with mobility aids who require an accessible taxi for transportation purposes are priority clients for the dispatch of accessible taxis. The licensee must at all times use a dispatch and reservation system that dispatches accessible taxis on a priority basis to clients who have a need for accessible vehicles.
Flip Seat Authorization:	Passengers may be seated in moveable "flip seats" or "let down seats" that are installed behind the driver in accordance with Division 10.07(5) of the Motor Vehicle Act Regulations.
Minimum Operating Requirement:	Licensees must ensure that accessible taxi service is available to passengers throughout a 24 hour day in a reasonable manner and that accessible taxi availability is, at a minimum, proportionate to conventional taxi availability.
Specialty Vehicles:	The accessible taxis must be operated in accordance with the <i>Motor Vehicle Act Regulations</i> including Division 10 (<i>motor carriers</i>) and Division 44 (<i>mobility aid accessible taxi standards</i>), as amended from time to time, and in accordance with any other applicable equipment regulations and standards.
Vehicle Capacity:	Vehicles can accommodate a driver and not less than 2 and not more than 7 passengers.
Service 1:	<i>The following terms and conditions apply to Service 1:</i>
Originating Area:	Transportation of passengers may only originate from any point in the City of Richmond, including the Vancouver International Airport.
Destination Area:	Transportation of passengers may terminate at any point in British Columbia.
Return Trips:	The same passengers may only be returned from where their trip terminates in the <i>destination area</i> to the City of Richmond, excluding the Vancouver International Airport, if the return trip is arranged by the time the originating trip terminates.
Reverse Trips:	Transportation of passengers may only originate in the <i>destination area</i> if the transportation terminates in the City of Richmond, excluding the Vancouver International Airport, and the cost of the trip is billed to an active account held by the licence holder that was established before the trip was arranged.
Service Limitation:	A minimum of 2 accessible taxis must be operated and available for hire 24 hours each day every day of the week.
Service 2:	<i>The following terms and conditions apply to Service 2:</i>
Originating Area:	Transportation of passengers may only originate from any point in the City of Richmond including the Vancouver International Airport.
Destination Area:	Transportation of passengers may terminate at any point beyond the British Columbia/United States border when engaged in an extra-provincial undertaking.
The following apply to all vehicles in the fleet	

Taxi Cameras:	Taxi camera equipment may only be installed and operated in vehicles when the licensee is in compliance with applicable taxi camera rules, standards and orders of the Passenger Transportation Board.
Taxi Bill of Rights:	<p>a) A Taxi Bill of Rights issued by the Ministry of Transportation ("Taxi Bill of Rights") must be affixed to an interior rear-seat, side window of each taxicab operated under the licence.</p> <p>b) The Taxi Bill of Rights must at all times be displayed in an upright position with the complete text intact and visible to passengers.</p> <p>c) Licensees may only display a current Taxi Bill of Rights.</p>
Eco-friendly taxis:	Any additional non-accessible vehicles approved for this licence on or after June 11, 2007 and for which a passenger transportation identifier is issued, must be operated as 'eco-friendly taxis' as defined by Board Policy Guidelines in effect at the time the vehicle is issued a passenger transportation identifier.
Express Authorizations:	<p>(i) Vehicles must be equipped with a meter that calculates fares on a time and distance basis.</p> <p>(ii) Vehicles may be equipped with a top light.</p> <p>(iii) The operator of the vehicle may, from within the originating areas only, pick up passengers who hail or flag the motor vehicle from the street.</p>
Taxi Identification Code:	Each vehicle operated by the licensee must have a unique taxi identification code (TIC) affixed to the inside and outside of the vehicles in a manner that complies with applicable rules, specifications and orders of the Passenger Transportation Board.
Transfer of a licence:	This special authorization may not be assigned or transferred except with the approval of the Board pursuant to section 30 of the Passenger Transportation Act.



Business Licence Bylaw No. 7360, Amendment Bylaw No. 9722

The Council of the City of Richmond enacts as follows:

1. Business Licence Bylaw No. 7360, as amended, is further amended by deleting subsection 2.1.27.3 (a) and (b) and substituting the following:
 - (a) for use as Class A taxicabs is 124; and
 - (b) for use as Class N taxicabs is 48.
2. This Bylaw is cited as **"Business Licence Bylaw No. 7360, Amendment Bylaw No. 9722"**.

FIRST READING

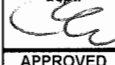
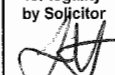
SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** May 16, 2017
From: Andrew Nazareth **File:** 08-4150-01/2017-Vol
General Manager, Finance and Corporate Services 01
Re: Economic Impact Assessment of Richmond Olympic Oval

Staff Recommendation

1. That the staff report titled "Economic Impact Assessment of Richmond Olympic Oval", dated May 16, 2017, from the General Manager, Finance and Corporate Services, be received for information; and
2. That the proposed communications campaign in the above staff report, highlighting the economic impacts and benefits of the Richmond Olympic Oval to the community, be implemented.

Andrew Nazareth
General Manager, Finance and Corporate Services
(604-276-4095)

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

Staff Report

Origin

At the meeting held on October 24, 2016, Council made the following referral to staff:

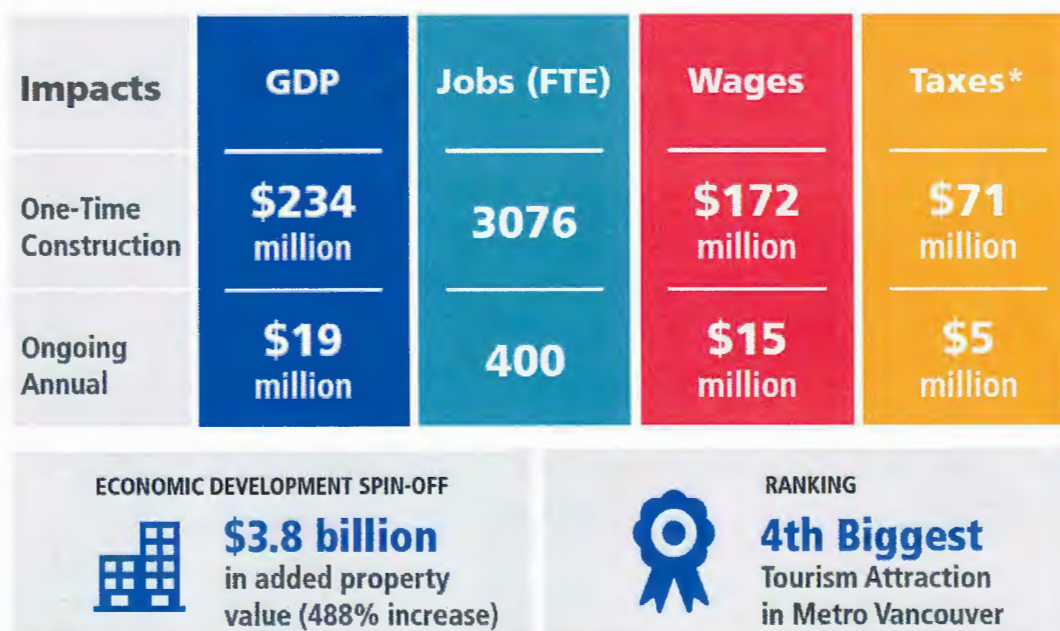
That staff conduct an economic impact study in relation to the Oval.

Previous assessments of economic impacts associated with the Oval have either been too broad in scope¹ or too limited in methodology² to represent the actual economic impacts of the Oval on the community. Undertaking an Economic Impact Assessment ("EIA") is timely, as by the end of 2016, the Oval not only had welcomed the world as a world-class venue for the 2010 Olympic and Paralympic Games but also had undergone a major transformation and had operated as a premier, multi-use, legacy facility for over five years.

In response to the referral, the City retained KPMG's advisory practice expertise to apply best practices and the most current methodology to conduct the study. The purpose of this report is to summarize the approach, methodology and results of the EIA and seek Council's endorsement of the proposed communications strategy for disseminating the results to key stakeholders and the public.

Analysis

Oval Economic Impact Highlights



* Impacts on taxes from ongoing annual operations are senior government-related taxes only, as the Oval is exempt from property taxes.

¹ PriceWaterhouseCoopers, "The Games Effect" (2010)

² City of Richmond, "Olympics spurred \$2 billion-plus investment in Richmond" (New Release, February 4, 2011)

Scope of Study

The analysis of economic impacts spanned the complete life-cycle of the Oval, as the impacts from its construction and operation have not been measured during its various operational periods to date. Periods studied include:

- 1) Pre-Games Design and Construction – the period from Oval ground breaking in September 2005 to conversion for the 2010 Games in December 2009,
- 2) Games-Time Operations – the 12 days in February 2010 through which the Oval hosted speed skating events as a venue for the 2010 Olympic Games, and
- 3) Legacy Operations – the period from the Oval fully re-opening to the public in September 2010 to date.

Study Methodology

Economic impacts of the Oval on the provincial and local economies were measured through three streams of analysis, with each stream deploying best practices and standard industry tools to assess impacts:

- 1) Impacts of Oval construction and operations – Oval capital and operating costs were fed into the BC Input-Output Model (“BCIOM”), which is administered by BC Stats and uses industry multipliers, to assess the impacts from Oval activities during the Pre-Games Design and Construction and Legacy Operations phases. The economic impacts as a result of capital investments in Oval construction, conversion and ongoing enhancements were calculated as they were incurred. The economic impacts as a result of Oval operations were estimated for 2015, which was used as a benchmark year for assessing the ongoing annual impacts from the Oval’s Legacy Operations phase.
- 2) Impacts of tourism activities associated with the Oval – tourism and visitor expenditures were fed into the Sport Tourism Economic Assessment Model (“STEAM”), which is administered by the Canadian Sport Tourism Alliance and uses industry multipliers, to assess the impacts from sport events held at the Oval during the Games-Time Operations and Legacy Operations phases. The economic impacts as a result of visitor spending during the 2010 Games were calculated for the 12 days in February the Oval held events and hosted visitors. The economic impacts as a result of Sport Hosting events held at the Oval were estimated for 2016, which was used as a benchmark year for assessing the ongoing annual impacts from Sport Hosting events held at the Oval during its Legacy Operations phase.

Important Note: The study underestimates the tourism benefits to Richmond as a result of the Oval, as two types of economic impacts associated with tourism were not included in the study scope:

- Tourism benefits for Richmond as a result of the O Zone and other 2010 Games initiatives (such as Richmond Revealed) – arguably, had it not been for the Oval, the O Zone would have not existed and, therefore, tourism benefits to Richmond from

visitors to the O Zone could be included in assessing the economic impact of the Oval. However, economic impact assessments are conducted for discreet projects and the discreet project at hand was defined as the Oval, rather than the 2010 Olympic Games (or other specific projects under its umbrella, such as the O Zone). Thus, to maintain integrity of the analysis, additional impacts from hosting the 2010 Olympic Games were excluded from the scope of analysis.

- Tourism benefits for Richmond as a result of other events besides Sport Hosting events held at the Oval – there are a number of other events and corporate hosting activities that take place at the Oval on an ongoing basis that attract visitors and participants from outside of Richmond and generate incremental economic benefits to the community. Whereas the Oval maintains records on attendance at such events, there is no industry tool similar to STEAM that can evaluate the impact of such events and evaluation of each event using the complex BCIOM tool is not practical. Therefore, additional impacts from hosting events at the Oval other than Sport Hosting events were excluded from the scope of analysis.
- 3) Impacts on economic development in Richmond – changes in property assessment values and associated property taxes generated as a result of re-development of the Oval Area under the City Centre Area Plan were calculated to illustrate the scope of broader economic development impacts of the Oval on Richmond. Lift in property values is a measure often used to assess the feasibility and economic impacts of large facilities, such as sports stadiums and arenas, on a local area or a community.

Breakdown of Study Results

The EIA analysis produced the following detailed economic benefits and impacts as a result of construction and operation of the Oval since its inception:

1) One-Time (Aggregate) Economic Impacts and Benefits

Aggregate Impacts to Date	GDP (\$ Millions)	Employment (FTE)	Wages (\$ Millions)	Taxes (\$ Millions)
Pre-Games construction	145	1609	109	34
2010 Games	66	1184	44	32
Ongoing capital investment to date	23	283	19	5
Total Aggregate Impacts to Date	234	3076	172	71

2) Ongoing Annual Impacts and Benefits

Ongoing Annual Impacts	GDP (\$ Millions)	Employment (FTE)	Wages (\$ Millions)	Taxes (\$ Millions)
Oval Operations	13	311	11	2
Sport Hosting events	6	89	4	3
Total Ongoing Annual Impacts	19	400	15	5

3) Economic Development Impacts and Benefits to Richmond

Oval Area	2006	2016	% Change*
Property values	\$ 772,942,600	\$ 4,541,800,006	488%
Property taxes	\$ 7,795,997	\$ 19,380,743	149%

Rest of Richmond	2006	2016	% Change*
Property values	\$ 26,586,582,900	\$ 62,208,441,564	134%
Property taxes	\$ 115,533,003	\$ 178,619,257	55%

* **Methodology Note:** Percentage change in property taxes factors in growth, tax increases and associated compounding effect over the 10-year period.

Proposed Communications Campaign

The following communications campaign is proposed to highlight the economic impacts and benefits of the Oval to the community:

- Issue a press release highlighting the Oval economic impacts on the community
- Develop visual collateral of the results (e.g. infographics, banners) to utilize in communication and promotional efforts
- Develop and disseminate a 1-pager of the Oval economic impacts for key stakeholders in tourism, sport and broader community life
- Integrate top-level Oval economic impacts in relevant Oval and City collateral, including the Oval and the City websites and relevant hard-copy publications and brochures
- Promote the Oval economic benefits on social media

Financial Impact

None.

Conclusion

Approaching near a decade of operation, the Oval has generated \$243 million in net economic benefit to the community and 3076 jobs in one-time impacts. It is an iconic sport and wellness facility and a tourism attraction that offers world-class programs, services and events and continues to generate benefits to the community, in the form of \$19 million in net economic benefit and 400 jobs annually. It is an anchor facility for Richmond that has transformed its immediate neighbourhood from an industrial brownfield area to a bustling residential and commercial neighbourhood that has grown from 200 to over 2000 residences and continues to grow.

The results from the economic impact study of the Oval demonstrate substantial economic benefits generated and continuing to accrue to the community as a result of the construction and operation of

May 16, 2017

- 6 -

the facility. It is therefore recommended that a communications campaign be implemented to share these results with key stakeholders and the broader Richmond community.



Neonila Lilova
Manager, Economic Development
(604-247-4934)

Att. 1: KPMG – Economic Impact Assessment of Richmond Olympic Oval Report (Final)



Economic Impact Assessment

CNCL - 137

FINAL

—

May 2017



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Glossary

BC	British Columbia
BCIOM	BC Input-Output Model
The City	City of Richmond
FTE	Full-time Equivalent Jobs
Games, 2010 Winter Games	2010 Olympic and Paralympic Winter Games
GDP	Gross Domestic Product
The Oval	Richmond Olympic Oval
Sport Hosting	Richmond Sport Hosting
STEAM	Sport Tourism Economic Assessment Model



Executive Summary



Executive Summary

This report is an assessment of the economic impacts associated with the construction and operation of the Richmond Olympic Oval. The objective is to assess the economic impacts as a result of:

1. Pre-Games construction activities (2004-2009);
2. Tourism visitors during the 2010 Olympic and Paralympic Winter Games (2010);
3. Ongoing capital investments (2008-2016);
4. Annual Operations (benchmarked for 2015);
5. Annual Sport Hosting events at the Oval (benchmarked for 2016); and
6. Changes in property values and taxes related to the re-development of the Oval Area (2006 and 2016).

The following results are for total impacts (direct, indirect, and induced) on the British Columbia economy.

Executive Summary

Pre-Games construction costs

Local economic activities from the construction of the Oval generated \$145 million in total GDP, over 1,600 FTEs, and \$34 million in taxes.

Tourism visitors during the 2010 Olympic and Paralympic Winter Games

Economic activities resulting from tourism generated from hosting the 2010 Olympic and Paralympic Winter Games at the Oval generated \$66 million in total GDP, over 1,100 FTEs, and \$32 million in taxes.

Ongoing capital investments

Economic activities as a result of ongoing capital investments at the Oval generated \$23 million in total GDP, over 280 FTEs, and \$5 million in taxes over the period 2008 to 2016.

Activity	GDP	Jobs	Taxes
Pre-Games (2004-2009)	\$145 M	Employment 1,609 FTE Wages \$109 M	\$34 M
2010 Winter Games (2010)	\$66 M	Employment 1,184 FTE Wages \$44 M	\$32 M
Ongoing Capital Investments (2008-2016)	\$23 M	Employment 283 FTE Wages \$19 M	\$5 M

Executive Summary

Illustrative Annual Operations

Economic activities as a result of annual operations at the Oval generate an estimated annual impact of \$13 million in total GDP, over 310 FTEs, and \$2 million in taxes based on 2015.

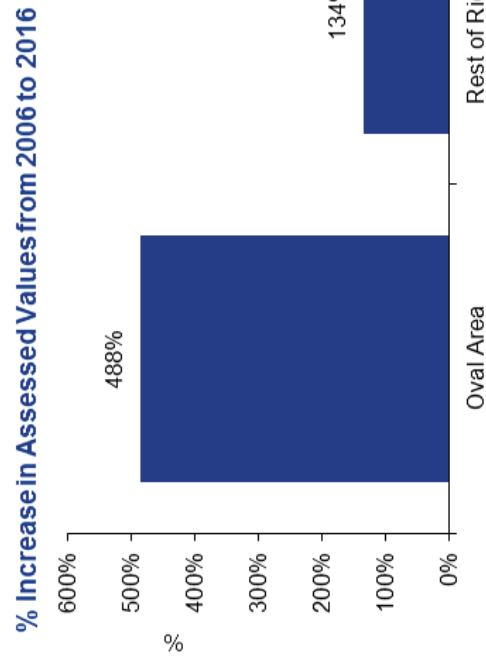
Illustrative Annual Sport Hosting events

Activities from annual Sport Hosting events held at the Oval generate an estimated annual impact of \$6 million in total GDP, close to 89 FTEs, and \$3 million in taxes based on 2016.

Activity	GDP	Jobs	Taxes
Operations (2015)	\$13 M	Employment 311 FTE Wages \$11 M	\$2 M
Sport Hosting Events (2016)	\$6 M	Employment 89 FTE Wages \$4 M	\$3 M

Change in property values and taxes related to re-development of the Oval Area

Assessed values in the Oval Area have increased significantly (488%) more than the rest of Richmond (134%). As a result, property taxes collected from the Oval Area also grew significantly more compared to the rest of Richmond.



Background

About the Richmond Olympic Oval

“The Richmond Oval was a world-class Olympic venue that is now a cutting-edge, multi-use facility for sports and recreation. The iconic venue made a great impression on all those who visited it and the millions more watching the Vancouver 2010 Olympic Winter Games around the world. Built with legacy in mind, the Richmond Oval has been greatly received by the local community and we have no doubt it will continue to spread the Olympic spirit for many years to come.”

Gilbert Felli
IOC Executive Director for the Olympic Games

Built for the Games. Designed for Legacy.

The Richmond Olympic Oval (the “Oval”) opened its doors to the public on December 12, 2008, offering fitness facilities on the mezzanine, 4 hardwood courts and the 400m oval ice. The Oval was then closed from December 1, 2009 to April 1, 2010 to host the long-track speed skating competitions for the 2010 Olympic and Paralympic Winter Games (the “Games” or “2010 Winter Games”), during which the Oval welcomed over 100,000 guests. Since the Games, the Oval has undergone its Legacy transformation, adding two hardwood courts, two ice rinks, two yoga studios, a track and field zone, climbing wall, café, high performance training room, athlete testing lab, sport medical facilities, pharmacy, and a doctor’s office. Today, the Oval is also home to the Richmond Olympic Experience – Canada’s only Olympic museum – and welcomes approximately 1 million visitors per year.

Since the completion of the 2010 Winter Games, the Oval has evolved into one of the most heavily used Olympic Legacy facilities in the world generating ongoing annual economic impacts through supporting:

- a) High performance programs – providing ongoing support for Canadian sport teams’ success in excelling from local to international arenas;
- b) National teams – directly supporting high-performance and high-profile athletes of four sports – Volleyball, Hockey, Speed Skating, and Table Tennis;
- c) Special events and tournaments;
- d) Community recreational and fitness use; and
- e) Tourism in Richmond as a special attraction.

About this Study

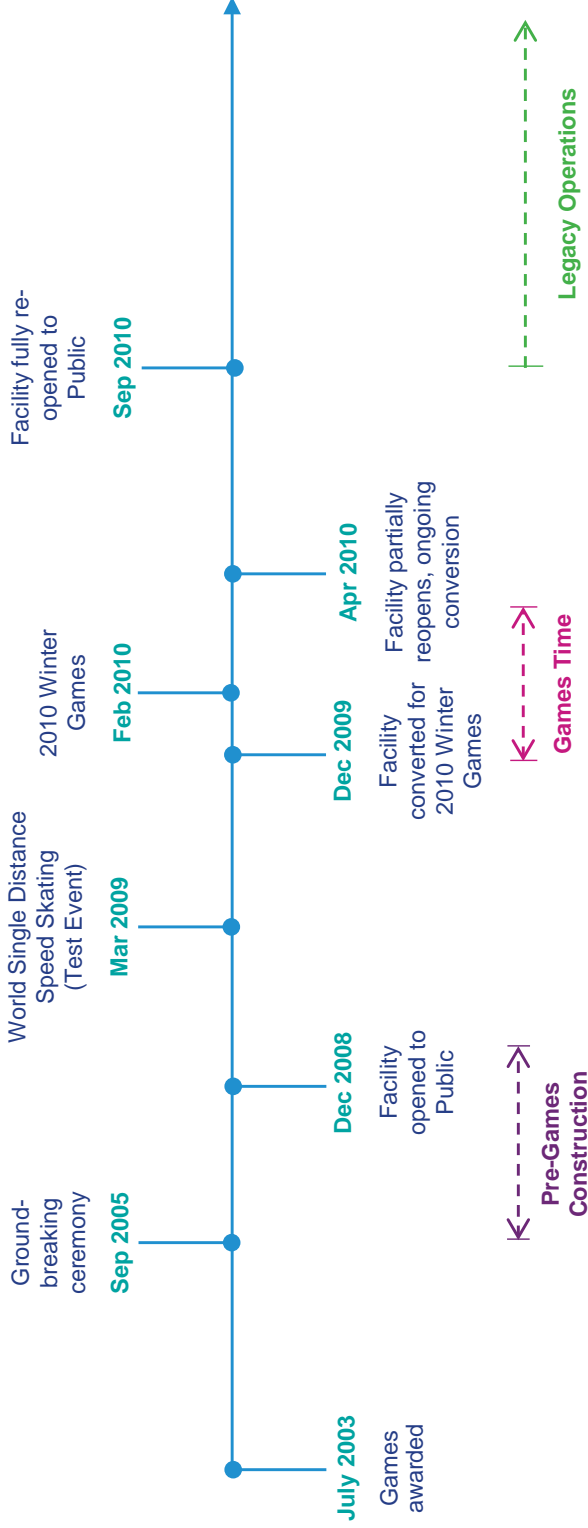
The City of Richmond (the “City”) commissioned this Study to understand the Oval’s benefits and accrued to British Columbia (“BC”) and the local region over three general time periods:

1. **Design and construction of the Oval** - In July 2003, the 2010 Olympic and Paralympic Winter Games bid was awarded to Vancouver, BC. The Vancouver Olympic Committee (“VANOC”) was established to manage planning and operations of the Games. In total, seven venues were constructed in anticipation of the Games, of which the City of Richmond was selected to host long track speed skating competitions at the Oval.
2. **Games-time operations** - As an official Venue City for the Games, the City of Richmond hosted the Games through 12 speed skating medal events at the Richmond Olympic Oval.
3. **Legacy operations** – Following the conclusion of the Games and conversion of the Oval to its current operating form, The Richmond Olympic Oval has continued to contribute economic impacts and benefits from four aspects:
 - Ongoing capital investments;
 - Annual operating expenditures;
 - Annual Sport Hosting events; and
 - Changes in assessment values and property taxes in the Oval’s surrounding area.

These activities, and their resulting economic impacts and benefits, are detailed in the balance of this report.

About this Study

The timeline below provides an overview of major milestones related to the construction, conversion, and operations of the Oval.



The economic impacts are assessed as the:

- Direct, indirect, and induced impacts on output, gross domestic product (“GDP”), employment wages, and full-time equivalent jobs (“FTEs”) and taxes across the province and the local region.
- Community economic benefits through property value appreciation and increase in taxes.

Methodology

Methodology

Measurement of the economic impacts of the Oval on the provincial and local economies involved the use of three streams of analysis:

- **Impacts of Oval construction and operations** – The BC Input-Output Model (“BCIOM”), administered by BC Stats, was used to assess the economic impacts of the construction and operations of the Oval. The BCIOM uses Input-Output multipliers to assess the incremental effects of activities (and associated costs) at the Oval on the economy in BC and Greater Vancouver. These multipliers reflect average interdependencies between industries and the Province’s economy, based on the type of activity under analysis;
- **Impacts of tourism activity associated with the Oval** – The Sport Tourism Economic Assessment Model (“STEAM”), maintained by the Canadian Sport Tourism Alliance, was used to assess the economic impacts associated with sport events hosted at the Oval (during the 2010 Winter Games and legacy operations of the Oval). STEAM assesses the incremental effects of visitors and tourism to the province and Greater Vancouver as a result of sport events held at the Oval. The assumptions of visitor origins and expenditure profiles of visitors are key inputs to the model and are based on information provided by Tourism Richmond and other sources.
- **Impacts on economic development in Richmond** – Property assessment values and municipal taxes generated from the portion of the city of Richmond defined as the Oval Area were used to illustrate the scope of broader economic development impacts associated with the Oval. As a result of the development, property assessment values have changed and municipal taxes collected have changed accordingly. The change in assessment values and taxes generated between 2006 and 2016 are used to illustrate the broader economic development impacts associated with the Oval.

Key assumptions in the analyses described above are contained in Appendix A of this document. The economic impacts are assessed at the province-wide level and where indicated, either at the Greater Vancouver or Richmond level.

Results of Input-Output Models

IO models measure economic impacts in terms of:

- Output
- GDP
- Employment Income
- Employment
- Tax Revenues

While economic output is included, it overstates true economic impact and is usually not used in presenting the results of an economic impact assessment.

Both BCIOM and STEAM are input-output models, which examine the effects of a business operation or project on the economy. They include assessment of the direct, indirect and induced impacts in terms of changes to economic output, gross domestic product, employment income, employment, and tax revenues.

Direct Economic Impact	Indirect Economic Impact	Induced Economic Impact
<p>Output – a measure of the total value of expenditure on goods and services</p> <p>GDP – a measure of the value added to the provincial economy from the construction and operation of the Oval and is the most commonly used measure of economic impact</p> <p>Employment Income - a measure of the wages, salaries, benefits and other income earned by workers at the Oval</p> <p>Employment – a measure of the number of employees and/or full-time equivalent employees employed by the Oval</p> <p>Tax Revenues – a measure of the taxes paid to federal, provincial and municipal governments from the construction and operation of the Oval</p>	<ul style="list-style-type: none"> Impacts to output, GDP, employment income, employment and tax revenues Associated with the suppliers to Oval purchasing goods and services, employing workers and paying taxes that would not occur but for the operation of the Oval 	<ul style="list-style-type: none"> Impacts to output, GDP, employment income, employment and tax revenues Associated with expenditures by employees of the Oval and suppliers purchasing goods and services at a household level

Note: Based on the data, econometric tools used and level of detail available for this Study, a minor overlap is understood to exist among the impacts calculated.

Pre-Games Impacts

Pre-Games Construction Impacts

512,000 sf
Facility Size

LEED Silver
Certification

6.5 acres
Size of roof made of
salvaged pine-beetle
damaged BC wood

This analysis covers the design and construction of the Oval during the pre-Games period from 2005 to 2009. Construction of the Oval created economic activity, jobs, and tax revenues as a result of the \$178 million initial capital expenditure, including the \$118 million contribution from the City. The specific economic impacts from this expenditure were assessed using the BCIOM model.

The economic impacts are illustrated below, presented in 2015 dollars:

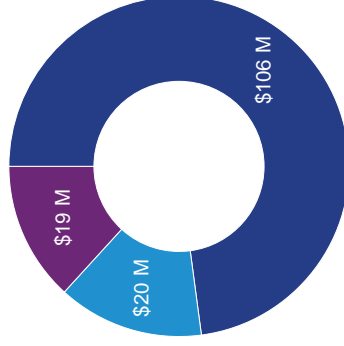
	GDP	Jobs	Taxes
British Columbia	\$145 M	Employment 1,609 FTE Wages \$109 M	\$34 M
Greater Vancouver	\$117 M	Employment 1,307 FTE Wages \$89 M	N/A

Further details of the specific economic impacts can be found in Appendix B of this Report.

\$ 145 million
Total GDP impact from construction

Total GDP Impact

■ Direct ■ Indirect ■ Induced



1,609 FTEs
Employment generated

\$ 34 million
Total tax revenues



Games Time Impacts



CNCL 153

Impacts of Sport Tourism - Games Time

In February 2010:

87.5%

Hotel Occupancy

95,000+

**Total Richmond Hotel
Room Nights**

120,000+

Total Hotel Guests

6.45 nights

**Average Length of
Stay**

Over 100,000 people visited the Oval during the Games. This generated additional economic activity, jobs, and tax revenues. The incremental impact of tourism expenditures over the 12 event days that spectators visited the Oval was estimated using the STEAM model.

	GDP	Jobs	Taxes
British Columbia	\$66 M	Employment 1,184 FTE Wages \$44 M	\$32 M
Richmond	\$41 M	Employment 976 FTE Wages \$31 M	\$24 M

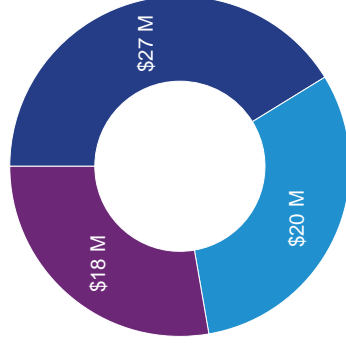
Additional economic impacts were generated in Richmond as a result of the O Zone, an official celebration site for the Games, and the 500,000+ visitors that it attracted. While the O Zone would not have existed without the Oval and the Games, these economic impacts are not included in this analysis as they are not directly attributed to the Oval and beyond the scope of this Study.

\$ 66 million

Total GDP impact from incremental tourism

Total GDP Impact

■ Direct ■ Indirect ■ Induced



1,184 FTEs

Employment generated

\$ 32 million

Total tax revenues

The background of the entire page is a photograph of a swimmer in a pool. The swimmer is a woman with blonde hair, wearing a blue and white swimsuit, and is captured in a powerful stroke. The pool has lane lines, and the water is a deep blue. The lighting is bright, creating a high-contrast scene. The swimmer is positioned in the center of the frame, and the lane lines run vertically through the image.

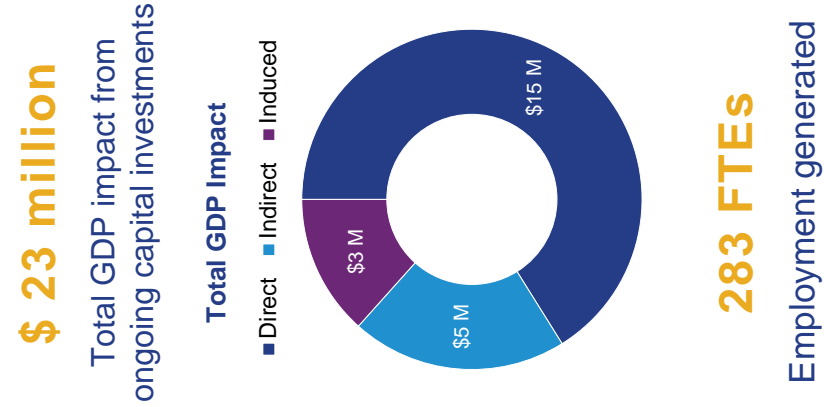
Legacy Operations Impacts

Impacts from Ongoing Capital Investments

The Oval has grown significantly since the 2010 Winter Games. Capital investments made since have brought online:

- Richmond Olympic Experience
- ROX Shop Retail Store
- Richmond Sports Wall of Fame
- O Café
- YYoga Studios
- Climbing Wall
- Beach Volleyball Courts

<p>At the outset of constructing the Oval, plans were in place to ensure the facility would be converted to its legacy configuration after the Games. The City and the Oval have invested in capital expansion and additions to the facility (starting in 2008) in order to accommodate post-Games conversion and community use, and new lines of business and attractions.</p> <p>The economic impacts from ongoing capital expenditures (\$37 million, 2008 - 2016) were assessed using the BCIOM model.</p> <p>The economic impacts are illustrated below, presented in 2015 dollars:</p>			
	GDP	Jobs	Taxes
British Columbia	\$23 M	Employment 283 FTE Wages \$19 M	\$5 M
Greater Vancouver	\$19 M	Employment 230 FTE Wages \$16 M	N/A



Impacts from Annual Operations

140+
Sport Activities
Offered to the Public

1,000,000
Approximate Annual
Visits

5,000
Long Term Members,
78% from Richmond

66
Oval Athletes Competed
in Olympic Games

50+
Major Sport, Cultural,
and Entertainment
Events per year

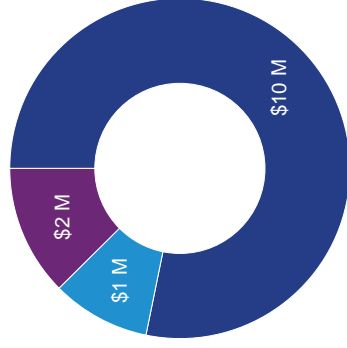
<p>2015 has been used as the benchmark year to assess the ongoing annual operation impacts of the Oval. Generating a province-wide impact of approximately \$13 million, including the costs associated with salaries, maintenance, purchased services and goods, utilities, and other expenditures. The economic impacts from these expenditures were assessed using the BCIOM model and are summarized for one fiscal year (2015):</p>			
	GDP	Jobs	Taxes
British Columbia	\$13 M	Employment 311 FTE Wages \$11 M	\$2 M
Greater Vancouver	\$11 M	Employment 294 FTE Wages \$10 M	\$1 M
<p>These impacts are representative of the legacy benefits that accrue from Oval operations on an annual basis.</p>			

\$ 13 million

Total GDP impact from 2015 operations

Total GDP Impact

■ Direct ■ Indirect ■ Induced



311 FTEs

Employment generated

\$ 2 million

Total tax revenues

Impacts from Annual Sport Hosting Events

In 2016, the Oval hosted:

32

Sport Hosting Events

19,000+

Spectators and Participants

The economic impacts are generated by participants, spectators and officials that come from outside the region and contribute to the local economy through expenditures on accommodation, meals, transportation, entertainment and shopping.

2016 has been used as the benchmark year to assess the ongoing annual impacts as a result of Sport Hosting events held at the Oval. The economic impact of tourism expenditures as a result of the 32 sport events held in 2016 were estimated using the STEAM model.

The economic impacts for Sport Hosting events over one fiscal year (2016) are summarized below:

	GDP	Jobs	Taxes
British Columbia	\$6 M	Employment 89 FTE Wages \$4 M	\$3 M
Richmond	\$4 M	Employment 73 FTE Wages \$3 M	\$2 M

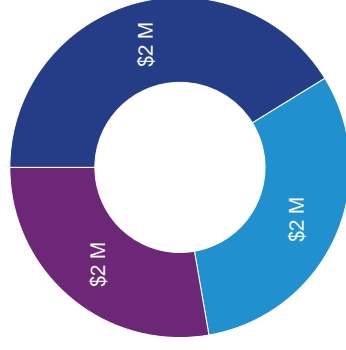
These impacts are representative of the legacy benefits that accrue on an annual basis from Sport Hosting events held at the Oval.

\$ 6 million

Total GDP impact from incremental tourism in 2016

Total GDP Impact

■ Direct ■ Indirect ■ Induced



89 FTEs

Employment generated

\$ 3 million

Total tax revenues

Oval Area Impacts



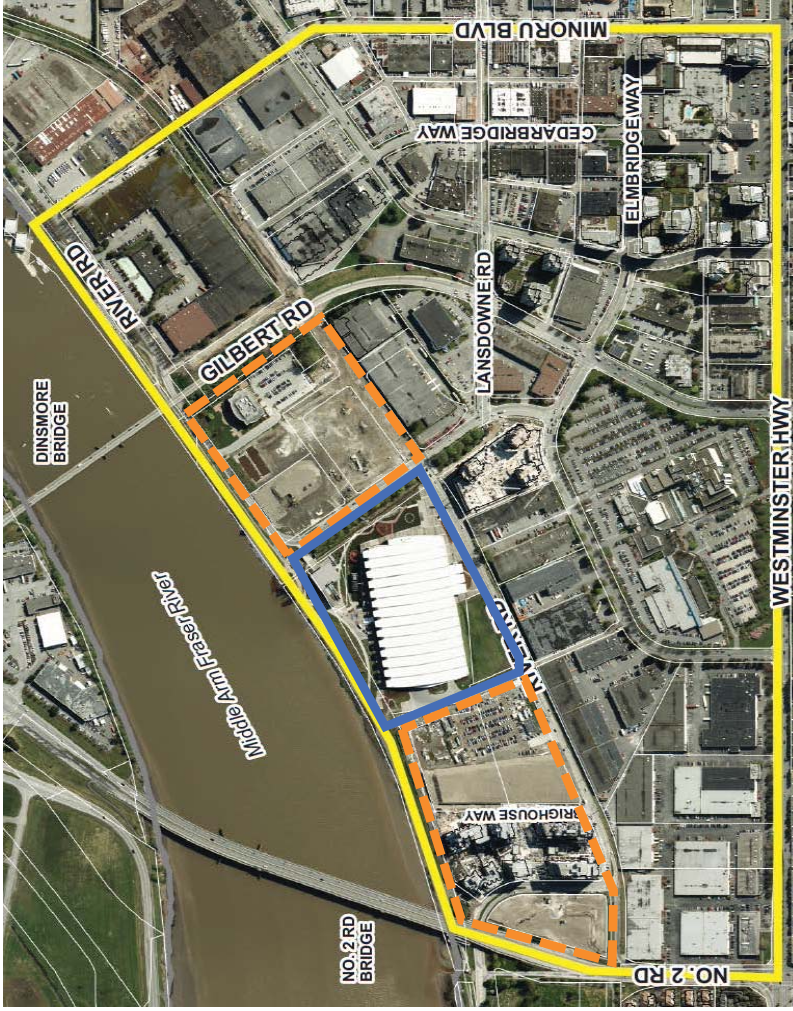
Oval Area

The Oval Area, as shown within the yellow boundary on the adjacent map, has seen significant changes since the start of the Oval's construction in 2005. Additional economic activities and substantial benefits have accrued to Richmond from the significant development in this area as a result of the Oval and the adoption and implementation of the City Centre Area Plan.

The Oval was secured through a land sale agreement with a private developer to develop the 18.6 acres adjacent to it (orange boundary on the map). Proceeds from the land sale resulted in contributions of approximately \$40 million towards Oval construction costs, and \$100 million towards the creation of a community endowment fund.

Since, mixed-use development in the area has flourished to include the multi-phase River Green Development, and a number of projects in the area further to the South and East of the Oval. This has resulted in the creation of a complete waterfront community on the banks of the Fraser River, as envisioned by the City Centre Area Plan

This Study compares the economic impacts of Oval Area development (yellow boundary on the map) to the economic impacts of Richmond-wide development, as measured by changes in property assessments and taxes collected, across all property tax classes.



Definition of areas for this Study:

- Oval Area
- Oval
- - - River Green Development

Source: City of Richmond

Oval Area Impacts

488%

**Increase in Assessed
Values in Oval Area**

\$ 4.5+ Billion

**Assessed Value of
Properties in Oval Area
in 2016**

149%

**Increase in Property Tax
Revenues since 2006 in
the Oval Area**

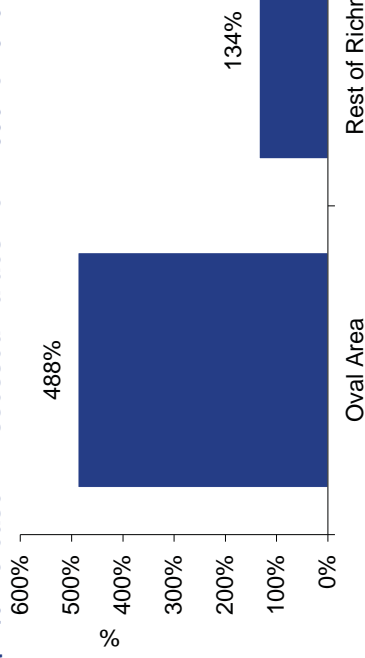
**\$ 19.3+ Million
Property Tax
Revenues for 2016**

Assessed property values and tax revenues across all property tax classes collected from the Oval Area were examined for 2006 and 2016 to determine relative changes compared to the city of Richmond as a whole.

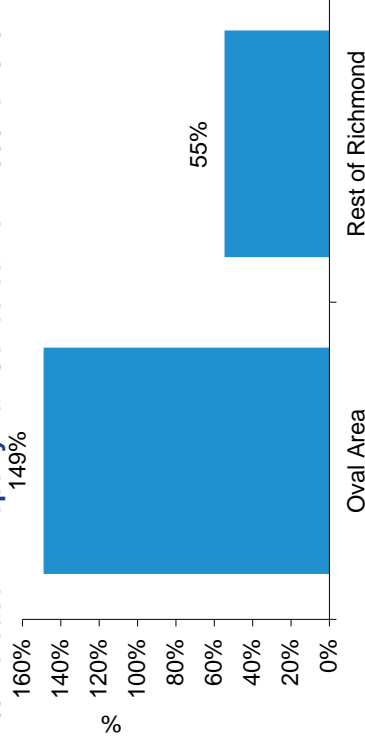
The assessed values in the Oval Area, as defined earlier, have increased significantly more than the rest of Richmond over that time period.

As a result of the increase in assessed values, property taxes collected from the Oval Area also grew significantly compared to the rest of Richmond.

% Increase in Assessed Values from 2006 to 2016



% Increase in Property Tax Collected from 2006 to 2016*



*Property taxes collected include portions from municipal and external agencies (school district, transportation systems, and others). Municipal rates have increased at an annual rate of growth plus CPI, while external agencies have increased at higher rates over the same period.

Appendix A



Detailed Methodology and Sources of Data

Assessment	Tools	Key Sources of Data
Pre-Games Construction Impacts	BC Input-Output Model	<ul style="list-style-type: none"> Capital costs from City of Richmond
Tourism visitors during the 2010 Olympic and Paralympic Winter Games	Sport Tourism Economic Assessment Model	<ul style="list-style-type: none"> Information from Richmond Oval Communications and publicly available information; Richmond Commercial Accommodation Survey by Tourism Richmond
Ongoing Capital Investment	BC Input-Output Model	<ul style="list-style-type: none"> Capital investment and its breakdown from City of Richmond Finance and Richmond Oval Finance
Operations-related Impact	BC Input-Output Model	<ul style="list-style-type: none"> Most recent audited Income Statement from 2015 Annual Report
Sport Hosting Impact	Sport Tourism Economic Assessment Model	<ul style="list-style-type: none"> Information from Richmond Sport Hosting and data from a sample of host organizations
Change in assessed value and property taxes between 2006 and 2016	N/A	<ul style="list-style-type: none"> City of Richmond

KPMG has accepted the information as provided and has not audited or otherwise reviewed the quality or accuracy of the data. KPMG takes no responsibility for the quality or accuracy of this data.

KPMG has prepared this report based on information provided by the various sources as indicated. As such, KPMG's analyses are caveated on the quality and accuracy of such inputs and results should only be interpreted within the context of this Study.

Detailed Methodology

In developing this Study, two primary econometric tools, developed by two sources, are used:

- **Province of British Columbia** – BC Input-Output Model (“BCIOM”) selects Input-Output multipliers to assess the incremental effects of activities at the Oval, on the economy in British Columbia and Greater Vancouver. These multipliers reflect an average interdependence between industry and the Province’s economy, based on the type of activity under analysis;
- **Sport Alliance Canada** – Sport Tourism Economic Assessment Model (“STEAM”) calculates the incremental effects of visitors and tourism to British Columbia and Richmond, as a result of Sport Hosting events held at the Oval. The assumptions of visitor demographics are confirmed with the Oval, and expenditure profiles of such visitors are generated by the STEAM model.

The impacts measured by BCIOM and STEAM are defined as below:

- The **direct impact** measures the impact on BC industries supplying goods and services directly used by the project. Direct impacts for a typical construction project would include impacts in industries supplying goods and services such as cement, lumber, or engineering. Direct impacts from tourism visitors would include impacts on businesses that initially receive the operating revenue or tourist expenditures during the event, this includes hotels, restaurants, retail stores, transportation carriers, and attraction facilities.
- The **indirect (supplier industry) impact** measures the impact on BC industries that are further back in the supply chain. The indirect impact is cumulative, and includes transactions going all the way back to the beginning of the supply chain. Indirect impacts for a typical construction project would include impacts in industries supplying a wide range of goods and services, such as janitorial services, accounting, transportation, logging and mining. Indirect impacts from tourism visitors would include impacts from all immediate rounds of production in the supply of goods and services to industry sectors identified in the direct impact phase. For example, the supply and production of bed sheets to a hotel.
- The **induced impact** measures the effect that spending by workers (those employed by the project, or by direct and indirect supplier industries) has on the economy. Induced impacts for a typical construction project would include impacts in industries that sell goods and services to consumers (e.g., retailers, food services, accommodation and so on). Induced impacts from tourism visitors would include impacts from directly or indirectly from the initial expenditure. For example, impacts generated by hotel employees on typical consumer items.

Key Assumptions

Key assumptions were developed in order to generate impact results through each econometrics tool:

1. BC Input-Output Model:
 - a) When assessing pre-Games construction impacts, assumptions were developed on the split on hard costs and soft costs identified from the capital cost breakdown provided by the City.
 - b) When assessing ongoing capital investment, construction cost expenditures were assumed as repair construction, to reflect the fact that modifications to an existing structure involve different activities than completely new construction.
 - c) When assessing operations-related impacts, assumptions were derived from line items of Oval financial statements in the 2015 annual report.
2. The Sport Tourism Economic Assessment Model calculates approximate value of economic impact from sport events on the basis of number of out of town, overnight participants and spectators, origin, and average length of overnight stays:
 - a) When assessing tourism impacts from the 2010 Winter Games, tourism impacts from spectators were generated using publicly available information and information provided by the Oval. It was also assumed that the origin of spectators and average length of overnight stays are identical to those provided by the Richmond Commercial Accommodation Survey for February 2010, collected by Tourism Richmond.
 - b) When assessing impacts from Sport Hosting events, visitor profile assumptions were developed based on a sample of event data collected from the respective host organizations. Events held at the Oval attracted various levels of attendance due to the diverse nature of the events. Estimates of expenditures of sport event visitors were based on Tourism Richmond data on typical daily expenditures.

The breakdown of the visitor profiles are presented on the following pages.

Key Assumptions - 2010 Winter Games

Spectators	Assumption
Number of unique out-of-town spectators	73,440
% of overnight spectators from Canada	53.30%
% of Canadian spectators travelling from out of town up to 320km, regardless of province of origin	7.13%
% of Canadian spectators travelling from more than 320km and the same province as the event	7.13%
% of Canadian spectators travelling from more than 320km and a different province as the event	85.74%
% of overnight spectators from U.S.	24.20%
% of overnight spectators from Overseas	22.50%
Average overnight length of stay	6.45

**Based on Richmond Commercial Accommodation Survey for February 2010 provided by Tourism Richmond.*

Key Assumptions - 2016 Sport Events - Participants

Participants	Regional Event	Provincial Event	National Event	International Event
Number of unique out-of-town participants	300	1,479	3,401	1,639
% of overnight participants from Canada	100%	98%	90%	6%
% of Canadian participants travelling from out of town up to 320km, regardless of province of origin	100%	50%	5%	0%
% of Canadian participants travelling from more than 320km and the same province as the event	0%	50%	15%	15%
% of Canadian participants travelling from more than 320km and a different province as the event	0%	0%	80%	85%
% of overnight participants from U.S.	0%	2%	10%	5%
% of overnight participants from Overseas	0%	0%	0%	89%
Average overnight length of stay	1.3	2.1	3.6	2.4

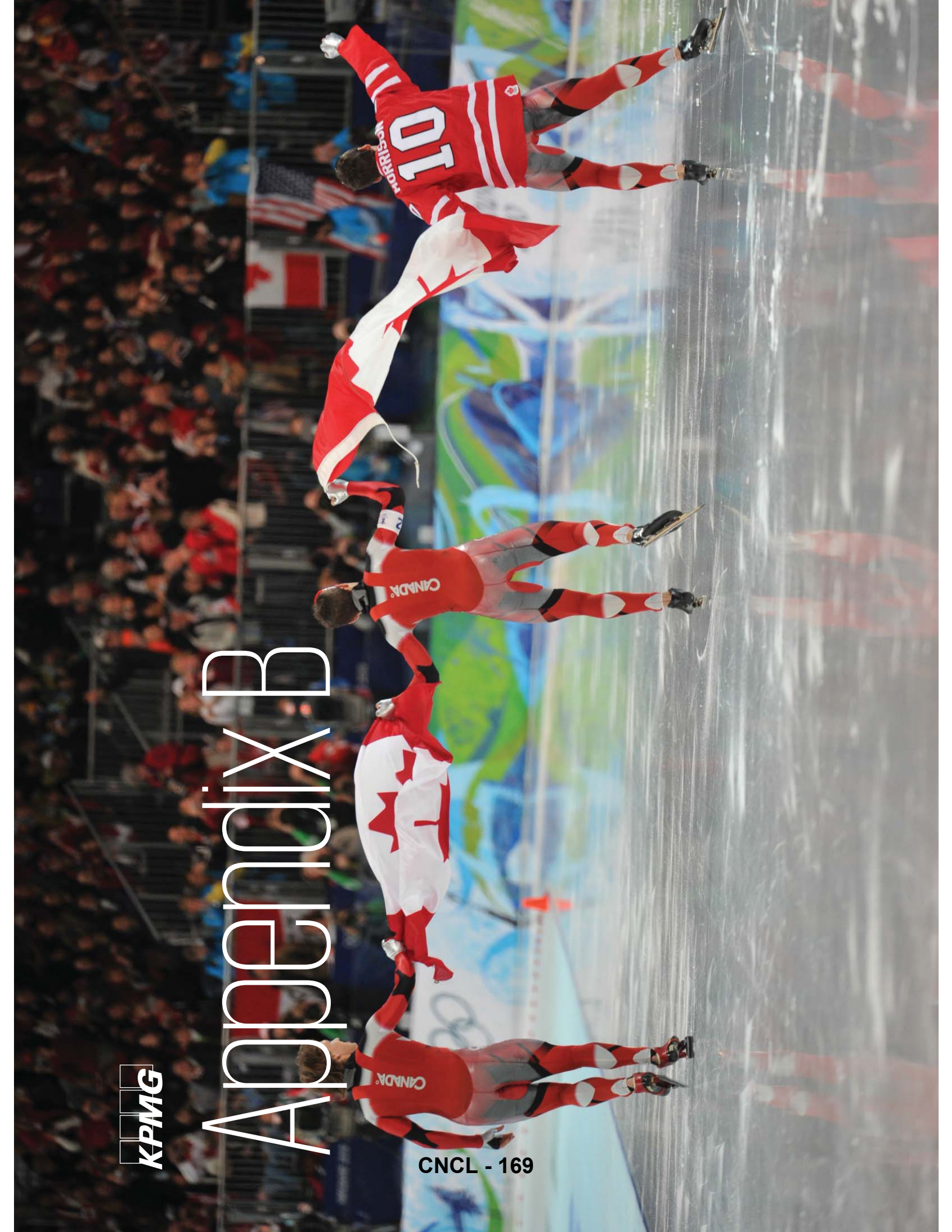
**Based on Sport Hosting events and sample event data provided by respective host organizations.*

Key Assumptions - 2016 Sport Events - Spectators

Spectators	Regional Event	Provincial Event	National Event	International Event
Number of unique out-of-town spectators	0	1,109	4,065	1,188
% of overnight spectators from Canada	100%	98%	90%	6%
% of Canadian spectators travelling from out of town up to 320km, regardless of province of origin	100%	50%	5%	0%
% of Canadian spectators travelling from more than 320km and the same province as the event	0%	50%	15%	15%
% of Canadian spectators travelling from more than 320km and a different province as the event	0%	0%	80%	85%
% of overnight spectators from U.S.	0%	2%	10%	5%
% of overnight spectators from Overseas	0%	0%	0%	89%
Average overnight length of stay	1.1	1.4	2.6	1.5

**Based on Sport Hosting events and sample event data provided by respective host organizations.*

Appendix B



BC Input-Output Model Report

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BC Input-Output Model Report: Economic Impact of Richmond Oval Construction, Conversions and Operating Costs

PREPARED FOR KPMG CONSULTING
BY BC STATS – APRIL 2017



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DATE

April 7, 2017

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Background

This report summarizes the results of an input-output analysis of the economic impact of the construction, operation and recent capital improvements at the Richmond Oval.

The British Columbia Input-Output Model (BCIOM) was used to generate the estimates. The following section provides an overview of input-output analysis and explains some of the key concepts used in the BCIOM. A more detailed explanation of input-output modelling in general and the BCIOM in particular, including the assumptions underlying input-output analysis, is included in the Appendix.

About the BCIOM

The BCIOM can be used to determine the extent to which expenditures made by industries, consumers, or businesses (i.e., project-specific expenditures) affect overall economic activity in the province. This is done by tracing through the steps involved in producing goods and services that are purchased in the province. Data on the production, consumption and origin of goods and services comes from input-output (also called supply-use) tables for British Columbia which have been compiled by Statistics Canada.

Whether the input data represents consumer or producer spending, the results are reported in terms of the impact on British Columbia industries.

Three Types of Impacts

Three different types of impacts are calculated in an input-output analysis:

- The **direct impact** measures the impact on B.C. industries supplying goods and services directly used by the project. For example, direct impacts for a typical construction project would include impacts in industries supplying goods and services such as cement, lumber, or engineering.
- The **indirect (supplier industry) impact** measures the impact on B.C. industries that are further back in the supply chain. The indirect impact is cumulative, and includes transactions going all the way back to the beginning of the supply chain. Indirect impacts for a typical construction project would include impacts in industries supplying a wide range of goods and services, such as janitorial services, accounting, transportation, logging and mining.
- The **induced impact** measures the effect that spending by workers (those employed by the project, or by direct and indirect supplier industries) has on the economy. Induced impacts for a typical construction project would include impacts in industries

that sell goods and services to consumers (e.g., retailers, food services, accommodation and so on).

Key Measures of Economic Impacts

Output, gross domestic product, household income, employment and tax revenues are the key measures used to assess the economic impacts associated with a project. In order to properly interpret the results of a BCIOM analysis, some background information about what these measures represent and how they are calculated may be helpful. A brief explanation of terms and concepts follows.

Output

Output measures the total value of industry production in British Columbia that is associated with a project.

In an ***industry-based analysis***, output is equal to the value of goods and services produced by the B.C. industry or industries that are affected by a specific project.

In an ***expenditure-based analysis***, output is equal to total spending on goods and services produced in British Columbia.

Gross Domestic Product (GDP)

GDP is a measure of the value added (the unduplicated total value of goods and services) to the British Columbia economy by current productive activities attributable to the project. It includes household income (wages, salaries and benefits, as well as income earned by proprietors of unincorporated businesses) as well as profits and other income earned by corporations. Only activities that occur within the province are included in GDP.

Output or GDP: which measure should be used to evaluate economic impacts associated with a project?

Output and GDP are both valid economic measures. However, there are some important differences between them that should be kept in mind when analyzing or reporting on the results of an input-output analysis.

If one is only looking at direct effects, output is a meaningful measure since it shows the total dollar value of production associated with a particular project or industry. However, output data should not normally be used to describe the total impact of a project, since the value of goods or services used in production is counted each time a product changes hands.

For example, the selling price of newly-constructed housing includes the following imbedded costs:

- the cost of the land on which it is built;
- the cost of inputs (lumber, shingles, cement, carpets, paint, hardware, plumbing fixtures, architectural services and so on) purchased and used by the builder; and
- the value of the work done by the construction company that built the house.

The direct output of the construction industry would be the value of the finished house (the cost of the inputs used to build the house, plus the value of the work done by the construction company).

The indirect output impact would include:

- the value of the architectural services as an indirect impact on the engineering and architectural services industry;
- the value of the lumber as an indirect output impact on the wood industry;
- the value of the logs used by the sawmill as an indirect output impact on the logging industry; and
- similar impacts associated with other materials and services used in constructed

In this example, the value of the logs used to produce the building materials is counted at least three times: once in the direct output impact and twice in the indirect output impacts on the sawmill and logging industries. The value of goods or services used in production is counted in indirect output impacts every time a product changes hands.

GDP is calculated by subtracting the cost of purchased goods, services and energy from the total value of an industry's output. As a result, the value of the work done by a producing industry is only counted once.

In the construction example:

- the direct GDP impact would only include the value of the work done by the construction firm;
- the indirect GDP impact on the sawmill industry would only include the value of the work done to transform the logs into lumber; and
- the indirect GDP impact on the logging industry would be a measure of the value of the work done by the loggers.

Output measures correspond to total spending or production, but may overstate the economic impact of a project because the value of a good or service used in production is counted each time a product changes hands.

Relationship between GDP and Output

The relationship between GDP and output is a useful analytical measure since it shows the extent to which industries rely on labour and capital as opposed to material and service inputs in production. The analysis of economic impacts relies on this relationship, since output is more easily and directly measured than GDP. In fact, the starting point for most input-output analyses is a measure of the direct output associated with a project. From this, known relationships between output and other indicators such as GDP and employment can be used to estimate the economic impact associated with a specific project.

Household income

Household income includes wages, salaries and benefits (e.g., employer contributions to Employment Insurance (EI) and Canada Pension Plan (CPP)), as well as an estimate of mixed income received by self-employed workers or unincorporated businesses.

Employment

Two different employment estimates are presented in the report tables: employment (jobs) and full-time equivalent (FTE) measures.

The **employment** estimates reflect the wages paid and annual hours spent on the job by a typical worker in each industry. In an industry where most employees work full time, the numbers will be very similar to FTE counts. In an industry where part-time work is more common, the job counts will be quite different from FTEs.

The **full-time equivalent estimates** are calculated based on the assumption that a full-time employee works 35 hours a week, for 50 weeks of the year (a total of 1,750 hours a year). This assumption can be modified when the model is run. In an industry where workers typically spend more than 1,750 hours on the job annually, the FTE estimate will exceed the employment estimate. In an industry where workers typically spend less than 1,750 hours on the job, the FTE estimate will be less than the employment estimate.

Tax revenues

Government tax revenue estimates generated by the model include federal, provincial and local income and commodity taxes. The revenue estimates are calculated based on tax rates in effect in 2015.

In other words, there is no double counting in GDP measures. Indirect output impacts provide useful information about the total amount of money that has changed hands as goods and services are transformed into final products.

However, GDP is a better measure of the total economic impact since the value of the work done by each industry is attributed only to the producing industry, and is counted only once.

Provincial and federal tax revenues include federal and provincial personal and corporation income taxes. Also included are PST, GST and other **commodity** taxes. These include taxes on products (e.g., gas taxes, environmental taxes, liquor and lottery taxes and profits, air transportation taxes, duties and excise taxes) and taxes on factors of production (e.g., licences, permits, fees and property taxes).

Municipal tax revenues include taxes on products (primarily accommodation taxes) and taxes on production (business taxes, developer's fees, licences, permits, fees and property taxes).

Regional Impacts

The BCIOM is a provincial model, based on the structure of the British Columbia economy in 2011. Impact estimates are calculated at the provincial level.

Regional impact estimates reported in the model outputs are derived from the provincial impacts using information about the regional composition of the province's labour force in each industry. This information comes from two sources: the National Household Survey (NHS) and the Labour Force Survey (LFS). The NHS data are available for detailed geographies (development region, regional district, census subdivision, etc.) and industries. They show the composition and industrial structure of the province's work force in 2010. Information from the LFS is not as detailed (at either the industry or geography level), but is more timely than the NHS information (the current version of the model uses LFS data for 2014).

When calculating regional impacts, the NHS data for the selected region is extrapolated based on trends in the LFS data for the more aggregated region or industry. NHS-based estimates are then used to calculate the share of total British Columbia employment, by detailed industry, in the selected region. These shares are then applied to the detailed industry impacts generated by the model to estimate the percentage of total activity in each affected industry that could potentially be allocated to the study region. The regional shares are applied to the detailed industry impact estimates.

Information on the regional labour force and employment is used to determine whether the local area could potentially supply the number of workers needed by each industry affected by the project. For some industries (e.g., resource industries, construction, accommodation and food services), it is assumed that the pool of potentially available workers is not restricted to those who were previously employed in these industries. For other industries, the region's share of total employment is based on the existing pool of workers in the affected industry.

It is assumed that for each industry, the ratio of output to employment is consistent across regions. This assumption would not be reasonable if the ratios were applied to aggregate industries (e.g., manufacturing) because the output to employment ratio varies considerably within manufacturing industries. However, the regional ratios are calculated at the most detailed level possible (e.g., sawmills and wood preservation) for each industry, so inter-regional differences due to economic structure are less likely to be an issue.

Input Data

The results presented in this report are derived from information provided to BC Stats by KPMG Consulting. The data inputs used included details of the costs incurred when the facility was originally constructed prior to the 2010 Olympics, as well as information on subsequent capital improvements (conversion costs) to the facility, and data on annual operating expenditures.

The original construction of the facility, and subsequent conversion costs occurred over a number of years. In order to ensure that the results would be comparable, and consistent, the construction and conversion costs provided by the client were restated in 2015 dollars. This was done using implicit price indices (IPIs) for non-residential building construction and machinery and equipment, taken from System of National Accounts data for British Columbia. Each broad expenditure category was identified as either spending on non-residential building construction, or spending on machinery and equipment, and the appropriate IPI for each year (rebased to 2015) was used to convert the expenditures to 2015 dollars. Because the numbers are restated in 2015 dollars, the expenditure amounts used to shock the model are higher than the dollar amounts spent at the time the construction occurred. They are estimates of what it would have cost to build, or make improvements to, the facility using the same inputs in 2015.

The data provided by the client included detailed budget information for each of the main components of the construction project. This information was used to code the expenditures to the categories used in the BCIOM. Construction costing is usually categorized based on the various stages of the project (e.g., site preparation, excavation, underground services, structural and mechanical components, and so on). Each cost component includes labour, materials and purchased services. These are treated as separate costs in the BCIOM. Information from the BCIOM, together with the details included in the budget materials provided to BC Stats, was used to allocate the expenditures to the BCIOM categories used to shock the model. This involved estimating the labour, operating surplus, materials and service components included in each phase of the project using model information.

The results of this analysis are summarized in the following sections.

Summary of Results, Richmond Oval Construction

Project Expenditures (Restated in 2015 dollars)

The cost of constructing the Richmond Oval, restated in 2015 dollars, was \$197.1 million. The model analysis summarized below describes the economic impact that would be generated if these expenditures had been made in 2015. The model is based on the existing tax regime, so income tax and other revenues calculated by the model reflect current tax rates.

Of the \$197.1 million used to purchase goods and services for the project, it is estimated that \$23.7 million was spent on goods or services imported from other countries while \$18.0 million was used to purchase goods or services imported from the rest of Canada. The value of goods withdrawn from inventories held by producers is estimated at \$2.5 million.

TABLE 1: ALLOCATION OF PROJECT EXPENDITURES

Allocation of Project Expenditures Construction				
Total construction expenditures (\$M)	197.1			
<i>minus leakages:</i>				
<i>imports from other countries</i>	23.7			
<i>imports from other provinces</i>	18.0			
<i>other leakages (e.g. withdrawals from inventory)</i>	2.5			
Equals:				
Purchases of goods & services (including labour and profits) produced in BC (\$M)	152.8			
Of which:				
<i>Wages, benefits, mixed income and operating surplus (\$M)</i>	59.6			
<i>Taxes on products net of subsidies (\$M)</i>	5.2			
<i>Taxes on factors of production net of subsidies (\$M)</i>	1.8			
Direct BC supply (\$M)	86.3			
<i>(the change in BC supplier industry output associated with construction)</i>				
Project employment, construction (#)	653			
Household income, construction (\$M)	49.1			
Tax revenue derived from direct project expenditures Construction				
	Federal	Provincial	Local	Total
Total, all sources	7.8	8.8	1.1	17.7
Taxes on products (\$M)*	0.0	5.2	0.0	5.2
Taxes on factors of production (\$M)	0.0	0.7	1.1	1.8
Personal income taxes (\$M)	7.0	2.5		9.5
Corporate income taxes (\$M)	0.8	0.4		1.2
<i>(income taxes paid on worker's wages and returns to capital reported in project expenditure)</i>				

*Small differences between this figure and the value for taxes on products net of subsidies reported in the allocation of project expenditure are due to rounding and/or the inclusion of net taxes paid on some goods purchased by subcontractors which are not reflected in the indirect & induced impacts given below.

Purchases of goods and services produced in British Columbia (including profits and wages paid to workers) are estimated at \$152.8 million. This amount includes \$59.6 million in wages, benefits, and operating surplus and an estimated \$7.0 million in taxes net of subsidies on products and factors of production. Personal income tax revenues associated with direct expenditures are estimated at \$9.5 million.

The direct BC supply (the change in BC industry output associated with construction of the Richmond Oval is estimated at \$86.3 million. This is the amount that was used to shock the model.

Summary of Results

For an \$86.3 million change in B.C. industry output (primarily manufacturing and professional, scientific and technical services used by the construction project), it is estimated that another \$46.8 million of output would be generated in industries further back in the supply chain, with an additional \$30.8 million of output associated with spending by workers.

In addition to the project's direct GDP of \$61.3 million¹, another \$44.5 million in GDP is attributable to the activities of direct suppliers, with \$20.2 million coming from industries further back in the supply chain. The GDP impact associated with spending by workers is estimated at \$19.2 million.

The \$197.1 million of construction expenditures would provide 653 jobs for people working directly on the project, with another 484 jobs in supplier industries such as manufacturing and engineering services. The activities of industries further back in the supply chain would support an additional 213 jobs, with 189 jobs associated with spending by workers.

Tax revenue impacts are estimated at \$34.5 million. This amount includes \$17.7 million directly generated by the construction activities, with another \$13.4 million associated with supplier industries and \$3.4 million resulting from spending by workers. It should be noted that the allocation of tax revenue estimates by level of government is based on provincial averages for the model year.

Table 2 summarizes the results of the BCIOM analysis.

¹ Note that this amount includes \$1.8 million in taxes net of subsidies on factors of production.

TABLE 2: SUMMARY OF RESULTS

Richmond Oval Construction Costs (Restated in 2015 dollars)
Construction

Total impact, including Construction, supplier industry & induced effects					
	Direct	Other suppliers	Total Indirect*	Induced**	Total impact
Total project expenditures, Construction (\$M)	197.1				
Supplier industry & induced impacts (\$M)	86.3	46.8	133.1	30.8	163.9
GDP at basic prices (\$M)					145.2
Construction***	61.3				61.3
Supplier industry & induced impacts	44.5	20.2	64.7	19.2	83.9
Employment (#)****					1,538
Construction (Model estimate)	653				653
Supplier industry & induced impacts	483	213	697	189	885
Employment (FTES)					1,609
Construction (Model estimate)	728				728
Supplier industry & induced impacts	494	214	707	173	881
Household income (\$M)					108.8
Construction	49.1				49.1
Supplier industry & induced impacts	33.1	12.8	45.9	13.9	59.7
Average annual household income (\$ per employee)					
Construction	75,233				
Supplier industry & induced impacts *****	68,405	59,980	65,830	46,617	67,450
Tax revenue (\$M)					34.5
Construction	17.7				17.7
Supplier industry & induced impacts	8.9	4.4	13.4	3.4	16.8

* The total indirect impact is the sum of the effect on direct suppliers and other supplier industries

** Assumes a social safety net is in place. Includes effects generated by project spending and activities of supplier industries

*** Project expenditure data provided by clients may not include all components of GDP (e.g., operating surplus)

**** Employment estimates are based on average annual wages in 2013. Includes total employment over the life of the project

***** Average household income (induced impact) is based on income excluding imputed rent estimate

Table 3 shows, in more detail, the indirect and induced impacts associated with the direct BC supply.

TABLE 3: INDIRECT AND INDUCED IMPACTS

Indirect & Induced Impacts resulting from Construction expenditures					
	Direct suppliers	Other suppliers	Total indirect impact (all suppliers)	Induced Impact**	Total indirect & induced impacts
Output (\$M)	86	47	133	31	164
GDP at basic prices* (\$M)	45	20	65	19	84
Employment (#)*	483	213	697	189	885
FTEs (#)	494	214	707	173	881
Household income (\$M)	33	13	46	14	60
Total tax revenue (\$M)	8.9	4.4	13.4	3.4	16.8
Federal (\$M)	5.5	2.4	7.8	1.6	9.5
<i>Personal income tax</i>	4.6	1.8	6.4	1.3	7.7
<i>Corporation income tax</i>	0.7	0.5	1.2	0.3	1.5
<i>Net taxes on products</i>	0.1	0.1	0.2	0.1	0.2
Provincial (\$M)	3.0	1.7	4.8	1.1	5.9
<i>Personal income tax</i>	1.7	0.6	2.3	0.5	2.8
<i>Corporation income tax</i>	0.4	0.3	0.7	0.2	0.9
<i>Net taxes on products</i>	1.0	0.8	1.8	0.5	2.3
Local (\$M)	0.4	0.4	0.8	0.7	1.4

* Includes wages, benefits, mixed income, operating surplus and net taxes on factors of production

** Assumes a social safety net is in place. Includes effects generated by project spending and activities of supplier industries

Regional Impacts

The regional impacts associated with the construction project are most significant in the Greater Vancouver area. In addition to those directly employed on the construction site, it is estimated that 345 of the direct supplier industry jobs, and 124 of the jobs in industries further back in the supply chain, would be in the local area, for a total supplier industry employment impact of 469. Another 228 jobs (138 in direct suppliers and 89 in indirect supplier industries) would be supported in other parts of the province.

It should be noted that the regional impact estimates are calculated based on the assumption that local suppliers will provide at least 40% of the goods and services that could potentially be purchased in the local area, provided that these suppliers have the capacity to do so.

TABLE 4: REGIONAL IMPACTS

**Regional Impact Estimates based on Supplier Industry Output,
Census Employment Data, and Labour Force Statistics
(experimental data)**

Estimated Impact, Supplier Industries in Greater Vancouver					
	Direct suppliers	Other suppliers	Total indirect impact (all suppliers)	Induced	Total indirect & induced
Total output (\$M)	65.4	25.1	90.5	18.2	108.7
Total GDP (\$M)	33.6	11.0	44.5	11.4	55.9
Total household income (\$M)	24.2	7.3	31.4	8.2	39.6
Total employment	345	124	469	110	579

Estimated Impact in Rest of BC					
	Direct suppliers	Other suppliers	Total indirect impact (all suppliers)	Induced	Total indirect & induced
Total output (\$M)	20.9	21.7	42.6	12.6	55.2
Total GDP (\$M)	11.0	9.2	20.2	7.8	28.0
Total household income (\$M)	8.9	5.5	14.4	5.7	20.1
Total employment	138	89	228	79	307

Summary of Results, Richmond Oval Conversion Costs

In contrast to the analysis of the Richmond Oval construction project (where construction costs were itemized and treated as direct project expenditures) for the conversion projects it was assumed that all of the construction activity would be subcontracted. The construction cost expenditures were treated as repair construction, to reflect the fact that modifications to an existing structure involve different activities than completely new construction. For example, modifications normally do not involve activities such as excavation. They tend to be somewhat more labour intensive than new building construction.

Project Expenditures (Restated in 2015 dollars)

TABLE 5: ALLOCATION OF PROJECT EXPENDITURES

Allocation of Project Expenditures				
Conversion Costs				
Total conversion costs expenditures (\$M)	40.0			
minus leakages:				
imports from other countries	11.1			
imports from other provinces	1.1			
other leakages (e.g. withdrawals from inventory)	0.2			
Equals:				
Purchases of goods & services (including labour and profits) produced in BC (\$M)	27.7			
Of which:				
Wages, benefits, mixed income and operating surplus (\$M)	0.0			
Taxes on products net of subsidies (\$M)	0.1			
Taxes on factors of production net of subsidies (\$M)	0.0			
Direct BC supply (\$M)	27.5			
(the change in BC supplier industry output associated with conversion costs)				
Project employment, conversion costs (#)	0			
Household income, conversion costs (\$M)	0.0			
Tax revenue derived from direct project expenditures				
Conversion Costs				
	Federal	Provincial	Local	Total
Total, all sources	0.0	0.1	0.0	0.1
Taxes on products (\$M)*	0.0	0.1	0.0	0.1
Taxes on factors of production (\$M)	0.0	0.0	0.0	0.0
Personal income taxes (\$M)	0.0	0.0		0.0
Corporate income taxes (\$M)	0.0	0.0		0.0
(income taxes paid on worker's wages and returns to capital reported in project expenditure)				

*Small differences between this figure and the value for taxes on products net of subsidies reported in the allocation of project expenditure are due to rounding and/or the inclusion of net taxes paid on some goods purchased by subcontractors which are not reflected in the indirect & induced impacts given below.

The cost of the Richmond Oval Conversion Costs, restated in 2015 dollars, was \$40.0 million. The model analysis summarized in this section describes the economic impact that would be generated if these expenditures had been made in 2015. The model is based on the existing tax regime, so income tax and other revenues calculated by the model reflect current tax rates.

Of the \$40.0 million used to purchase goods and services for the project, it is estimated that \$11.1 million was spent on goods or services imported from other countries while \$1.1 million was used to purchase goods or services imported from the rest of Canada. The value of goods withdrawn from inventories held by producers is estimated at \$0.2 million.

Purchases of goods and services produced in British Columbia are estimated at \$27.7 million. This amount includes \$0.1 million in taxes net of subsidies on products and factors of production and \$27.5 million spent on repair construction contracts and other purchases of goods and services produced by British Columbia industries. This is the amount that was used to shock the model.

Summary of Results

Table 6 summarizes the results of the BCIOM analysis.

TABLE 6: SUMMARY OF RESULTS

Richmond Oval Conversion Cost (Restated in 2015 dollars)
Conversion Costs

Total impact, including Conversion Costs, supplier industry & induced effects					
	Direct	Other suppliers	Total Indirect*	Induced**	Total impact
Total project expenditures, Conversion Costs (\$M)	40.0				
Supplier industry & induced impacts (\$M)	27.5	10.0	37.5	4.9	42.4
GDP at basic prices (\$M)					22.8
Supplier industry & induced impacts	15.1	4.7	19.7	3.0	22.8
Employment (#)***					272
Supplier industry & induced impacts	179	62	242	30	272
Employment (FTES)					283
Supplier industry & induced impacts	195	60	255	28	283
Household income (\$M)					19
Supplier industry & induced impacts	13	3	17	2	19
Average annual household income (\$ per employee)					
Supplier industry & induced impacts *****	74,315	52,195	68,610	46,617	69,140
Tax revenue (\$M)					5.3
Supplier industry & induced impacts	3.6	1.0	4.6	0.5	5.2

* The total indirect impact is the sum of the effect on direct suppliers and other supplier industries

** Assumes a social safety net is in place. Includes effects generated by project spending and activities of supplier industries

*** Project expenditure data provided by clients may not include all components of GDP (e.g., operating surplus)

**** Employment estimates are based on average annual wages in 2013. Includes total employment over the life of the project

***** Average household income (induced impact) is based on income excluding imputed rent estimate

For a \$27.5 million change in B.C. industry output (primarily construction services), it is estimated that another \$10.0 million of output would be generated in industries supplying goods and services used by the construction project, with an additional \$4.9 million of output associated with spending by workers.

The direct GDP in supplier industries (primarily construction) is estimated at \$15.1 million, with another \$4.7 million in GDP attributable to industries further back in the supply chain.. The GDP impact associated with spending by workers is estimated at \$3.0 million.

The estimated conversion expenditures would support 179 jobs, most (168) of which would be in construction activities. Another 62 jobs would be supported in industries further back in the supply chain, while 30 jobs would be supported in industries benefitting from spending by workers.

The tax revenue impacts are estimated at \$5.3 million, including \$3.6 million directly associated with conversion expenditures, and \$1.0 million associated with activities in industries further back in the supply chain. The induced impact, generated by worker spending, is estimated at \$0.5 million. It should be noted that the allocation of tax revenue estimates by level of government is based on provincial averages for the model year.

Table 7 shows, in more detail, the indirect and induced impacts associated with the direct BC supply.

TABLE 7: INDIRECT AND INDUCED IMPACTS

Indirect & Induced Impacts resulting from Conversion Cost expenditures					
	Direct suppliers	Other suppliers	Total indirect impact (all suppliers)	Induced Impact**	Total indirect & induced impacts
Output (\$M)	28	10	38	5	42
GDP at basic prices* (\$M)	15	5	20	3	23
Employment (#)*	179	62	242	30	272
FTEs (#)	195	60	255	28	283
Household income (\$M)	13	3	17	2	19
Total tax revenue (\$M)	3.6	1.0	4.6	0.5	5.2
Federal (\$M)	2.2	0.6	2.7	0.3	3.0
<i>Personal income tax</i>	2.0	0.4	2.5	0.2	2.7
<i>Corporation income tax</i>	0.1	0.1	0.2	0.0	0.3
<i>Net taxes on products</i>	0.0	0.0	0.0	0.0	0.0
Provincial (\$M)	1.4	0.4	1.8	0.2	1.9
<i>Personal income tax</i>	0.7	0.2	0.9	0.1	1.0
<i>Corporation income tax</i>	0.1	0.1	0.1	0.0	0.1
<i>Net taxes on products</i>	0.6	0.1	0.8	0.1	0.8
Local (\$M)	0.1	0.1	0.2	0.1	0.3

* Includes wages, benefits, mixed income, operating surplus and net taxes on factors of production

** Assumes a social safety net is in place. Includes effects generated by project spending and activities of supplier industries

Regional Impacts

The regional impacts associated with the conversion projects are most significant in the Greater Vancouver area. It is estimated that 176 of the direct supplier industry jobs, and 36 of the jobs in industries further back in the supply chain, would be in the local area, for a total supplier industry employment impact of 213. Another 29 jobs (3 in direct suppliers and 26 in indirect supplier industries) would be supported in other parts of the province.

It should be noted that the regional impact estimates are calculated based on the assumption that local suppliers will provide at least 40% of the goods and services that could potentially be purchased in the local area, provided that these suppliers have the capacity to do so.

TABLE 8: REGIONAL IMPACTS

**Regional Impact Estimates based on Supplier Industry Output,
Census Employment Data, and Labour Force Statistics
(experimental data)**

Estimated Impact, Supplier Industries in Greater Vancouver					
	Direct suppliers	Other suppliers	Total indirect impact (all suppliers)	Induced	Total indirect & induced
Total output (\$M)	27.1	5.6	32.8	2.9	35.6
Total GDP (\$M)	14.9	2.7	17.6	1.8	19.4
Total household income (\$M)	13.2	1.9	15.1	1.3	16.4
Total employment	176	36	213	17	230

Estimated Impact in Rest of BC					
	Direct suppliers	Other suppliers	Total indirect impact (all suppliers)	Induced	Total indirect & induced
Total output (\$M)	0.4	4.4	4.8	2.0	6.8
Total GDP (\$M)	0.2	2.0	2.2	1.2	3.4
Total household income (\$M)	0.2	1.4	1.5	0.9	2.4
Total employment	3	26	29	13	41

Summary of Results, Richmond Oval Operating Costs

Operating Costs in 2015

Annual operating expenditures for the Richmond Oval are estimated at \$13.2 million in 2015. Of this total, it is estimated that \$0.3 million was spent on goods or services imported from other countries while \$0.6 million was used to purchase goods or services imported from the rest of Canada.

TABLE 9: ALLOCATION OF PROJECT EXPENDITURES

Allocation of Project Expenditures				
Operating expenditures (2015)				
Total opex expenditures (\$M)	13.2			
minus leakages:				
imports from other countries	0.3			
imports from other provinces	0.6			
other leakages (e.g. withdrawals from inventory)	0.0			
Equals:				
Purchases of goods & services (including labour and profits) produced in BC (\$M)	12.3			
Of which:				
Wages, benefits, mixed income and operating surplus (\$M)	7.9			
Taxes on products net of subsidies (\$M)	0.1			
Taxes on factors of production net of subsidies (\$M)	0.0			
Direct BC supply (\$M)	4.4			
(the change in BC supplier industry output associated with opex)				
Project employment, operating expenditures (2015) (#)	300			
Household income, operating expenditures (2015) (\$M)	7.9			
Tax revenue derived from direct project expenditures				
Operating expenditures (2015)				
	Federal	Provincial	Local	Total
Total, all sources	1.1	0.4	0.0	1.5
Taxes on products (\$M)*	0.0	0.1	0.0	0.1
Taxes on factors of production (\$M)	0.0	0.0	0.0	0.0
Personal income taxes (\$M)	1.1	0.4		1.4
Corporate income taxes (\$M)	0.0	0.0		0.0
(income taxes paid on worker's wages and returns to capital reported in project expenditure)				

*Small differences between this figure and the value for taxes on products net of subsidies reported in the allocation of project expenditure are due to rounding and/or the inclusion of net taxes paid on some goods purchased by subcontractors which are not reflected in the indirect & induced impacts given below.

Purchases of goods and services produced in British Columbia are estimated at \$12.3 million. This amount includes \$0.1 million in taxes net of subsidies on products and factors of production and \$7.9 million in wages and benefits paid to workers. Federal, provincial and local government revenues associated with the operating costs are estimated at \$1.5 million,

most (\$1.4 million) of which is an estimate of income taxes paid by workers. Purchases of goods and services produced by B.C. industries are estimated at \$4.4 million. This is the amount that was used to shock the model to determine the overall impact of operating costs on the provincial economy.

Summary of Results

Table 10 summarizes the results of the BCIOM analysis.

TABLE 10: SUMMARY OF RESULTS

Richmond Oval Operating expenditures (2015)

Total impact, including Opex, supplier industry & induced effects					
	Direct	Other suppliers	Total Indirect*	Induced**	Total impact
Total project expenditures, Opex (\$M)	13.2				
Supplier industry & induced impacts (\$M)	4.4	2.5	6.9	2.5	9.4
GDP at basic prices (\$M)					12.5
Opex***	7.9				7.9
Supplier industry & induced impacts	1.9	1.2	3.1	1.6	4.7
Employment (#)****					358
Opex (Model estimate)	300				300
Supplier industry & induced impacts	25	17	43	15	58
Employment (FTES)					311
Opex (Model estimate)	256				256
Supplier industry & induced impacts	24	16	40	14	54
Household income (\$M)					11.2
Opex	7.9				7.9
Supplier industry & induced impacts	1.3	0.8	2.2	1.1	3.3
Average annual household income (\$ per employee)					
Opex	26,213				
Supplier industry & induced impacts *****	53,395	47,805	51,105	46,617	57,010
Tax revenue (\$M)					2.4
Opex	1.5				1.5
Supplier industry & induced impacts	0.4	0.3	0.7	0.3	0.9

* The total indirect impact is the sum of the effect on direct suppliers and other supplier industries

** Assumes a social safety net is in place. Includes effects generated by project spending and activities of supplier industries

*** Project expenditure data provided by clients may not include all components of GDP (e.g., operating surplus)

**** Employment estimates are based on average annual wages in 2013. Includes total employment over the life of the project

***** Average household income (induced impact) is based on income excluding imputed rent estimate

The direct GDP associated with the operation of the Richmond Oval is estimated at \$7.9 million, which is equal to the wage bill in this case.

Another \$1.9 million in GDP is associated with the activities of supplier industries that provide goods and services used by the Richmond Oval, with another \$1.2 million of GDP

attributable to activities in industries further back in the supply chain. An additional \$1.6 million of GDP is associated with activities in industries benefitting from spending by workers.

The number of jobs associated with a wage bill of \$7.9 million in the amusement and recreation industry is estimated at 300. It should be noted that this figure was derived based on average annual wages in the industry, which are relatively low (\$26,213). Annual wages reflect both average hourly remuneration, and average number of hours spent on the job in each industry. If wages at the Richmond Oval are higher than this, the employment numbers may be overstated.

In addition to the direct employment at the Richmond Oval, another 25 jobs are supported in industries supplying goods and services used by the Richmond Oval, while 17 jobs are supported in industries further back in the supply chain. The induced employment impact is estimated at 15.

Tax revenue impacts are estimated at \$2.4 million, including \$1.5 million directly associated with operating costs, and \$0.7 million associated with activities in industries further back in the supply chain. The induced impact, generated by worker spending, is estimated at \$0.3 million. It should be noted that the allocation of tax revenue estimates by level of government is based on provincial averages for the model year.

Table 11 shows, in more detail, the indirect and induced impacts associated with the direct BC supply.

TABLE 11: INDIRECT AND INDUCED IMPACTS

Indirect & Induced Impacts Resulting from Operating Expenditures					
	Direct suppliers	Other suppliers	Total indirect impact (all suppliers)	Induced Impact**	Total indirect & induced impacts
Output (\$M)	4.4	2.5	6.9	2.5	9.4
GDP at basic prices* (\$M)	1.9	1.2	3.1	1.6	4.7
Employment (#)*	25.1	17.4	42.6	15.3	57.9
FTEs (#)	24	16	40	14	54
Household income (\$M)	1.3	0.8	2.2	1.1	3.3
Total tax revenue (\$M)	0.4	0.3	0.7	0.3	0.9
Federal (\$M)	0.2	0.1	0.4	0.1	0.5
<i>Personal income tax</i>	<i>0.2</i>	<i>0.1</i>	<i>0.3</i>	<i>0.1</i>	<i>0.4</i>
<i>Corporation income tax</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.1</i>
<i>Net taxes on products</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
Provincial (\$M)	0.2	0.1	0.3	0.1	0.3
<i>Personal income tax</i>	<i>0.1</i>	<i>0.0</i>	<i>0.1</i>	<i>0.0</i>	<i>0.1</i>
<i>Corporation income tax</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
<i>Net taxes on products</i>	<i>0.1</i>	<i>0.0</i>	<i>0.1</i>	<i>0.0</i>	<i>0.2</i>
Local (\$M)	0.0	0.0	0.1	0.1	0.1

* Includes wages, benefits, mixed income, operating surplus and net taxes on factors of production

** Assumes a social safety net is in place. Includes effects generated by project spending and activities of supplier industries

Regional Impacts

The regional impacts associated with operating costs are most significant in the Greater Vancouver area. In addition to the estimated 300 jobs at the Richmond Oval, 18 of the direct supplier industry jobs, and 10 of the jobs in industries further back in the supply chain would be in the local area, for a total supplier industry employment impact of 28. Another 14 jobs (7 in direct and 7 in indirect supplier industries) would be supported in other parts of the province.

It should be noted that the regional impact estimates are calculated based on the assumption that local suppliers will provide at least 40% of the goods and services that could potentially be purchased in the local area, provided that these suppliers have the capacity to do so.

TABLE 12: REGIONAL IMPACTS

**Regional Impact Estimates based on Supplier Industry Output,
Census Employment Data, and Labour Force Statistics
(experimental data)**

Estimated Impact, Supplier Industries in Greater Vancouver					
	Direct suppliers	Other suppliers	Total indirect impact (all suppliers)	Induced	Total indirect & induced
Total output (\$M)	3.2	1.5	4.7	1.5	6.2
Total GDP (\$M)	1.4	0.7	2.1	0.9	3.0
Total household income (\$M)	1.0	0.5	1.5	0.7	2.1
Total employment	18	10	28	9	37

Estimated Impact in Rest of BC					
	Direct suppliers	Other suppliers	Total indirect impact (all suppliers)	Induced	Total indirect & induced
Total output (\$M)	1.1	1.0	2.2	1.0	3.2
Total GDP (\$M)	0.6	0.5	1.1	0.6	1.7
Total household income (\$M)	0.4	0.3	0.7	0.5	1.2
Total employment	7	7	14	6	21

Interpreting the BCIOM Results

BCIOM model results are summarized in the tables included in this report. This section explains how some of the variables are calculated.

Variables that are derived from information supplied by clients

Allocation of Project Expenditures

The information summarized in Table 1 (allocation of expenditures) is calculated directly from data supplied by the client. Total project expenditure is usually provided by the client, and includes all direct expenditures associated with the project. The expenditure data are first coded to BCIOM commodities (goods and services). Model information is then used to break down the expenditures (by commodity) into the following categories:

- Leakages: purchases of goods and services that have been imported into British Columbia from other provinces or countries (import leakages) or withdrawn from inventories held by businesses (inventory leakages);
- Taxes net of subsidies on products and factors of production (included in the purchase price of goods and services used by the project);
- Wages paid to workers directly hired by the project;
- Purchases of goods and services made in British Columbia (the direct B.C. supply); and
- Purchases of existing assets.

Leakages

Some types of expenditures do not generate any economic impacts in the province. For example, the jobs, GDP and tax revenues associated with the production of goods and services that have been imported into British Columbia are attributable to the province or country where those goods or services are produced. In the case of goods withdrawn from inventories held by businesses, the jobs, GDP and tax revenues associated with their production would have been generated in the period in which those goods were produced. Estimated leakages (imports and inventory withdrawals) are generated from model information about BC production of each commodity, and the value of imports of each commodity, in the model year. These leakages are deducted from project expenditure data when determining the direct B.C. supply.

Taxes net of subsidies on products and factors of production

Taxes on products are a transfer from consumers (or businesses) to government, but there is no direct economic activity generated by these taxes. Similarly, subsidies represent a

transfer from government to business, and do not directly generate economic impacts. Taxes and subsidies on products and factors of production directly associated with project expenditures were calculated using effective tax rates for each good or service used by the project. This amount is included in the net tax revenue directly generated by the project.

All of the tax revenue impacts have been calculated based on the current tax structure, which assumes a PST of 7% is applied to items subject to the tax.

Wages paid to workers directly hired by the project

Labour costs for the project are assumed to include pre-tax wages, salaries and benefits (e.g., the employer's share of contributions to EI or CPP). Wages do not include embedded costs such as transportation or accommodation costs for workers at remote job sites.

Wages paid to workers directly hired by the project are used to estimate project direct employment, federal and provincial income tax revenues, and induced expenditures directly generated by the project. However, they are not part of the Direct B.C. Supply, a measure which only includes industry output (wages are not produced by industries, they are paid to individuals).

Income tax revenues are calculated by estimating income taxes associated with a given wage.

Similarly, if the input data supplied by the client includes an estimate of operating surplus, this amount is used to estimate federal and provincial corporate income tax revenues. However, it is not part of the Direct B.C. Supply since profits, like wages, are not produced by a particular industry. Instead, they are a payment for the use of capital in production.

Direct B.C. Supply

The direct B.C. supply is the change in output in all British Columbia industries directly supplying goods and services used by the project. This value is calculated by deducting leakages, taxes and wages paid to workers directly hired by the project from the expenditure data. It is used to shock the model in order to determine supplier industry and induced impacts.

Purchases of existing assets

The purchase cost of land, existing buildings, infrastructure or transfers of other assets (such as financial assets) represents a transfer of ownership from one agent to another. There are no current jobs or GDP associated with the value of these transactions. The only current economic activity associated with the transfer relates to the value of the work done by real estate agents, lawyers, or others involved in expediting or recording the transfer that has occurred.

If they are included in the input data, expenditures related to purchases of existing assets are deducted from the input data before any of the coding is done.

Retail, wholesale and transportation margins

Costs embedded in the final selling price of each commodity (e.g., transportation, wholesaling and retailing services) are identified, and allocated to the appropriate industry using information in the model.

Project Direct GDP Estimates

Project direct GDP figures are derived from information provided by clients. These figures are usually project-specific, but they are not always based on complete information. For example, it is often possible to get good data on wages and salaries associated with a project or activity. Labour costs are the largest component of GDP, but other variables which ought to be included in the estimate (such as operating surplus) are not always known. When the GDP figures generated by the BCIOM are based on partial information, they may understate the project's direct contribution to GDP.

The reported project direct GDP is based on input data provided by clients. Corporation profits (normally included in GDP) and associated corporate income tax revenues are only included in the reported direct expenditures if this information has been supplied by clients, or if the input data used was based on model averages.

Project Direct Employment and Household Income

Project direct employment is derived based on the project's wage bill and estimates of average annual wages in the affected industry. In some cases, the reported project direct employment estimates have been supplied by clients.

Employment estimates generated by the model are derived from estimated wage costs using data on average annual wages and hours worked in each industry in 2013 (the latest year for which this information was available when the model was last updated). In some industries, most workers are employed full time, but in others (e.g., accommodation and food services) the typical work week is usually shorter.

The model output also includes full-time equivalent (FTE) estimates, calculated using the assumption that a full-time employee would work 1,750 hours per year (50 weeks, at 35 hours per week).

Household income is calculated based on project direct wages, benefits and mixed income.

BCIOM impact estimates

The model is shocked using the direct BC supply calculated from the information provided by the client. The total economic impact of the project on the BC economy is reported in terms of direct, indirect and induced impacts. The results of the model shock are summarized in Tables 2 and 3.

Direct supplier industry impacts

The direct supplier industry impact measures the change in economic activity in British Columbia industries that is required to satisfy the initial change in demand.

The direct output impact is equal to the direct BC supply-the change in the economic activity of the industries producing the goods and services purchased by the project.

The direct GDP impact is the GDP generated as a result of the activities of the industries that produce the goods and services directly used by the project.

The direct employment impact shows total employment in these industries, and the direct household income impact is a measure of the wages, salaries, benefits and other income earned by these workers.

The direct tax revenue impact includes personal, corporation, sales and other taxes generated as a result of the activities of the industries that supply the goods and services used by the project.

The allocation of tax revenues to federal, provincial and local governments is based on model information.

Other supplier industry impacts

Other supplier industry impacts measure the cumulative impact on B.C. industries that are further back in the supply chain. This includes industries producing goods and services used by direct suppliers.

Induced Impacts

The induced effect, which measures the impact associated with expenditures by workers (those directly employed by the project as well as workers in supplier industries), includes purchases of a variety of goods and services, including housing.

For the calculation of induced impacts, it is assumed that 80% of workers' earnings will be used to purchase goods and services in the province (the remaining 20% goes to taxes, payroll deductions, and savings).

It is assumed that a social safety net is in place, and that workers who are newly hired as a result of the project previously had some income from EI or other safety net programs.

Appendix

Some Background on Input-Output Models and Analysis

Input-output analysis is based on statistical information about the flow of goods and services among various sectors of the economy. This information, presented in the form of tables, provides a comprehensive and detailed representation of the economy for a given year. An input-output model is essentially a database showing the relationship between commodity usage and industry output. It consists of three components:

- a table showing which commodities-both goods and services-are consumed by each industry in the process of production (the input matrix)
- a table showing which commodities are produced by each industry (the output matrix)
- a table showing which commodities are available for consumption by final users (the final demand matrix).

These data are combined into a single model of the economy that can be solved to determine how much additional production is generated by a change in the demand for one or more commodities or by a change in the output of an industry. Changing the usage or production of a commodity or group of commodities is often referred to as shocking the model. The known relationship between goods and services in the economy is used to generate an estimate of the economic impact of such a change.

If a change in demand is met by increasing or decreasing imports from other jurisdictions, there is no net effect on domestic production. All of the benefits or costs associated with employment generation or loss, and other economic effects, will occur outside the region. Therefore, it is important to identify whether or not a change in the demand for a good or service is met inside or outside a region.

Assumptions and Caveats

Commodities made in BC have a much bigger impact than those imported into the province. The analysis presented here is based on using default import ratios for most commodities: i.e., assuming they are purchased locally, but allowing for the fact that they may have been manufactured elsewhere.

All tax data were generated using the model structure, and are based on averages for an industry or commodity.

Economic modelling is an imprecise science, and the precision of the figures in the tables should not be taken as an indication of their accuracy.

The British Columbia Input-Output Model

The BCIOM is based on 2011 data. It is derived from inter-provincial input-output tables developed by Statistics Canada and includes details on 481 commodities, 235 industries, 280 "final demand" categories, and a set of computer algorithms to do the calculations required for the solution of the model. It can be used to predict how an increase or a decrease in demand for the products of one industry will have an impact on other industries and therefore on the entire economy.

Limitations and Caveats Associated with Input-Output Analysis

Input-output analysis is based on various assumptions about the economy and the inter-relationships between industries. These assumptions are listed below:

Input-output models are linear. They assume that a given change in the demand for a commodity or for the outputs of a given industry will translate into a proportional change in production.

Input-output models do not take into account the amount of time required for changes to happen. Economic adjustments resulting from a change in demand are assumed to happen immediately.

It is assumed that there are no capacity constraints and that an increase in the demand for labour will result in an increase in employment (rather than simply re-deploying workers).

It is assumed that consumers spend an average of 80% of their personal income on goods and services. The remaining 20% of personal income is consumed by taxes, or goes into savings.

The BCIOM is based on a "snapshot" of the BC economy in 2011. It is assumed that relationships between industries are relatively stable over time, so that the 2011 structure of the economy continues to be applicable today. However, it should be noted that employment estimates have been adjusted to reflect wage levels for the year of the expenditures in each case.

BC STATS

BC Stats is the provincial government's leader in statistical and economic research, information and analysis essential for evidence-based decision-making. BC Stats, the central statistics agency of government, is excited to be taking a lead role in the strategic understanding of data sources and analysis across government. The goal is to increase overall business intelligence—information decision makers can use. As part of this goal, BC Stats is also developing an organizational performance measurement program. For more information, please contact Elizabeth Vickery.



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City of Richmond

Report to Committee

To: Finance Committee
From: Jerry Chong, CPA, CA
Director, Finance
Re: 2018-2022 Budget Process



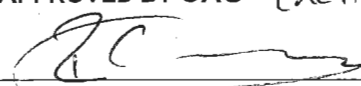
Date: May 4, 2017
File: 03-0970-01/2017-Vol
01

Staff Recommendation

1. That the staff report titled "2018-2022 Budget Process" dated May 4, 2017 from the Director, Finance be received for information, and
2. That the services as presented in Attachment 2 of the staff report be approved as the base for the 2018 budget.

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

Att. 3

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO (ACTING) 	

Staff Report

Origin

The purpose of this report is to provide Council with the framework that will be utilized for the preparation of the City's 5 Year Financial Plan (2018-2022) (5YFP).

The 2018-2022 budgets will be prepared in accordance with Council's policies and procedures relating to budgets.

Council Policies

Policy 3016 requires that a same service level budget, with only non-discretionary increases that can be clearly identified and supported, be put forward to Council. Non-discretionary costs mainly include incremental increases specified in contracts and salary increases associated with collective agreements. Therefore, the 2017 service levels form the basis of the 2018 base budget. Any enhanced or new levels of service are identified as an additional expenditure request by the respective departments and the operating budget impact (OBI) from capital projects will be separately identified for Council's consideration.

Policy 3707 requires that tax increases will be at or below the estimated Vancouver's Consumer Price Index (CPI) rate (to maintain current programs and maintain existing infrastructure at the same level of service) plus 1.0% towards infrastructure replacement needs.

This report supports Council's 2014-2018 Term Goal #7 Strong Financial Stewardship:

Maintain the City's strong financial position through effective budget processes, the efficient and effective use of financial resources, and the prudent leveraging of economic and financial opportunities to increase current and long-term financial sustainability.

- 7.1. *Relevant and effective budget processes and policies.*
- 7.2. *Well-informed and sustainable financial decision making.*
- 7.3. *Transparent financial decisions that are appropriately communicated to the public.*
- 7.4. *Strategic financial opportunities are optimized.*

This report supports Council's 2014-2018 Term Goal #9 A Well-Informed Citizenry:

Continue to develop and provide programs and services that ensure the Richmond community is well-informed and engaged on City business and decision making.

- 9.1. *Understandable, timely, easily accessible public communication.*
- 9.2. *Effective engagement strategies and tools.*

Analysis

Budget Cycle Process

The budget cycle is summarized in Attachment 1. Table 1 outlines the process and the key dates for the preparation of the 2018-2022 Financial Plan.

Table 1 – Five Year Financial Plan (5YFP) Schedule

	Month	Responsibility	Task
1	April-May	Staff	Research financial indicators for 2018-2022 budget assumptions
2	June	Council	Establish Service Levels for 2018-2022 Budget Preparation
3	July-August	Staff	Prepare Department's 2018-2022 budget submissions
4	September	Staff	Review Division's 2018-2022 budget submissions
5	October	Staff	Gather Public Input
6	October	SMT/CAO	Review City 2018-2022 budget submissions
7	October-November	Staff	Prepare 2018-2022 budget package for Finance Committee review
8	November	SMT/CAO	Review and finalize all 2018-2022 budget recommendations to Finance Committee
9	November	Council	Review and approve 2018 Utility Budget and Rates
10	December	Council	Review and approve 2018-2022 capital budget submissions with associated Operating Budget Impacts
11	December	Council	Review and approve 2018 same level of service Operating Budgets
12	December	Council	Review and approve 2018 ongoing additional levels of service requests
13	December	Council	Review and approve 2018 one-time expenditure requests
14	December-January	Staff	Revise budget and prepare 5YFP (2018-2022) based on Council direction
15	January	Council	Review 5YFP (2018-2022)
16	January	Staff	Public Consultation on 5YFP (2018-2022)
17	February	Council	Adoption of 5YFP (2018-2022)

This report will further discuss some of the keys steps in this process.

Item #1 – Preliminary 2018-2022 Operating Budget Assumptions

Table 2 summarizes the budget assumptions based on current information contained in contracts, agreements and external economic publications.

Financial Planning & Analysis (FP&A) will continue to monitor these financial indicators and will provide updated indicators at the time the budget is presented, if there are significant changes to the forecasts.

Table 2 - Preliminary 2018-2022 Operating Budget Assumptions

Key Financial Drivers / Indicators	2018	2019	2020	2021	2022
Vancouver Consumer Price Index (CPI) ¹	2.0%	2.4%	2.1%	2.1%	2.1%
Richmond Municipal Price Index (MPI) ²	3.3%	4.1%	4.0%	4.1%	4.0%
User Fees ¹	2.0%	2.4%	2.1%	2.1%	2.1%
Salaries ³	TBD	TBD	TBD	TBD	TBD
Electricity ⁴	3.2%	3.8%	4.0%	4.0%	4.0%
Natural Gas ⁴	1.8%	1.9%	1.7%	1.5%	1.1%
RCMP Contract Increase ⁵	0.8%	2.2%	2.5%	2.9%	2.4%
Growth (Tax Base) ⁶	1.8%	1.5%	1.3%	1.0%	0.8%

Sources: ¹ The Conference Board of Canada Metropolitan Outlook Winter 2017; 2022 is projected based on 2021 forecasts;

² Finance Department, City of Richmond; ³ Salaries are based on collective agreements, which are to be negotiated; ⁴Energy Manager, City of Richmond; ⁵RCMP E Division; ⁶BC Assessment Authority/Revenue Manager, City of Richmond

Municipal Price Index (MPI)

Council policy 3707 requires that tax increases will be at or below the estimated Vancouver's CPI rate (to maintain current programs and maintain existing infrastructure at the same level of service) plus 1.0% towards infrastructure replacement needs.

CPI is a widely accepted measure of consumer goods inflation. Inflation is generally thought of as a rise in the prices of consumer goods and services over a period of time. This is based on an individual consumer basket of goods including food, shelter, transportation, clothing, recreation and household operations.

Municipal governments do not incur the same costs as consumers. Rather, they incur costs such as: salaries and benefits (covered by a collective agreement), policing services, materials and supplies to build and maintain City infrastructure, energy for community centres and recreation facilities and transferring funds to reserves to maintain ageing infrastructure.

Municipal Price Index (MPI) is calculated based on a combination of known contract increases as well as estimates for expected increases, including the settlement of collective agreements. As shown in Table 1 above, MPI is forecasted to be consistently higher than CPI and is presented merely as a benchmark.

The inflation of the above key financial drivers provides an estimate of the amount operating expenses will need to increase in order to maintain the same level of service and efficiencies and reductions will be necessary to ensure Council policy of CPI is adhered to.

Collective Agreements

IAFF 1286 agreement has been ratified with increases of 2.5% each year from 2014-2019. CUPE 394, 718 and 3966 are to be negotiated.

Item #2 – Establish Service Levels

Policy 3016 requires that a same service level budget be prepared. The types of services delivered by each division have been categorized as Core, Traditional or Discretionary as presented in Attachment 2.

In keeping with the policy, staff recommends that a same level of service budget be prepared for 2018, as the existing levels provide the ability to deliver on Council's Term Goals and are a reasonable basis for preparation of the budget. Consequently, staff is seeking Council's approval to continue providing the 2017 services as presented in Attachment 2 as the base for preparing the 2018-2022 budgets.

Council previously approved, with the 2014 Budget, an estimated Operating Budget Impact (OBI) for the City Centre Community Centre as well as expanded operations for the Minoru Complex. This is gradually being phased into the budget with a tax impact of approximately 0.34% each year until it is completely tax funded in 2020. The service levels for the new City Centre Community Centre entered its second full year of operations in 2017. The City Centre Community Centre OBI will be fully tax funded in the 2018 budget.

The details of the expanded service levels for the Minoru Complex were approved by Council on November 14, 2016. Since the OBI will not be fully tax funded until 2020, the remaining funding required for operations will be funded from Council's Rate Stabilization Account.

The new service levels for the City Centre Community Centre North are being phased in starting with the 2017 budget until 2020, when the community centre is expected to be operational.

Included in the 2017 Operating Budget were additional expenditures for policing which comprised of 11 RCMP officers and 3 administrative support staff. The costs for these items were funded by a combination of phasing and Council's Rate Stabilization Account. The ongoing costs will need to be addressed in 2018.

Environmental Scan

As service levels are established, it is prudent to review the economic environment and key City statistics (Table 3).

Table 3 – City of Richmond Statistics

Description	2013	2014	2015	2016	2017*
Population	205,133	209,338	213,891	218,401	222,945
# Residential Dwellings	65,585	67,186	68,192	69,998	71,743
# Business Licences	13,371	13,322	14,351	13,253	13,400
# Farms	680	679	678	682	665

Source: ¹ BC Stats, Ministry of Labour and Citizens Services; ² BC Assessment; ³ Business Licences; ⁴ BC Assessment

*2017 figures are estimates as of May 2017.

The population and demand for services continues to rise in Richmond as indicated in Table 4. The population in Richmond is expected to continue to climb to almost 243,000 in 2022.

Table 4 – Demand for City of Richmond Services

Demand for City Services	2013	2014	2015	2016	2017*
Population Growth (per annum)	1.82%	2.05%	2.17%	2.11%	2.08%
Budgeted Capital Costs (\$M) ¹	76.7	193.2	159.6	92.4	112.8
Registration in Rec. Programs ²	129,526	141,175	134,786	139,650	139,000
Fire Rescue Responses ³	9,710	9,643	10,326	10,947	12,040
Public Works Calls for Services ⁴	11,342	12,225	13,501	14,683	15,200

Source: ¹ Capital model; ² Registration Summary Report; ³ Fire Recue; ⁴ Hansen

* 2017 figures are estimates as of May 2017.

Item #3 – Gather Public Input

Staff will continue to engage citizens in the budget process by utilizing public consultation tools within the Let's Talk Richmond platform.

Items #4-13 – Budget Preparation

During July and August, staff will be working on preparing budget submissions (capital and additional levels) and reviewing operating budgets to ensure the most efficient allocation of resources. The budget will be revised based on public input gathered. Details of the key budget processes are summarized in Attachment 3.

The final proposed budget that has been presented to Finance Committee, typically in the month of December, goes through a rigorous review process by SMT and the CAO to ensure City wide priorities are met and that projects competing for the same funding sources are prioritized with recommendations made accordingly. All budget recommendations will be presented to the Finance Committee by December for approval.

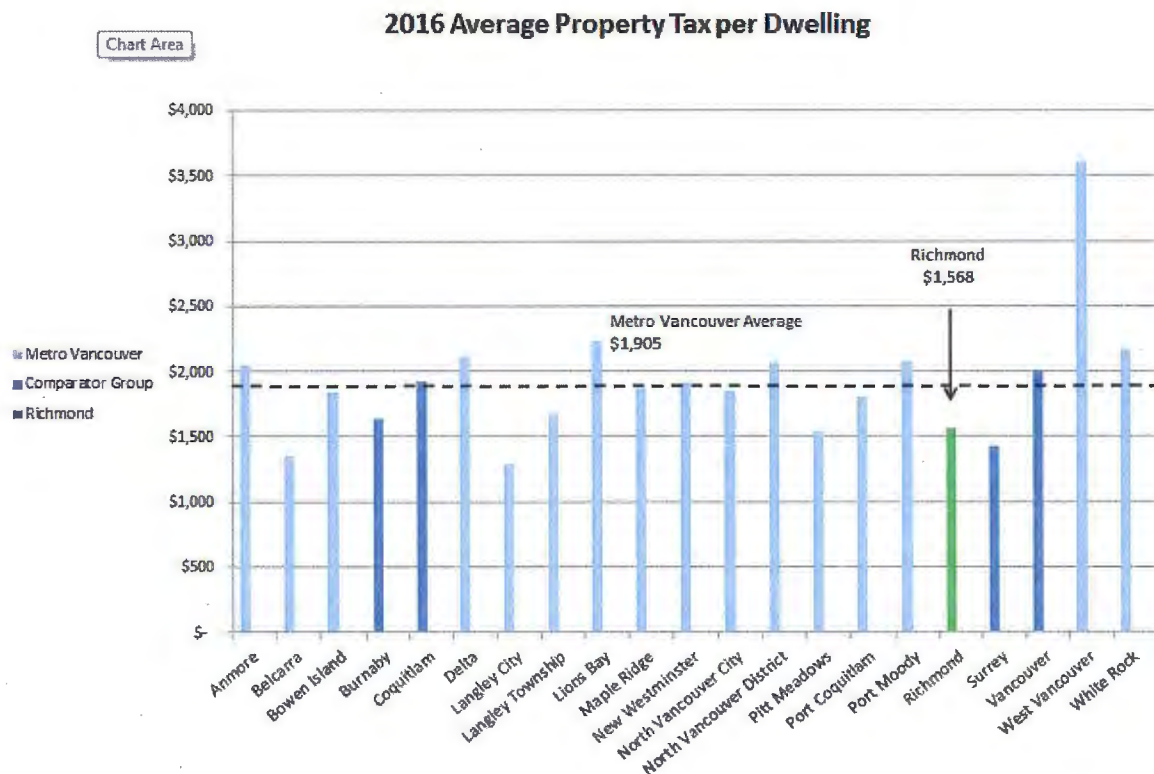
Items #14-15 – Public Consultation and Bylaw Adoption

Once the 2018-2022 5YFP receives preliminary approval from Council, the public consultation process will be initiated as required under the Community Charter, prior to adoption of the financial plan.

Tax Rates

Once the financial plan bylaw is adopted, the tax rates will be set accordingly. In 2016, the average property tax per dwelling in Richmond was \$1,568 which is below the average of \$1,905. 2017 averages for all Cities are not yet available, but will be provided with the 2018 Budget report.

Figure 5 – 2016 Average Residential Municipal Taxes in Comparative Metro Vancouver Cities



Financial Impact

None.

Conclusion

The 2018-2022 budget process adheres to Council's term goals concerning well-informed and sustainable financial decision making and transparent financial decisions that are appropriately

May 4, 2017

- 8 -

communicated to the public. The service levels from 2017 will establish the base for the 2018-2022 budgets.

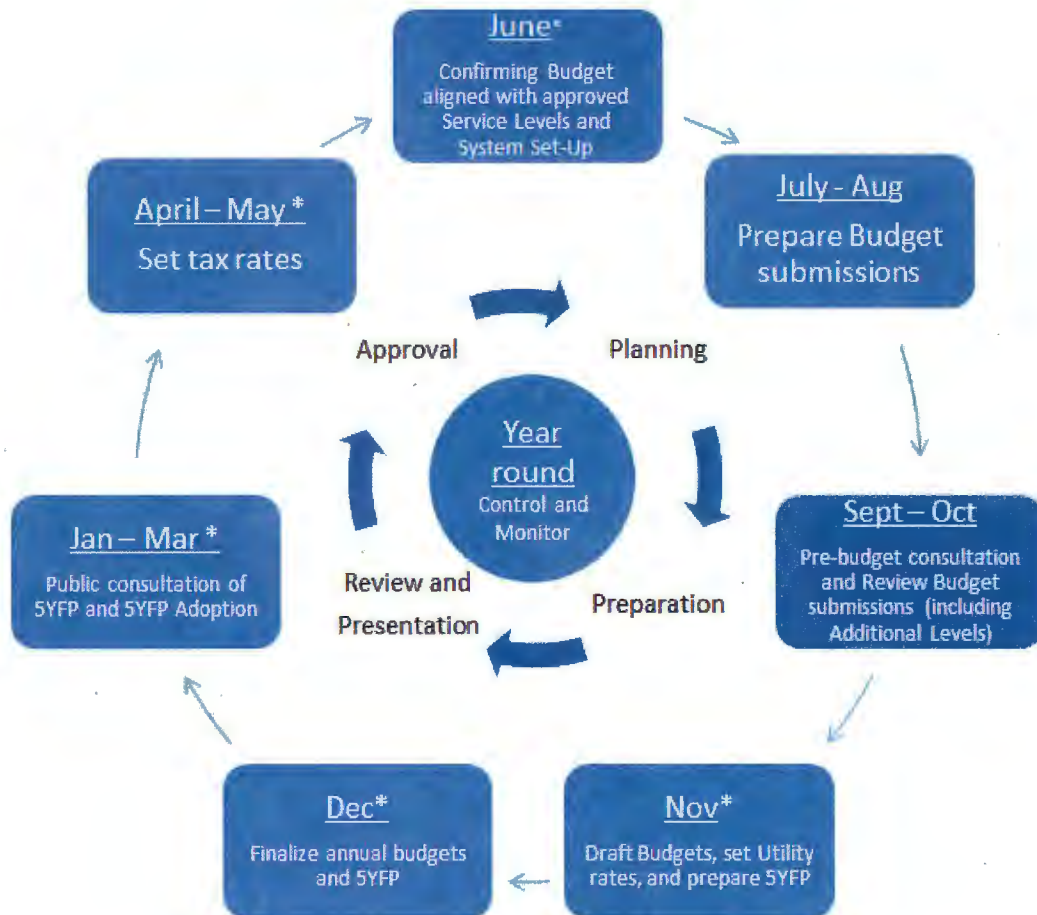


Melissa Shiau, CPA, CA
Manager, Financial Planning and Analysis
(604-276-4231)

MS:jy

- Att. 1: 2018 Budget Cycle
- 2: Types of Services
- 3: Budget Process Summary

2018 Budget Cycle



City of Richmond
Types of Service - Departments/Sections/Work Units by Division

Core: *Services required by legislation from the federal or provincial governments.*

Traditional: *Time-honoured services that are commonly considered essential or foundational.*

Discretionary: *Services that may have value but if the fiscal situation requires it, these services could be reduced, eliminated, or contracted out.*

Division	Department/Sections/Work Units	Types of Service		
		Core	Traditional	Discretionary
CAO's Office (7)	CAO's Office			
	• Corporate Administration	✓	✓	
	• Administrative Support Services (including the Mayor's Office & Councillors' Office)		✓	✓
	• Intergovernmental Relations & Protocol Unit			✓
	• Corporate Programs Management Group			✓
	• Corporate Communications		✓	
	• Production Centre			✓
	• Corporate Planning		✓	
Deputy CAO (4)	Human Resources			
	• Training & Development		✓	
	• Employee & Labour Relations	✓	✓	
	• Compensation, Job Evaluation & Recognition	✓	✓	
	• Workplace Health, Safety & Wellness	✓	✓	

Division	Department/Sections/Work Units	Types of Service		
		Core	Traditional	Discretionary
Community Services (20)	Parks			
	<ul style="list-style-type: none"> Parks Operations (includes Asset Management, Construction & Maintenance, Turf Management, Horticulture, Urban Forestry) 		✓	✓
	<ul style="list-style-type: none"> Parks Programs (includes Nature Park) 		✓	
	<ul style="list-style-type: none"> Britannia 			✓
	<ul style="list-style-type: none"> Parks Planning & Design 		✓	✓
	Recreation & Sport			
	<ul style="list-style-type: none"> Community Services Admin. 		✓	✓
	<ul style="list-style-type: none"> Community Recreation Services (includes community centres) 		✓	✓
	<ul style="list-style-type: none"> Aquatic, Arena & Fitness Services 		✓	✓
	<ul style="list-style-type: none"> Sport & Event Services (includes volunteer management) 			✓
	<ul style="list-style-type: none"> Planning & Project Services 			✓
	Arts, Culture & Heritage Services			
	<ul style="list-style-type: none"> Arts Services (includes Art Gallery, Art Centre, Cultural Centre) 			✓
	<ul style="list-style-type: none"> Heritage Services 			✓
	<ul style="list-style-type: none"> Richmond Museum 			✓
	<ul style="list-style-type: none"> Gateway Theatre (liaison) 			✓
	<ul style="list-style-type: none"> Richmond Public Library (liaison) 		✓	✓
	Community Social Development			
	<ul style="list-style-type: none"> Social Planning 			✓
	<ul style="list-style-type: none"> Affordable Housing 			✓

Division	Department/Sections/Work Units	Types of Service		
		Core	Traditional	Discretionary
	• Diversity & Cultural Service			√
	• Child Care Services			√
	• Youth Services			√
	• Senior Services			√
Engineering & Public Works (10)	Engineering			
	• Engineering – Planning	√	√	
	• Engineering – Design & Construction	√	√	
	• Facility Services		√	
	• Capital Building Project Development			√
	• Sustainability (includes district energy, corporate energy, environmental sustainability)			√
	Public Works			
	• Public Works Administration		√	√
	• Fleet Operations & Environmental Programs		√	√
	• Roads & Construction Services	√	√	
	• Sewerage & Drainage	√	√	
	• Water Services	√	√	

Division	Department/Sections/Work Units	Types of Service		
		Core	Traditional	Discretionary
Finance & Corporate Services (26)	Finance			
	• Finance Administration		✓	✓
	• Finance Systems		✓	✓
	• Financial Reporting	✓	✓	✓
	• Financial Planning & Analysis	✓	✓	✓
	• Revenue/Taxation	✓	✓	✓
	• Purchasing and Stores		✓	✓
	• Treasury & Financial Services	✓	✓	✓
	• Payroll		✓	✓
	Information Technology			
	• IT Administration		✓	✓
	• Business & Enterprise Systems		✓	✓
	• Innovation			✓
	• Infrastructure Services		✓	✓
	• GIS & Database Services		✓	✓
	• Customer Service Delivery		✓	✓
	City Clerk's Office			
	• Operations/Legislative Services	✓	✓	
	• Records & Information	✓	✓	
	• Richmond Archives		✓	✓

Division	Department/Sections/Work Units	Types of Service		
		Core	Traditional	Discretionary
	Administration & Compliance			
	• Business Advisory Services		✓	✓
	• Risk Management			✓
	• Economic Development			✓
	• Corporate Partnerships			✓
	• Customer Service		✓	✓
	• Corporate Compliance			✓
	• Performance			✓
	Real Estate Services			✓
	Legal Services		✓	✓
Community Safety (9)	RCMP			
	• Administration (includes Telecommunications, Records, Crime Prevention, Information Technology, Victim Assistance, Finance, Risk Management, Court Liaison)	✓	✓	✓
	Fire-Rescue			
	• Administration	✓	✓	✓
	• Operations	✓	✓	✓
	• Fire Prevention	✓	✓	✓
	• Training & Education	✓	✓	✓
	Community Bylaws		✓	✓
	• Business Licenses		✓	✓

Division	Department/Sections/Work Units	Types of Service		
		Core	Traditional	Discretionary
	Emergency Programs	√	√	√
	Community Safety Administration		√	√
Planning & Development (10)				
	Planning and Development – Admin	√	√	
	Transportation			
	• Transportation Planning	√	√	
	• Traffic Operations		√	
	• Traffic Signal Systems		√	
	Building Approvals			
	• Plan Review	√	√	
	• Building, Plumbing & Gas Inspections	√	√	
	• Tree Preservation		√	√
	Development Applications			
	• Developments	√	√	√
	• Major Projects			√
	Policy Planning	√	√	
Total = 86		27	60	63

Budget Process Summary:

The key budget processes are summarized below.

i. Capital Project Ranking and Review

- Each capital submission includes a business case, unless an exception has been granted. An exception can be granted by Council or the CAO at the Capital Budget submission stage. The provision of a mechanism for an exception is important because the nature of some projects is such that the community benefit far outweighs the business case factors.
- Each submission is first self-ranked using a common ranking criteria across all projects and the final ranking is decided upon by a Review Committee comprised of staff from each respective division to provide an objective review of all capital projects and the associated Operating Budget Impact (OBI).
- After the capital projects are reviewed and ranked by the Review Committee, the list of capital projects and OBI will be forwarded to SMT for further review and CAO approval prior to submission of the recommended projects for Council decision.

ii. Operating Budget Impact (OBI)

- Capital projects will require a business case, with exceptions; therefore any OBI, operating or utility, should be analyzed and substantiated in the business case.
- OBI can only be included on current capital projects. Any other OBI requests will be included as additional level requests.
- OBI information will be broken down between labour and other expenditures and standard costs will be provided, which includes a 25% estimate for indirect costs.
- FP&A will provide the initial review of the OBI submissions; however, comprehensive review will be conducted by the Review Committee in conjunction with the capital review, with final review by SMT and CAO prior to forwarding recommendations for Council decision.

iii. Operating Budget Process

- In order to ensure consistent application of budget assumptions, FP&A will input the budgets into the systems and departments will review and sign-off.
- Departments will highlight any non-discretionary increases and provide supporting documentation to FP&A.
- Salary and fringe benefits will be input by FP&A with instructions from Payroll and Human Resources Department (HR).
- Only non-discretionary increases with sufficient documentation to support the increases will be allowed.
- Each department's budget submission will be compiled and reviewed in conjunction with any Service Level Review Reports produced as a result of operational and service level reviews conducted in that area of the organization.
- Each department's budget is to be signed-off by the respective GM in accordance with Council Policy 3016.

iv. Capital Budget Submissions and Close-outs

- The list of outstanding active projects will be reviewed by each GM, and all projects that should be closed are to be identified in a memo. All 2014 and prior projects should be closed by the end of the 2017 year and if required to be kept open, rationale should be provided to the GM, Finance and Corporate Services and copied to FP&A.

- All capital project submissions are required to clearly identify timing of cash flow requirements, in order for the Treasury and Financial Services section to plan investment strategies to maximize the City's portfolio investments, while ensuring cash flow requirements are met.
- Capital submissions, including any associated OBI, are to be approved by each respective GM prior to submission.

v. Additional Levels of Service (ALOS) Requests

- Additional levels of service requests are not to be included in the current year operating budget and the proposed 5YFP, in accordance with Policy 3016, rather they are identified separately.
- There are two types of ALOS: (a) Ongoing, to be included in the tax base and funded by a tax increase and (b) One-time, to be funded by sources other than taxation.
 - a) Ongoing ALOS requests are proposals to add new services, programs, program enhancements, or to increase expenditures as a result of growth. Ongoing ALOS are proposed to recur each year and form the new base level of service. Examples include: increasing maintenance from once to twice per year, increasing hours of operation and additions to the staff complement.
 - b) One-time ALOS expenditure requests apply to the current budget year only and could be funded by the City's rate stabilization account and/or other non-tax sources, subject to Council approval. Examples include: funding for consultants, purchase of minor capital equipment, and one-time services or programs, which may include temporary staff requirements for a specific period of time.
- All ALOS requests are to be signed off by the GM of the respective department, ranked by the Review Committee, reviewed by SMT and approved by the CAO prior to presentation to Committee/Council for a decision.



City of Richmond

Report to Committee

To: Planning Committee **Date:** May 30, 2017
From: Cathryn Volkering Carlile **File:** 08-4057-05/2017-Vol
General Manager, Community Services 01
Re: **Housing Agreement Bylaw No. 9728 to Permit the City of Richmond to Secure Affordable Housing Units at 9491, 9511, 9531, 9551, 9591 Alexandra Road (Polygon Trafalgar Square Developments Ltd.)**

Staff Recommendation

That the Housing Agreement (Polygon Trafalgar Square Development Ltd.) Bylaw No. 9728 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of Section 483 of the *Local Government Act*, to secure Affordable Housing Units required by Rezoning Application 16-734204.

Cathryn Volkering Carlile
General Manager, Community Services
(604-276-4068)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law Development Applications	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: CJ	APPROVED BY CAO (Acting),

Staff Report

Origin

The purpose of this report is to recommend Council's adoption of Housing Agreement Bylaw No. 9728 (Attachment 2) to secure 420.29 m² (4,524ft²) of affordable housing in the form of six affordable housing units in the first phase of a two phase development located at 9491, 9511, 9531, 9551, 9591 Alexandra Road. This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

This report and bylaw also supports the Social Development Strategy Goal #1: Enhance Social Equity and Inclusion:

Strategic Direction #1: Expand Housing Choices

As well, this report and bylaw are consistent with the Richmond Affordable Housing Strategy, adopted on May 28, 2007, which specifies the creation of affordable low-end market rental units as a key housing priority for the City.

0731649 BC Ltd. (Polygon Trafalgar Square Development Ltd.) has applied to the City for permission to rezone 9491, 9511, 9531, 9551, 9591 Alexandra Road (Attachment 1) from the "Single Detached (RS1/F)" zone and the "Two-Unit Dwellings (RD1)" zone to a new "Low Rise Apartment (ZLR30) – Alexandra Neighbourhood (West Cambie)" zone.

At its January 16, 2017 Public Hearing, Council gave second and third readings to the Rezoning Application RZ 16-734204 for the redevelopment of 9491, 9511, 9531, 9551, 9591 Alexandra Road. The registration of a Housing Agreement and Housing Covenant are conditions of the Rezoning Application, which secures six (6) affordable housing units with maximum rental rates and tenant income as established by the City's Affordable Housing Strategy to be built in the first phase of the development. In addition, the developer has provided a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund in the amount of \$892,634 as one of the nine (9) "donor" sites to the Kiwanis development.

The development is proposed to be built in two phases; with the first phase (northern half of the site) to include 128 residential units, and the second phase (southern half of the site) to include 135 residential units.

Analysis

On May 24, 2014 Council approved this project as an Affordable Housing Special Development Circumstance "donor" site, as the subject site is identified within the City's Contribution Agreement between the City and Kiwanis Senior Citizens Housing Society (7378 Gollner

CNCL-223

Avenue). The subject site is the last of nine “donor” projects associated with the Kiwanis development and the developer made a \$892,634 voluntary “donor” contribution to the City’s Affordable Housing Reserve in lieu of constructing approximately 518.30 m² (5,579 ft²) of affordable housing on the subject site to reach the Council approved total contribution for the Kiwanis site.

In addition to the above voluntary “donor” contribution, six affordable housing units are proposed in the development totalling 420.29 m² (4,524ft²) in accordance with the Low-end Market Rental units built requirement in the 2007 Affordable Housing Strategy. All six (6) affordable housing units will be delivered in the first phase of the project as follows:

Figure 1

Unit Type	# of Units	Minimum Unit Area	Maximum Rent	Total Household Income
Bachelor	1	37 m ²	\$860	\$34,000 or less
1 bedroom	2	50 m ²	\$950	\$38,000 or less
2 bedroom	3	80 m ²	\$1,162	\$46,500 or less
Total	6	-	-	-

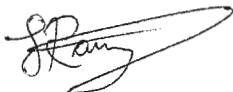
The Housing Agreement restricts the annual household incomes for eligible occupants and specifies that the units must be made available at low-end market rent rates in perpetuity. The Agreement includes provisions for annual adjustments of the maximum annual housing incomes and rental rates in accordance with City requirements. The Agreement also specifies that occupants of the affordable housing units shall have unlimited access to all on-site indoor and outdoor amenity spaces and shall not be charged additional fees for the use of facilities or amenities, including but not limited to parking and move-in/move-out fees. The applicant has agreed to the terms and conditions of the attached Housing Agreement and to register notice of the Housing Agreement on title to secure the six affordable rental housing units.

Financial Impact

None.

Conclusion

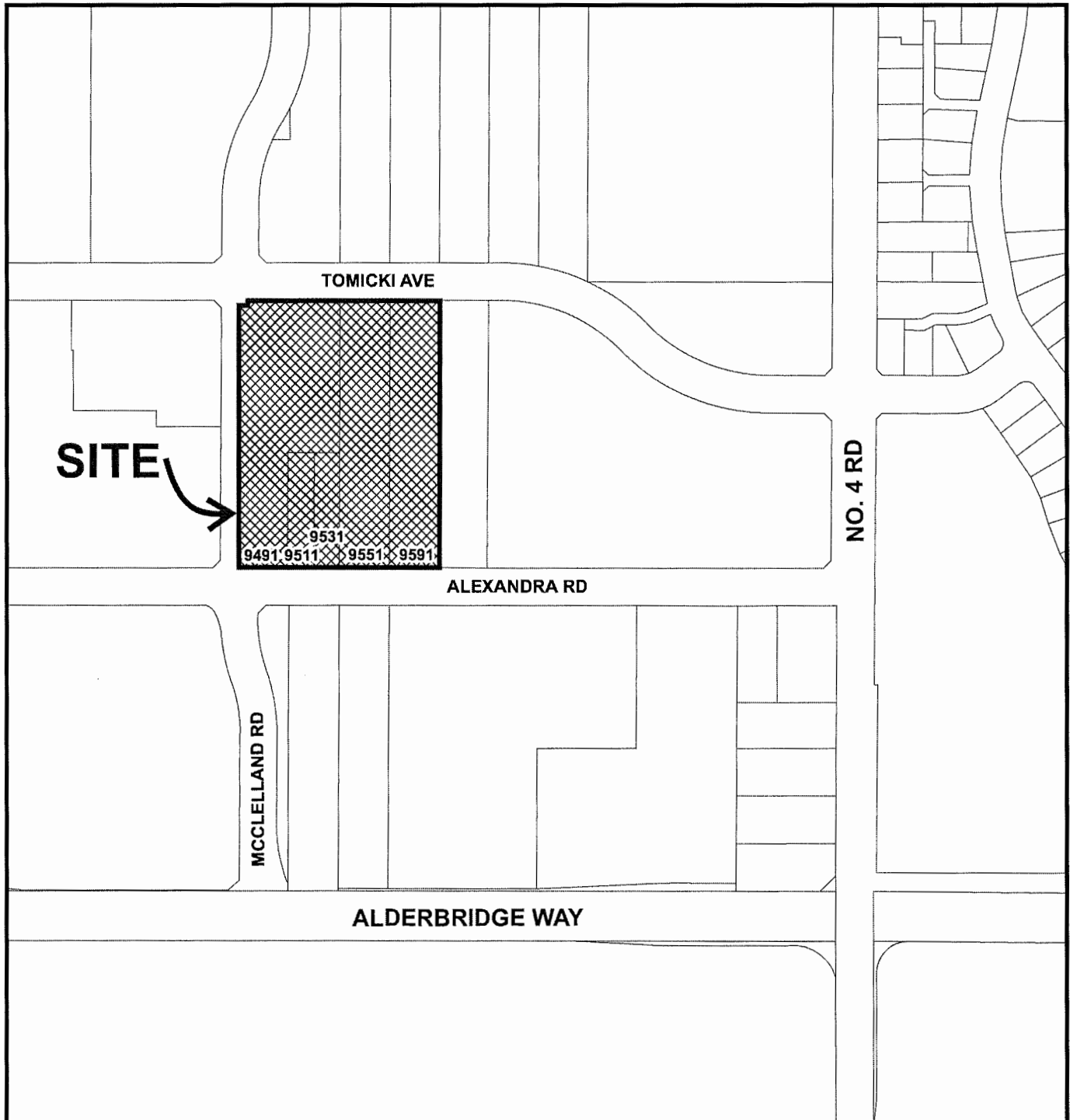
In accordance with the *Local Government Act* (Section 483), adoption of Bylaw No. 9728 is required to permit the City to enter into a Housing Agreement which together with the housing covenant will act to secure six (6) affordable rental units that are proposed in association with Rezoning Application RZ 16-734204.



Joyce Rautenberg
Affordable Housing Coordinator
Att. 1: Map of Subject Property
2: Bylaw No. 9728, Schedule A



City of
Richmond



9491, 9511, 9531, 9551, &
9591 Alexandra Road
CNCL - 225

Original Date: 05/30/17

Revision Date: 05/31/17

Note: Dimensions are in METRES

Schedule A

To Housing Agreement (Polygon Trafalgar Square Development Ltd.) Bylaw No. 9728

HOUSING AGREEMENT BETWEEN POLYGON TRAFALGAR SQUARE
DEVELOPMENT LTD.
AND THE CITY OF RICHMOND

HOUSING AGREEMENT
(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference the 24th day of May, 2017.

BETWEEN:

POLYGON TRAFALGAR SQUARE LTD. (Inc. No. BC0731649),
a company duly incorporated under the laws of the Province of British
Columbia and having its registered office at 900 – 1333 West
Broadway, Vancouver, British Columbia, V6H 4C2

(the “Owner” as more fully defined in section 1.1 of this
Agreement)

AND:

CITY OF RICHMOND,
a municipal corporation pursuant to the *Local Government Act* and
having its offices at 6911 No. 3 Road, Richmond, British
Columbia, V6Y 2C1

(the “City” as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 483 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the owner of the Lands (as hereinafter defined); and
- C. The Owner and the City wish to enter into this Agreement (as herein defined) to provide for affordable housing on the terms and conditions set out in this Agreement,

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
- (b) **"Agreement"** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (c) **"City"** means the City of Richmond;
- (d) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (e) **"Daily Amount"** means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2009, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (f) **"Dwelling Unit"** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (g) **"Eligible Tenant"** means a Family having a cumulative annual income of:
 - (i) in respect to a bachelor unit, \$34,000 or less;
 - (ii) in respect to a one bedroom unit, \$38,000 or less;
 - (iii) in respect to a two bedroom unit, \$46,500 or less; or
 - (iv) in respect to a three or more bedroom unit, \$57,500 or less

provided that, commencing July 1, 2013, the annual incomes set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant's permitted income in any particular year shall be final and conclusive;

- (h) **"Family"** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (i) **"Housing Covenant"** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) charging the Lands registered on ____ day of _____, 2017, under number _____, as it may be amended or replaced from time to time;
- (j) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (k) **"Land Title Act"** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (l) **"Lands"** means the following lands and premises situate in the City of Richmond and, including a building or a portion of a building, into which said land is Subdivided:

PID: No PID, Lot 1 Section 34 Block 5 North Range 6 West New Westminster District Plan EPP69898
- (m) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 1996, Chapter 323, together with all amendments thereto and replacements thereof;
- (n) **"LTO"** means the New Westminster Land Title Office or its successor;
- (o) **"Owner"** means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are

Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;

- (p) **"Permitted Rent"** means no greater than:
 - (i) \$850.00 a month for a bachelor unit;
 - (ii) \$950.00 a month for a one bedroom unit;
 - (iii) \$1,162.00 a month for a two bedroom unit; and
 - (iv) \$1,437.00 a month for a three (or more) bedroom unit,

provided that, commencing July 1, 2013, the rents set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

- (q) **"Real Estate Development Marketing Act"** means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (r) **"Residential Tenancy Act"** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (s) **"Strata Property Act"** means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (t) **"Subdivide"** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of "cooperative interests" or "shared interest in land" as defined in the *Real Estate Development Marketing Act*;
- (u) **"Tenancy Agreement"** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (v) **"Tenant"** means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2

USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the

form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.

ARTICLE 3

DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than six (6) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than six (6) Affordable Housing Units.
- 3.3 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
- (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will not require the Tenant or any permitted occupant to pay any strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities (including, but not limited to, parking and move-in/move-out fees), or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of providing cablevision, telephone, other telecommunications, gas, or electricity fees, charges or rates;
 - (d) the Owner will attach a copy of this Agreement to every Tenancy Agreement;

- (e) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(g) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.3(f)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(g) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.3(f)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- (g) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (h) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.

3.4 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

**ARTICLE 4
DEMOLITION OF AFFORDABLE HOUSING UNIT**

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

**ARTICLE 5
STRATA CORPORATION BYLAWS**

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or amenities of the strata corporation.
- 5.5 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation except on the same basis that governs

the use and enjoyment of any common property, limited common property or other common areas, facilities or amenities of the strata corporation by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 483 of the *Local Government Act* prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The

Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 Modification

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.3 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.4 Indemnity

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (c) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.5 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators,

personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement; and/or
- (b) the exercise by the City of any of its rights under this Agreement or an enactment.

7.6 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.7 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.8 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.9 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and

- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.10 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.11 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

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

And to: City Solicitor
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.12 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.13 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.14 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising

any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.15 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.16 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.17 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.18 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.19 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.20 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.21 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.22 Joint and Several


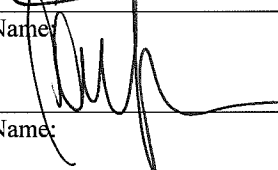
If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

7.23 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

POLYGON TRAFALGAR SQUARE LTD.,
by its authorized signatory(ies):

Per:  **G. SCOTT BALDWIN**
Name: _____
Per:  **ROBERT BRUNO**
Name: _____

CITY OF RICHMOND
by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
David Weber, Corporate Officer

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

Appendix A to Housing Agreement

STATUTORY DECLARATION

CANADA)	IN THE MATTER OF A
)	HOUSING AGREEMENT WITH
PROVINCE OF BRITISH COLUMBIA)	THE CITY OF RICHMOND
)	("Housing Agreement")

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Housing Unit"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Housing Unit.
3. For the period from _____ to _____, the Affordable Housing Unit was occupied only by the Eligible Tenants (as defined in the Housing Agreement) whose names and current addresses and whose employer's names and current addresses appear below:

[Names, addresses and phone numbers of Eligible Tenants and their employer(s)]

4. The rent charged each month for the Affordable Housing Unit is as follows:
 - (a) the monthly rent on the date 365 days before this date of this statutory declaration: \$_____ per month;
 - (b) the rent on the date of this statutory declaration: \$_____; and
 - (c) the proposed or actual rent that will be payable on the date that is 90 days after the date of this statutory declaration: \$_____.
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Affordable Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.

DECLARANT

PRIORITY AGREEMENT

In respect to a Housing Agreement (the "Housing Agreement") made pursuant to section 483 of the *Local Government Act* between the City of Richmond and **POLYGON TRAFALGAR SQUARE LTD.** (the "Owner") in respect to the lands and premises legally known and described as:

PID: No PID

Lot 1 Section 34 Block 5 North Range 6 West New Westminster District Plan EPP69898

(the "Lands")

THE BANK OF NOVA SCOTIA (the "Chargeholder") is the holder of a mortgage and assignment of rents encumbering the Lands which mortgage and assignment of rents is/are registered in the Lower Mainland LTO under number(s) BB265820 and BB265821 (the "Bank Charge(s)").

The Chargeholder, being the holder of the Bank Charges, by signing below, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder), hereby consents to the granting of the covenants in the Housing Agreement by the Owner and hereby covenants that the Housing Agreement shall bind the Bank Charges in the Lands and shall rank in priority upon the Lands over the Bank Charges as if the Housing Agreement had been signed, sealed and delivered and noted on title to the Lands prior to the Bank Charges and prior to the advance of any monies pursuant to the Bank Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

THE BANK OF NOVA SCOTIA,
by its authorized signatory(ies):

Per: 
Name: **Patrick Kirgeth Brennan**
Director and Group Leader
Per: _____
Name: **Real Estate Banking**



**Housing Agreement (Polygon Trafalgar Square Development Ltd.)
Bylaw No. 9728**

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands located at 9491, 9511, 9531, 9551 & 9591 Alexandra Road and legally described as:

PID: NO PID

LOT 1 SECTION 34 BLOCK 5 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT PLAN EPP69898,

2. This Bylaw is cited as **"Housing Agreement (Polygon Trafalgar Square Development Ltd.) Bylaw No. 9728"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>mb</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee

Date: May 30, 2017

From: Wayne Craig
Director, Development

File: RZ 13-628557

Re: Application by New Continental Properties Inc. and Affiliates for Rezoning of the Properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126"; at 8351 Sea Island Way from "Land Use Contract 126"; and, at 8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to "High Rise Commercial (ZC39) – Bridgeport Gateway"

Staff Recommendation

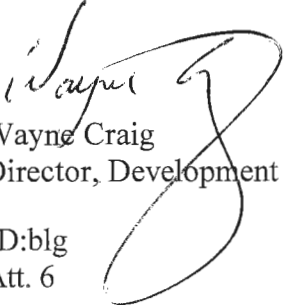
1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:
 - a) adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and
 - b) for the above-noted properties, providing for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses,be introduced and given first reading.
2. That Bylaw 9628, 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 found to be consistent with said program and plans, in accordance with Section 882 (3) (a) of the Local Government Act.
3. That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, to create the "High Rise Commercial (ZC39) – Bridgeport Gateway" zone and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126", the property at 8351 Sea Island Way from "Land Use Contract 126", and the property at

May 25, 2017

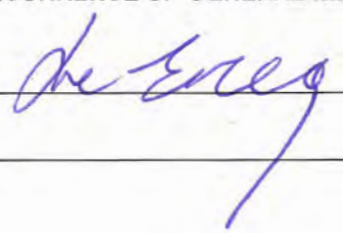
- 2 -

RZ 13-628557

8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to a new site-specific zone, "High Rise Commercial (ZC39) – Bridgeport Gateway" and to discharge "Land Use Contract 126", entered into pursuant to "Beldee Holdings/CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979", (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), be discharged for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way be introduced and given first reading.


Wayne Craig
Director, Development

JD:blg
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Transportation	<input checked="" type="checkbox"/>	
Community Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	

Staff Report

Origin

New Continental Properties Inc. and Affiliates has applied to the City of Richmond for permission to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from “Land Use Contract 126”, the property at 8351 Sea Island Way from “Land Use Contract 126”, and the property at 8311 Sea Island Way from “Auto-Oriented Commercial (CA)” and “Land Use Contract 126” to a new site-specific zone, “High Rise Commercial (ZC39) – Bridgeport Gateway” (Attachment 1), in order to permit the development of high-density commercial and education uses on two linked development lots in the City Centre’s Bridgeport Village. Key components of the proposal concept (Attachment 2) include:

- A two-phase development.
- On the south-easterly development lot, a two tower with podium building combining restaurant, office, and education uses in one tower (Building A) and hotel and convenience retail uses in the other tower (Building B).
- On the north-westerly development lot, a single tower with podium building with a hotel and an attached low-rise parkade.
- A total floor area of approximately 28,140 m² (302,896 ft²) comprised of approximately:
 - 975 m² (10,495 ft²) of retail and restaurant space;
 - 17,785 m² (191,436 ft²) of hotel space;
 - 4,690 m² (50,483 ft²) of office space; and
 - 4,690 m² (50,483 ft²) of commercial and university education space.
- Approximately 306 rooms in the hotel on Parcel A+B and 95 rooms in the hotel on Parcel C.
- LEED Silver equivalent buildings designed and constructed to connect to the future district energy utility (DEU) system.
- Development of an enhanced public open space along No. 3 Road featuring public art.

Associated Official Community Plan (OCP) bylaw amendments are proposed to facilitate the inclusion of commercial education and university education (excluding dormitory and child care) uses on the subject site. As well, discharge of the existing Land Use Contract from the titles of the existing properties is required.

Findings of Fact

A Development Application Data Summary (Attachment 3) is provided for comparison of the proposed development with the proposed site-specific bylaw requirements.

Site and Surrounding Development

The subject site is located in Bridgeport Village (Attachment 4) between Bridgeport Road and Sea Island Way, to the west of No. 3 Road, and is comprised of six lots separated by an existing city lane. The site is flat and is currently occupied by a two-storey commercial building on the north side of the lane and surface parking on both the north and south sides of the lane. The proposed configuration of the development lots will leave one orphan lot (8380 Bridgeport Road), which is currently occupied by a one-storey restaurant and surface parking.

Surrounding development includes:

- To the North: Across Bridgeport Road and under construction, a 3.0 FAR podium and tower, hotel and office development with a maximum height of 45 m (DP 12-624180).
Across Bridgeport Road and under application, a 3.0 FAR podium and tower, hotel and office development with a maximum height of 45 m (RZ 12-598104).
Across Bridgeport Road and under construction, a two-storey, 0.5 FAR, retail, restaurant and office development with surface parking (DP 14-659747).
- To the South: Across Sea Island Way, a recently-approved rezoning and DP for a 3.5 FAR, podium and tower, retail, office and residential development, which will also include a new community centre, with a maximum height of 45 m (DP 16-745853).
- To the East: Across No. 3 Road, an existing one-storey, auto-oriented commercial development with surface parking (DP 05-320899).
- To the West: An existing two-storey warehouse with surface parking.

Related Policies

1. Official Community Plan/City Centre Area Plan

Official Community Plan: The Official Community Plan (OCP) designates the site as “Commercial”. The proposed rezoning and proposed OCP amendment are consistent with this designation.

City Centre Area Plan: The City Centre Area Plan (CCAP) Bridgeport Village Specific Land Use Map designates the site as “Urban Centre T5 (45 m)” and “Urban Centre T5 (35 m)”. The proposed rezoning is generally consistent with these designations, except that OCP amendments are required to accommodate:

- the proposed commercial education and university education uses which are not currently supported on sites south of Bridgeport Road; and,
- utilization of up to one-half of the Village Centre Bonus floor area for combined commercial and university education uses.

The proposed OCP amendments are further discussed in the Analysis section of this report.

2. Other Policies, Strategies and Bylaws

Flood Protection Management Strategy: The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 for Area “A”. Registration of a flood indemnity covenant is required prior to final adoption of the rezoning bylaw.

Aircraft Noise Sensitive Development Policy: The proposed development is located in a combination of Area 1B (new residential land use prohibited) and Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Map. The proposed

rezoning and associated OCP amendment are consistent with this Policy. Registration of an aircraft noise covenant is required prior to rezoning adoption.

Ambient and Commercial Noise: The proposed development must address additional OCP Noise Management Policies, specifically ambient noise and commercial noise. Requirements include provision of an acoustic consultant report regarding sound attenuation measures and registration of associated noise covenants before final adoption of the rezoning bylaw.

District Energy Utility Policy and Bylaws: The proposed development will be designed to utilize energy from a District Energy Utility (DEU) when a neighbourhood DEU is implemented. Connection to the future DEU system will be secured with a legal agreement prior to final adoption of the rezoning bylaw.

Richmond Public Art Policy: The proposed development must address the Richmond Public Art Policy and provide for installation of art on the site or a financial contribution toward Public Art in the Bridgeport Village. The contribution will be secured before rezoning adoption with a combination cash deposit and Letter of Credit. The Please refer to Analysis Section 2 b) "Community Amenities" for further information.

Consultation

1. OCP Amendment

General Public: An OCP amendment application sign has been installed on the subject site noting the proposed addition of education uses to the list of uses supported by the City Centre Area Plan (CCAP) for this property. Staff have not received any comments from the public in response to the sign. Should the Planning Committee endorse this application and Council grant first reading to the bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have further opportunity to comment on the proposed amendments. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: Staff have reviewed the proposed OCP amendments with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements. Referrals were made to Ministry of Transportation and Infrastructure (MoTI) and TransLink through the rezoning process. Consultation with other stakeholders was deemed unnecessary. Consultation with external stakeholders is summarized below.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Richmond School Board	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only. The proposed OCP amendments do not permit K-12 schools and, as residential uses are not permitted, there will be no impacts on School Board operation.
The Board of the Greater	No referral necessary, as the proposed amendment refers to the

Stakeholder	Referral Comment (No Referral necessary)
Vancouver Regional District (GVRD)	addition of commercial and university education as a permitted use relative to the subject site only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Ministry of Transportation and Infrastructure (MoTI)	The proposed amendment refers to the addition of commercial and university education uses to those permitted on the subject site only. It was referred to MoTI through the associated rezoning process.
TransLink	The proposed amendment refers to the addition of commercial and university education uses to those permitted on the subject site only. It was referred to TransLink through the associated rezoning process.
Port Authorities (Vancouver Port Authority / Steveston Harbour Authority)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary. However, as a courtesy, staff have notified VIAA of the proposed rezoning application and associated OCP amendment.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Miscellaneous Stakeholder Organizations (e.g. UDI)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Community Groups and Neighbours	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Relevant Federal and Provincial Government Agencies	No referral necessary, except as included in this table, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.

2. Rezoning

General Public: A rezoning application sign has been installed on the subject property. Staff have not received any comments from the general public in response to the sign except from the representative of the owners of the adjacent orphan lot (8380 Bridgeport Road). The representative noted that they were aware of the proposed rezoning, that they had been approached by the developer and that the owner was not interested in selling the property at this time. Should the Planning Committee endorse this application and Council grant first reading to the proposed rezoning, the application will be forwarded to a Public Hearing, where any area

resident or interested party will have further opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: The rezoning application was formally referred to or otherwise coordinated with external agencies as described below.

- Ministry of Transportation and Infrastructure (MoTI): The application was referred by staff to MoTI in 2013 and again in 2017. MoTI has provided the City with an extension of the previously provided preliminary approval, based on the rezoning drawings, road functional drawings and Transportation Study. The preliminary approval includes new deceleration lanes, access and egress restrictions for the subject site and the adjacent orphan lot, and, lane manoeuvring for vehicles and various sized trucks. Final approval of the road functional design for the Bridgeport Road and Sea Island Way frontages will be required prior to rezoning adoption.
- South Coast British Columbia Transportation Authority (TransLink): Staff have referred the proposed OCP amendment and rezoning to TransLink due to proximity to the Canada Line guideway. Further, the property owner has entered into an agreement with TransLink for formal review through the Adjacent and Integrated Development (AID) program. TransLink has provided staff with preliminary comments regarding the proposed OCP amendment, the off-site design of the No. 3 Road area and implications for the regional transportation system. On this basis, TransLink is not opposed to staff advancing the OCP and rezoning report to Council. At the AID consent level, TransLink staff have stated that they are not at the point in the review to provide comment but expect that the applicant will work cooperatively to address all concerns as well as obtain Translink consent prior to any site work or construction. Staff note that the proposed development meets the CCAP 6.0 m Canada Line setback requirement established with TransLink's input. Further, the rezoning considerations require the registration of a legal agreement restricting building permit issuance prior to final approval being received from TransLink.
- Trans Mountain Pipeline/Kinder Morgan Canada: There is an existing jet fuel pipeline in the Bridgeport Road right-of-way that runs past the subject site. Kinder Morgan has noted that standard Approved Pipeline Proximity Installation Permits for both on-site and off-site works may be required and these can be granted to the owner of the subject development if the owner conforms to standard requirements. Preliminary review between Kinder Morgan and the applicant has not identified any significant issues.

Analysis

Staff have reviewed the proposed rezoning and proposed associated OCP (CCAP) amendments and find that they are generally consistent with City objectives including, but not limited to: public and private infrastructure; land use; density, height; siting conditions; and, community amenities.

1. Proposed OCP (CCAP) Amendment

Land Use: The proposed OCP (CCAP) land use amendments will allow commercial education and university education uses on the site. The range of education programs is expected to include ESL training, short term career training, private career college programs, privately and publically funded college diploma and associate degree programs and first and second year university

courses leading to subsequent study at a university. These programs would generally be offered in conjunction with New Continental's education services agency, Global Education Centre (GEC). The proposed facility would offer courses to local and international students and the duration of courses would range from 12 to 24 months. There would be approximately 58 staff.

The proposed OCP amendment would add "commercial education" and "university education" uses to the current list of uses supported on the subject site (i.e. office, hotel, institution and studio) in the Bridgeport Village Specific Land Use Map. Staff support the addition of these uses to the site, as discussed below, but recommend the university education use exclude accessory dormitory and child care uses due to the livability issues arising from vehicle and aircraft noise.

Connectivity: Education uses were not envisioned by the CCAP in Bridgeport Village south of Bridgeport Road because of concerns around poor transportation connectivity for students, a challenging pedestrian environment on Bridgeport Road and Sea Island Way and a lack of local services. Since the plan was adopted, many of these circumstances have improved. Capstan Station is expected to be constructed in the future and would be closer to the site than the existing Bridgeport Station. Capstan Village to the south is undergoing significant residential and commercial redevelopment and a new City Community Centre, offering recreation, cultural and community programming, will be provided in the Yuan Heng development across Sea Island Way from the subject site. In this evolving context, staff believe that the education uses may be considered if connectivity is further reinforced. To this end, the applicant has offered a voluntary rezoning contribution of \$697,119 for additional local area connectivity improvements. Specific recommendations for use of the funds, once identified, will be forwarded to Council in a separate report.

Density: The proposed amendments are structured to permit education uses as a component of the Village Centre Bonus floor area (up to half of the 1.0 FAR VCB), along with office uses. This is intended to ensure that the site is developed primarily with airport-related uses (e.g. hotels and offices supporting YVR), as well as to maintain a portion of the original VCB incentive to develop office uses. Staff note that the applicant has agreed to maintain the education floor area under a single strata title so that it can be easily converted to large tenant office space if the education facilities are no longer desirable or viable.

Hotel Use: Hotel use is permitted by the CCAP. Two hotels, designed to function as standard hotels, are being proposed on the subject site. There is some concern that these hotels may be used as student dormitories. To ensure that the student living arrangements are not compromised and that the hotels are being used as bona fide standalone commercial enterprises consistent with the City's land use, licensing and taxation objectives, registration of a legal agreement on title securing the owner's and assignee's commitment to a maximum on-site hotel stay of six months is a condition of rezoning bylaw adoption. Further, a non-strata agreement on each hotel must also be registered on title prior to rezoning approval.

Proposed Rezoning

The proposed rezoning is consistent with the Bridgeport Village Specific Land Use Map transects, Urban Centre T5 (35 m) and (45 m) (except for the commercial and university education uses which are the subject of the proposed OCP amendment). A new site-specific zone is proposed, "High Rise Commercial (ZC39) – Bridgeport Gateway ". The recommended

provisions reflect requirements regarding the amounts of hotel, office and education floor area, the location of education uses (in support of transportation connectivity objectives), site-specific height and siting parameters and parking and loading rates. Signed rezoning considerations are provided (Attachment 5).

2. CCAP Implementation Policies

The CCAP includes a variety of policies intended to address a community development needs arising from densification, as outlined in this section.

a) Utility, Transportation and Parks Infrastructure

The proposed infrastructure improvements are summarized below and will be realized through a Servicing Agreement.

City Utilities: The developer is required to undertake a variety of water, storm water drainage and sanitary sewer frontage works. Included are:

- Water main upgrades on Sea Island Way and the lane frontages.
- Storm sewer upgrades Bridgeport Road, No. 3 Road, Sea Island Way and the lanes.
- Various frontage improvements including street lighting.

A more detailed description of frontage and other infrastructure improvements is included in the Rezoning Considerations (Attachment 5). Required improvements to City utilities are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

Private Utilities: Undergrounding of private utility lines, location of private utility equipment on site and, if possible, relocation of a BC Hydro transmission pole and/or guy wires, are required.

Transportation Network: The CCAP encourages completion and enhancement of the City street and lane network. The following frontage and off-site street, lane and intersection improvements are required.

- Bridgeport Road: The roadway will be widened to accommodate MoTI travel and turning lane requirements, as well as a lighting strip. The City cross-section will include a treed boulevard and a sidewalk. A property dedication is required up to and including 2.0 m of the 3.0 m sidewalk. The remaining area will be secured with a statutory right-of-way (SRW).
- No. 3 Road: The No. 3 Road vehicle lane widths will remain the same. The back-of-curb cross-section will be widened to accommodate a raised bikeway, a treed boulevard and a sidewalk. A property dedication is required up to and including 2.0 m of the 3.0 m sidewalk. The remaining area will be secured with an SRW.
- Sea Island Way: Sea Island Way currently has a wide off-street area of land that is City-owned, but under MoTI jurisdiction. MoTI has agreed to permit the developer to locate the standard City treed boulevard and sidewalk in this area, along the roadway, as well as create a plaza in the remaining space. Further, MoTI has expressed support for a building setback (1.5 m) along this frontage.
- Lanes: The various existing lanes will be upgraded to increase their travel widths and to add sidewalks. A new lane will be added at the western end of the site to create a second connection to Bridgeport Road and will be secured with an SRW. The Parcel A+B

turnaround as well as existing lane widenings will be secured with a combination of dedications and SRWs.

Preliminary Road Functional Drawings have been provided (Attachment 6).

Road enhancements along No. 3 Road to provide the new raised bike lane and a wider sidewalk will be eligible for DCC credits. All other works will be the sole responsibility of the developer and are not eligible for DCC credits.

Parks and Open Space Network: The CCAP identifies No. 3 Road as part of the City's greenway system. In lieu of providing a linear greenway and consistent with the need to enhance the pedestrian environment at this busy double intersection, the proposal includes two plazas bordering No. 3 Road. The combined plazas will assist with the transition between Capstan Village and Bridgeport Village as well as marking transitions to and from the city, river and airport.

- **Public Realm Design – No. 3 Road North:** The application shows approximately 694 m² of plaza space at the corner of No. 3 Road and Bridgeport Road (not including required City sidewalks). The proposed plaza is subject to a number of 3rd party SRWs and will also be subject to a public-right-of-passage (PROP) SRW. Detailed design development will be undertaken through the DP and SA processes. Parks Department staff have requested significant tree planting in this area, the implementation of which will be subject to co-ordination with TransLink (guideway), MoTI and BC Hydro (transmission pole) limitations.
- **Public Realm Design – No. 3 Road South:** There is a large area of City land bordering Sea Island Way that is reserved for future widening of the highway. The applicant reviewed highway widening needs with MoTI and MoTI supports adjustments to this area for public realm use. The south-facing area connects with a large covered pedestrian plaza area between the hotel and office/education components on Parcel A+B that links the building entries and the streets and lane. Detailed design development of the required improvements will be undertaken through the DP and SA processes and will be co-ordinated with any MoTI requirements.

The greenway/ plaza (Parks) infrastructure improvements are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

b) Community Amenities

The CCAP Implementation Strategy includes density bonusing and other measures to support community enhancements that are desirable in the context of City Centre densification. The proposed rezoning includes offers to contribute to the following community amenities in accordance with the OCP.

Density Bonusing: The proposed rezoning is located in the Brighthouse Village Specific Land Use Map "Village Centre Bonus (VCB)" area and utilizes the available VCB density increase of 1.0 FAR. Five percent of this area is expected to be provided back to the City in the form of floor area for a community amenity or a cash-in-lieu contribution to the City Centre Facility Development Fund. Community Services staff have reviewed the location of the development, and limited amount of community amenity floor area (469 m²) against neighbourhood needs and recommend that the City accept a cash-in-lieu contribution based on the finished value of the space (\$3,281,593.00 calculated using the proposed floor area $[0.05 \times 1.0 \times 9,380 \text{ m}^2 \times \$6,997$

/m²). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$6,997) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.

Community Planning: The proposed rezoning is subject to a community planning implementation contribution for future community planning (\$75,696.60 calculated using the proposed floor area [28,140 m² x \$2.69 / m²]).

Public Art: A Public Art Plan has been submitted proposing an on-site art contribution, which staff recommend be located in either or both of the public plaza areas. The contribution will be secured through the rezoning with a combination of cash deposit (5%) and Letter of Credit (95%), based on the current contribution rates (e.g. a minimum of \$130,288.20 calculated using the proposed floor areas [28,140 m² x \$4.63]).

3. Other CCAP Development Policies

a) Transportation

Site Access - Off-site: Vehicular access/egress to the site will be provided via an internal laneway system connecting to Sea Island Way and Bridgeport Road.

Access/Egress - Orphan Lot: Existing parking for the orphan lot at 8380 Bridgeport Road is provided at the front and the rear of the building and is currently accessed from the City lane. Egress from the front parking area, which has angled spaces, is provided through the subject site (8360 Bridgeport Road/Parcel C) onto Bridgeport Road. MoTI does not support permanently retaining this egress and it must be removed when construction of the Bridgeport Road improvements is commenced toward the end of Phase 1 of the subject development (Parcel A+B and interim Parcel C). At that time, the applicant is proposing to provide a one way egress from the orphan lot front yard parking, through Parcel C, south to the east-west lane. This egress route is proposed to be provided as an SRW. As the proposed new SRW route requires the demolition of the existing building at 8360 Bridgeport Road and the existing building is intended to be used during construction of Phase 1, registration of the SRW will occur at the time that the Bridgeport Road egress is closed. In lieu of immediate registration of the SRW, an agreement will be registered on title in favour of the City and Province to ensure that the applicant provides the SRW at the appropriate time.

Site Access - On-site: Vehicular access is provided via the lane system to both drop-off/turnaround areas and parkade entrances on Parcel A+B and Parcel C. Truck access and loading is provided and will be the subject of further review during the DP review process.

Parking: The proposed parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1A) except for the education parking. Staff requested a consultant parking study to establish the appropriate rate for the education use in this location. The proposed rate of 0.4 spaces per student and 0.4 spaces per staff is based on existing mode splits observed at similar education facilities. Transportation staff support the proposed education parking rate, which is reflected in the proposed site-specific zone, as well as the overall parking proposal which includes the following TDM reductions:

- A 10 percent reduction for all uses due to shared parking;

- A 10 percent reduction for all uses with the provision of the following TDM measures:
 - Transit passes (similar to that of the U-Pass program) for all students in perpetuity.
 - End-of-trip cycling facilities (e.g. showers, toilets) for each gender for each of the proposed land uses.
 - Two parking spaces for car-share vehicles with the necessary PROP SROW registered.
 - One car-share vehicle for a minimum duration of three years.
 - Equipping of the car-share spaces with one electric vehicle (EV) quick-charge (240 V) charging station.
 - Equipping of 20% of all vehicle parking spaces with 240 volt plug in receptacles for the future addition of shared use charging stations.
- An additional 20 percent reduction for the commercial education uses with the provision of the following TDM measures:
 - Transit passes for all staff in perpetuity.
 - A shuttle bus provided in perpetuity for both staff and students.
 - Priority carpool parking for students and staff.
 - Equipping of the Class 1 bicycle spaces with 120V electric vehicle plug in receptacles for the future addition of shared use charging stations.
 - Voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.

All TDM measures associated with the commercial education use are to be implemented with Phase 1 development (Parcel A+B and interim C). Further, all car share and car pool spaces are to be provided in the Parcel A+B structure. Registration of legal agreements on title to secure various components of the TDM package is required prior to rezoning adoption.

Parking Location and Phasing: Some of the required parking for Parcel A+B is proposed to be located on Parcel C, first as surface parking (Phase 1) and then in a parkade (Phase 2). The applicant has provided a comprehensive proposal, as part of the consultant transportation study, to manage the transition from the surface parking to the constructed parkade. The physical design of the interim surface parking will be managed through the DP review process.

Parking – Orphan Lot: The design concept for future redevelopment of the orphan lot at 8380 Bridgeport Road demonstrates the need for between 73 and 82 parking spaces, depending on the Capstan Station status at the time of development. Sixteen of these spaces can be provided on the orphan lot and the remainder, between 57 and 66, will be accommodated on the subject site (Parcel C). Registration of a legal agreement for the provision of the required spaces for the future use of the orphan is a requirement of rezoning adoption.

Loading: The proposed loading calculation for medium size trucks is consistent with the Richmond Zoning Bylaw. For Parcel A+B, a total of four SU-9 loading trucks will be required. For Parcel C, two SU-9 spaces will be required. Staff support waiving the requirement for large truck loading spaces, as reflected in the proposed site-specific zoning, based on the results of the consultant study: the proposed uses would not typically involve deliveries with large semi-trailers and the lane network will be able to accommodate short-term large truck loading activities should such need arise. The proposed site-specific zone permits the waiving of the large loading spaces.

b) Ecology and Adaptability

Living Landscape: The CCAP looks to development to support and enhance ecological functioning in City Centre through the creation of a continuous and interconnected landscape system. The proposed development will contribute to the ecological network through a number of measures including:

- Provision of a significant number of new trees in or around the plaza areas along No. 3 Road, subject to coordination with MoTI, TransLink and other private utilities.
- Provision of street trees on all three street frontages.
- Provision of soft landscape in the back-of-curb public realm areas.
- Provision of intensive/extensive green roofs on the upper roof levels.

Further review of the landscape and green roof aspects of the proposal will occur within the DP process.

Greening of the Built Environment: The proposed development will be designed to achieve a sustainability level equivalent to the Canada Green Building Council LEED Silver certification.

4. Development Concept Review

The CCAP includes a variety of policies intended to shape development to be livable, functional and complementary to the surrounding public and private realm. Those policies most critical to the development concept at the rezoning stage are reviewed below.

Massing Strategy: The massing of the proposed development is generally consistent with the urban design objectives of the CCAP and is arranged to address the site's unusual configuration, specific constraints (Canada Line guideway), urban impacts (adjacent arterial highways), urban design opportunities (multi-directional gateway) and combination of uses (education, office and hotel). There are three main tower elements that are interspersed with varied height midrise and podium elements. The varied massing, height and façade expression, as well as the allocation of uses across the site, provides for a more intimate grain on the street frontages than might typically be found on a development of this scale.

Adjacencies: The relationship of the proposed development to adjacent public and private properties is assessed with the intent that negative impacts are reduced and positive ones enhanced. Much of the proposed development is surrounded by wide City streets and widened lanes which mitigates potential impacts on both the surrounding public realm and surrounding private development. The only abutting adjacency is with the orphan lot and the applicant has provided conceptual drawings demonstrating its potential for development at 3.0 FAR and six storeys.

Form and Character: Through the Development Permit Application process, the form and character of the proposed development is assessed against the expectations of the Development Permit Guidelines. Staff have identified the following issues to be resolved at the DP.

Phase 1 (Parcel A+B and interim parking on Parcel C)

- the site and functional planning to further develop:
 - the plaza and public realm to address general programming, circulation, design and landscaping requirements as well as improvements related to existing utilities and infrastructure;

- building entries and other indoor-outdoor relationships to enhance street public realm animation (*Note: More active uses should be provided at ground level along the Bridgeport Road side of building*);
- the general architectural form and character to further develop:
 - the façade expression of the Tower A in the context of the CCAP signature tower/gateway designation and to acknowledge and celebrate the education uses;
 - the upper levels of Tower A to add more visual interest to the skyline;
 - the laneside building facades to establish a finer urban grain and to provide more visual interest (*Note: The lane circulation is intended to operate as an extension of the public realm. Further, much of the building will be highly visible from the surrounding area*);
 - all large areas of curtain wall to add visual interest and reduce the sense of anonymity;
 - addition of weather protection and exploration of opportunities to add shading devices for both sustainability and visual interest;
- the interim surface parking lot to:
 - provide interim screening and landscaping;

Phase 2 (Parcel C)

- the site and functional planning to further develop:
 - provision of a public landscape feature in the Bridgeport Road setback area adjacent to the parkade to improve the public realm experience along this frontage;
- the general architectural form and character to further develop:
 - the Bridgeport Road parkade facade (Building C);

DP Guidelines: Additional review of the following building features will occur through the Development Permit Application process.

- Parking and Loading: A draft functional plan showing truck manoeuvring has been provided and will be further developed through the DP process.
- Waste Management: A draft waste management plan has been submitted and will be further developed through the DP process.
- Rooftop Equipment: Rooftop mechanical equipment and building mounted telecom equipment can be unsightly when viewed from the ground and from surrounding buildings. To prevent diminishment of both the architectural character and the skyline, a more detailed design strategy for rooftop equipment/enclosures is required.
- Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating natural access, natural surveillance, defensible space and maintenance measures will be reviewed within the development permit process. Specific design development should include:
 - Phase 2 (Parcel C)*
 - the orphan lot lane, parkade interface and consideration of potential CPTED issues.
- Accessibility: In addition to providing a variety of accessible units (per Analysis, Section C.1 – Households and Housing), the proposed development will be required to provide good site

and building accessibility and visitability. Provision of a checklist along with design implementation will occur within the development permit process.

- Sustainability: Integration of sustainability features into the site, building and landscape design.

5. City-wide Policies

a) Tree Management

The applicant wishes to remove 5 on-site trees (Trees #169, 170, 178, 179 and 180). The 2:1 replacement ratio would require a total of 10 replacement trees, which the applicant has agreed to provide within the overall landscape plan that will be provided and reviewed through the DP application process. Tree protection is required for the 3 existing trees on the orphan lot at 8380 Bridgeport Road.

On the advice of Park staff, off-site tree replacement measures will include a contribution of \$9,100 (*7 trees x \$1,300*) to the Tree Compensation Fund and the provision of new frontage trees through the SA process.

6. Legal Encumbrances

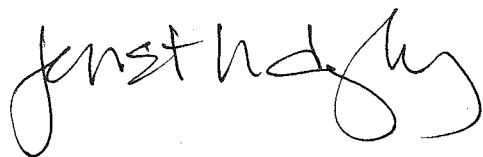
The proposed rezoning will alter the current property boundaries and legal encumbrances as well as create new ones. The applicant has provided a Charge Summary and Opinion prepared by a lawyer. Staff comment as follows.

- Statutory Rights of Way (SRW) pertaining to utilities that are in favour of the City may need to be discharged or amended subject to circumstances arising from preloading and/or SA civil design. These circumstances will be established within the SA process.
- The Covenant that restricts access from Bridgeport Road to the property at 8320 Bridgeport Road should be discharged (BR 25294).

Conclusion

The application by New Continental Properties Inc. and Affiliates to amend the OCP and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way in order to develop a high-density, mixed hotel, office and education complex is consistent with City objectives as set out in the OCP, CCAP and other City policies, strategies and bylaws. The proposed commercial uses will support the nearby airport as well as future development in Bridgeport Village. The proposed education uses will create an added layer of activity on the site and help invigorate the surrounding area. The built form will provide a strong identity for the site's gateway role, and, public realm enhancements will greatly improve the pedestrian experience at this high traffic location. Engineering, transportation and parks improvements, along with a voluntary OCP amendment contribution and cash-in-lieu density bonusing contributions, will help to address a variety of community development needs.

On this basis, it is recommended that OCP Bylaw 7100, Amendment Bylaw 9628 and Zoning Bylaw 8500, Amendment Bylaw 9629, be introduced and given first reading.



Janet Digby, Architect AIBC
Planner 3
(604-247-4620)

JD:blg

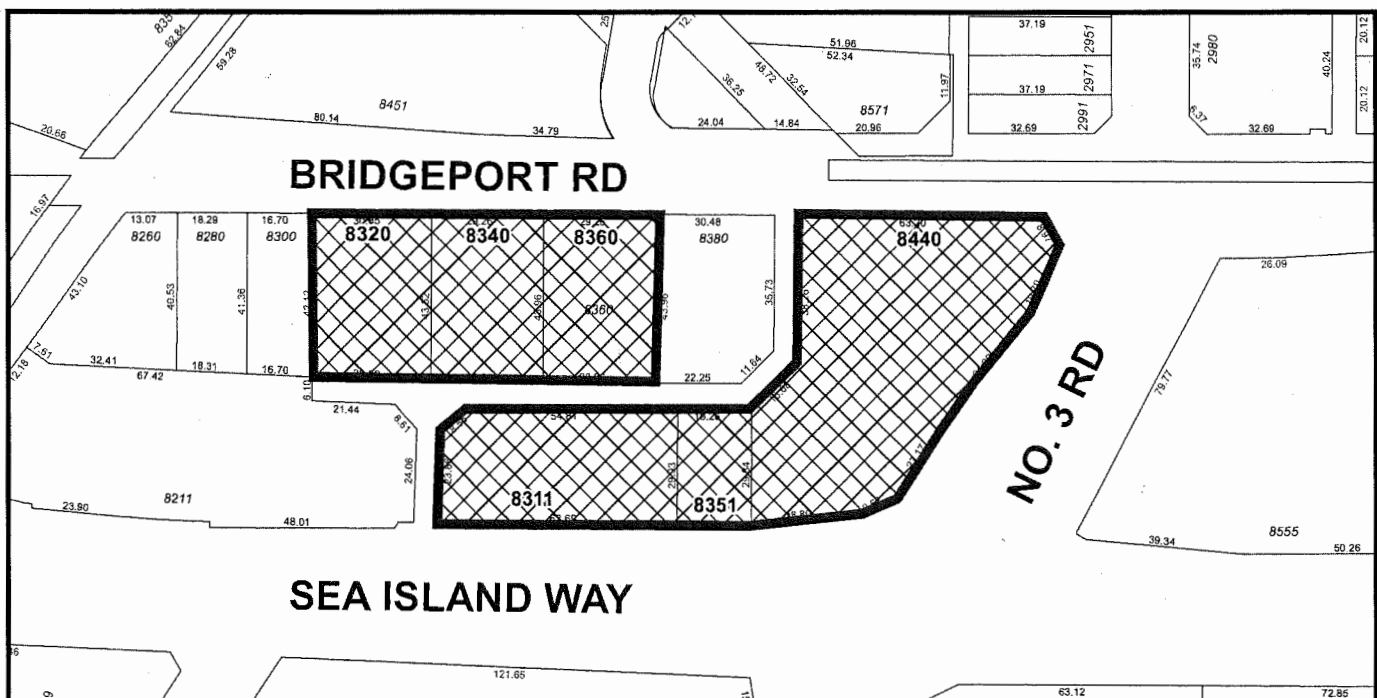
Attachments:

- | | |
|---------------|--|
| Attachment 1: | Rezoning Map /Aerial |
| Attachment 2: | Rezoning Proposal Conceptual Plans |
| Attachment 3: | Development Application Data |
| Attachment 4: | City Centre Bridgeport Village Specific Land Use Map |
| Attachment 5: | Rezoning Considerations |
| Attachment 6 | Preliminary Road Functional Drawings |

Enclosure



City of
Richmond



RZ 13-628557
CNCL - 261

Original Date: 03/05/14

Revision Date: 01/11/16

Note: Dimensions are in METRES



RZ 13-628557

CNCL - 262

Original Date: 02/05/13

Amended Date: 01/11/16

Note: Dimensions are in METRES



CNCL - 263

PERSPECTIVES A027

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC
2800 Park Place - 666 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 603 0825 Fax: 604 603 3510

MAY 3, 2017 RICHMOND, B.C.



CNCL - 264

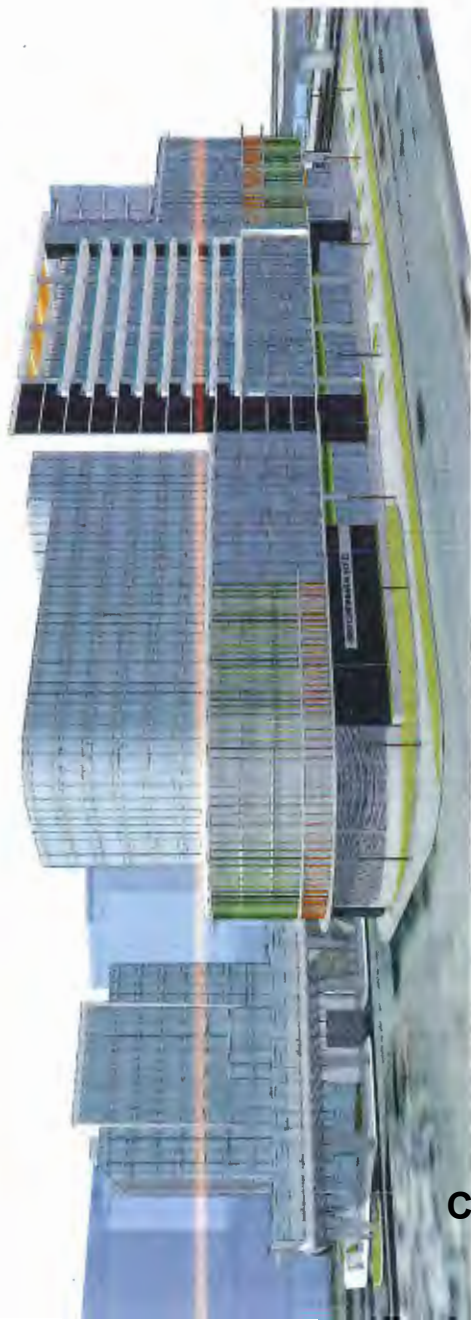
PERSPECTIVES A028

PROPOSED MIXED USE DEVELOPMENT

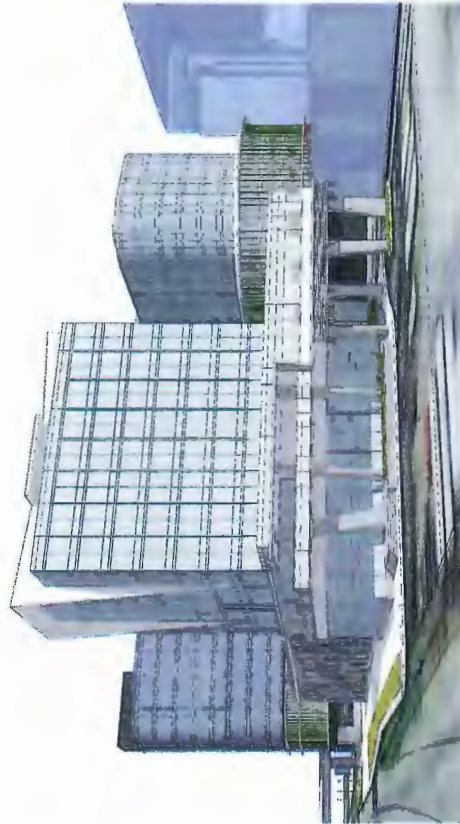
NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 658 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604.623.0850 Fax: 604.610.2110

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CNCL - 265



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PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

PERSPECTIVES A038

NEW CONTINENTAL PROPERTIES INC

2800 Park Place - 655 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 623 0855 Fax: 604 605 3510

FUTURE DEVELOPMENT:
DAVA:
2 STOREY COMMERCIAL BUILDINGS



CNCL - 266

FUTURE DEVELOPMENT:

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC
2800 Park Place • 555 Burrard Street, Vancouver, BC V5C 2Z7 Ph.: 604 693 0856 Fax: 604 693 3510

MAY:3,2017 RICHMOND, B.C.

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXEUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

CNCL - 267

BUILDING A+B: FLOOR PLAN LEVEL 1 011

PROPOSED MIXED USE DEVELOPMENT

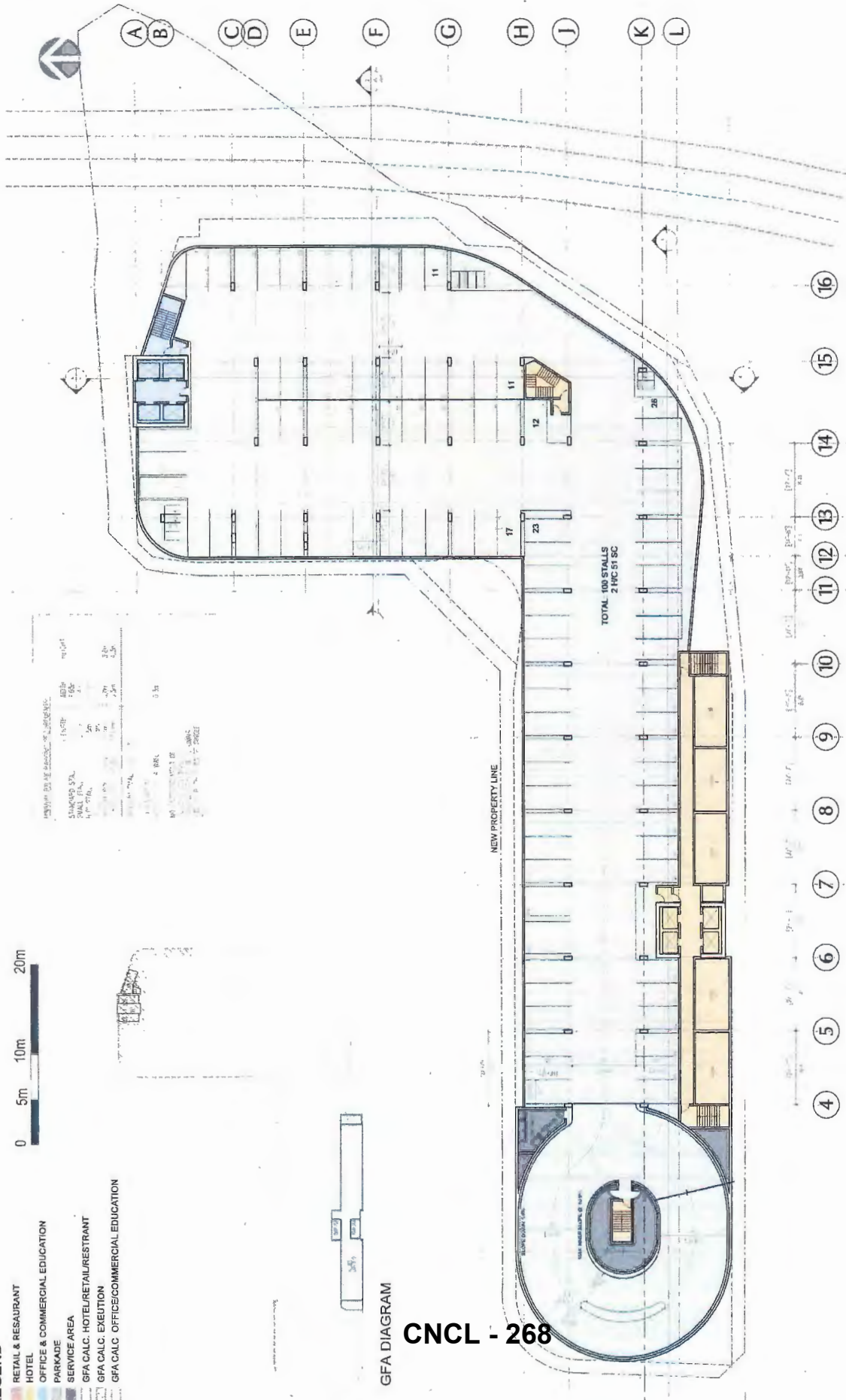
MAY 3, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2600 Park Place - 655 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 603 0852 Fax: 604 603 3510

W/A
3511 - 1544 Alouette St, Vancouver V6G 2Z2
604 603 3510
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- LEGEND**
- RETAIL & RESTAURANT
 - HOTEL
 - OFFICE & COMMERCIAL EDUCATION
 - PARKADE
 - SERVICE AREA
 - GFA CALC. HOTEL/RETAIL/RESTAURANT
 - GFA CALC. EXECUTION
 - GFA CALC. OFFICE/COMMERCIAL EDUCATION

0 5m 10m 20m



GFA DIAGRAM

CNCL - 268

BUILDING A+B: FLOOR PLAN LEVEL 2, 3, 4, A012

PROPOSED MIXED USE DEVELOPMENT

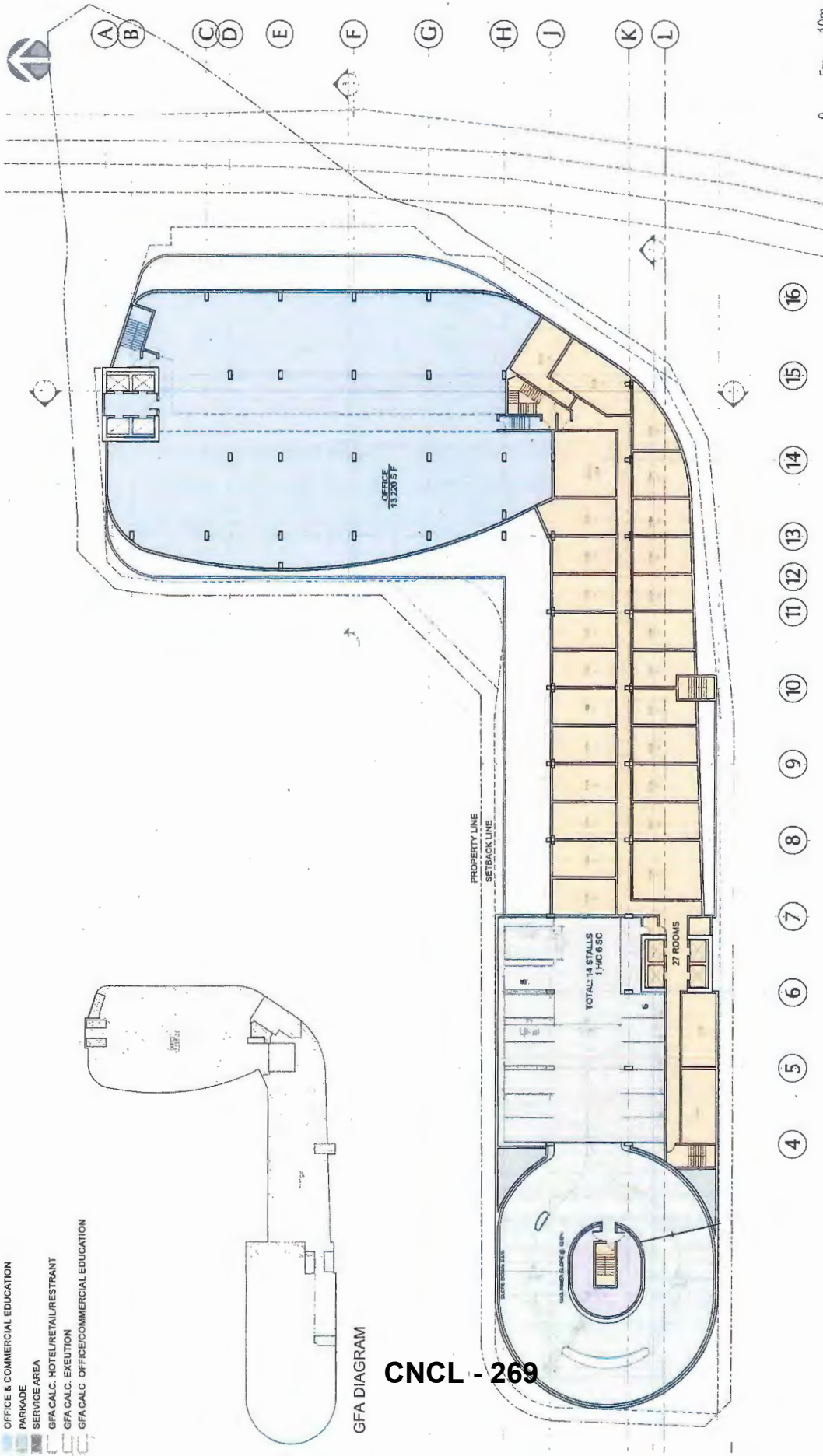
NEW CONTINENTAL PROPERTIES INC
2800 Pine Plaza, 608 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 693 0845 Fax: 604 695 1510

MAY.3.2017 RICHMOND, B.C.

WA
WENSLEY ARCHITECTURE LTD
227 - 1445 BROADVIEW ST. VANCOUVER, BC V6L 2A5
604 682 3320 W: WENSLEYARCH.COM

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

CNCL - 269

BUILDING A+B: FLOOR PLAN LEVEL 5A013

PROPOSED MIXED USE DEVELOPMENT

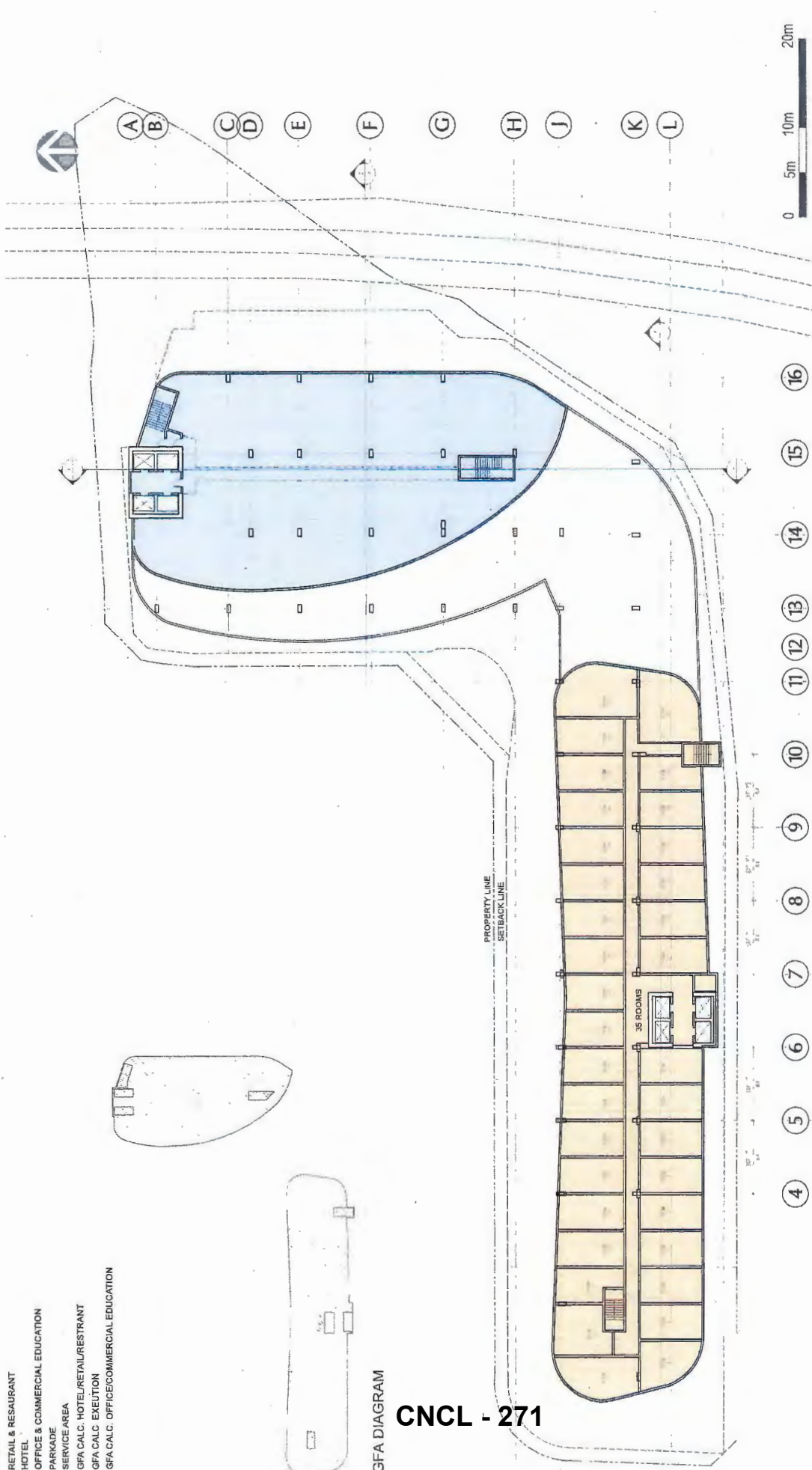
MAY. 3.2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2820 Park Place - 508 Burnside Street Vancouver BC V6C 2Z7 Ph: (604) 683-0855 Fax: (604) 683-3510

WA
301-1000 Avenue B, Vancouver, V6G 2Z8
604 683 3523 www.wensleyarch.com
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LEGEND

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- HOTEL
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- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

CNCL - 271

BUILDING B: FLOOR PLAN LEVEL 9, 10, 11
BUILDING A: FLOOR PLAN LEVEL 8, 9, 10 A015

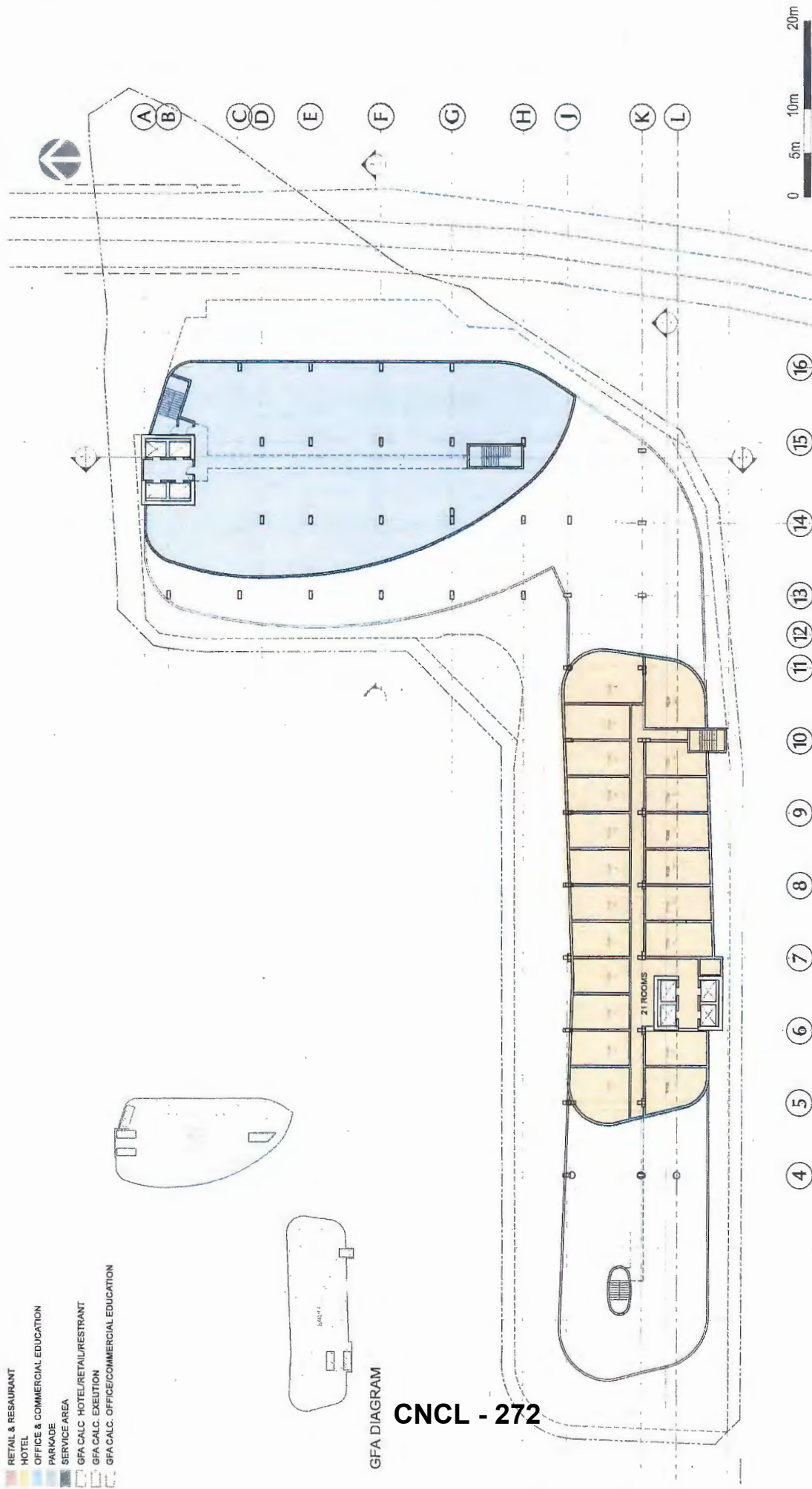
PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC.
2801 Park Place - 608 Burnaby Street Vancouver BC V6C 2Z7 Ph: 604 603 0855 Fax: 604 603 3510

MAY 3, 2017 RICHMOND, B.C.

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

CNCL - 272

BUILDING B: FLOOR PLAN LEVEL 12
BUILDING A: FLOOR PLAN LEVEL 11-12 A016

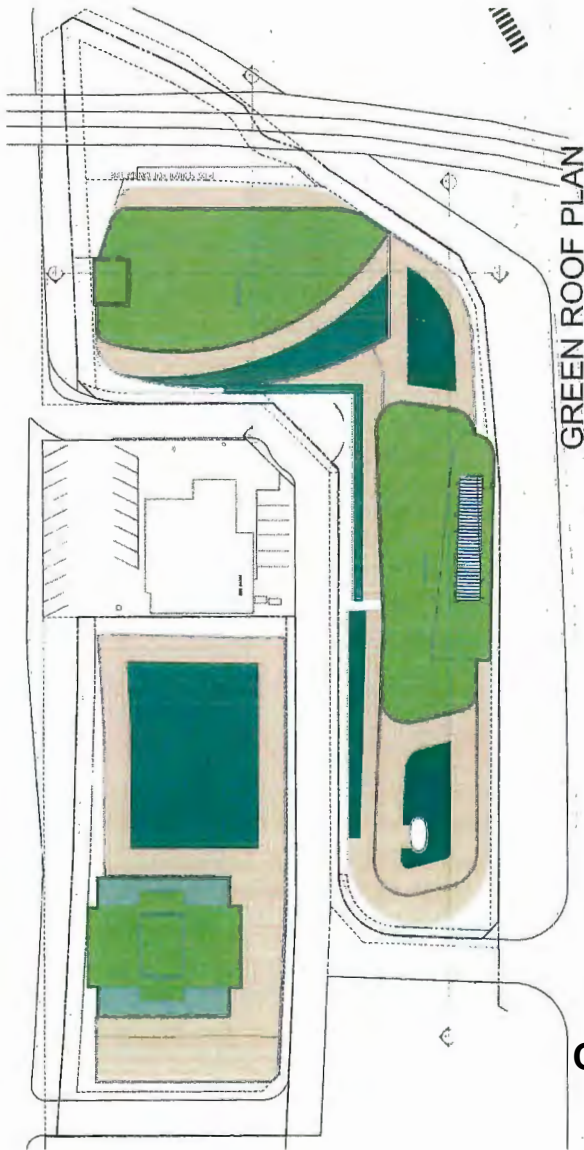
PROPOSED MIXED USE DEVELOPMENT

MAY.3.2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2000 Pine Plaza - 656 Burnaby Street, Vancouver BC V6C 2T7 Tel: 604.633.8855 Fax: 604.676.2510

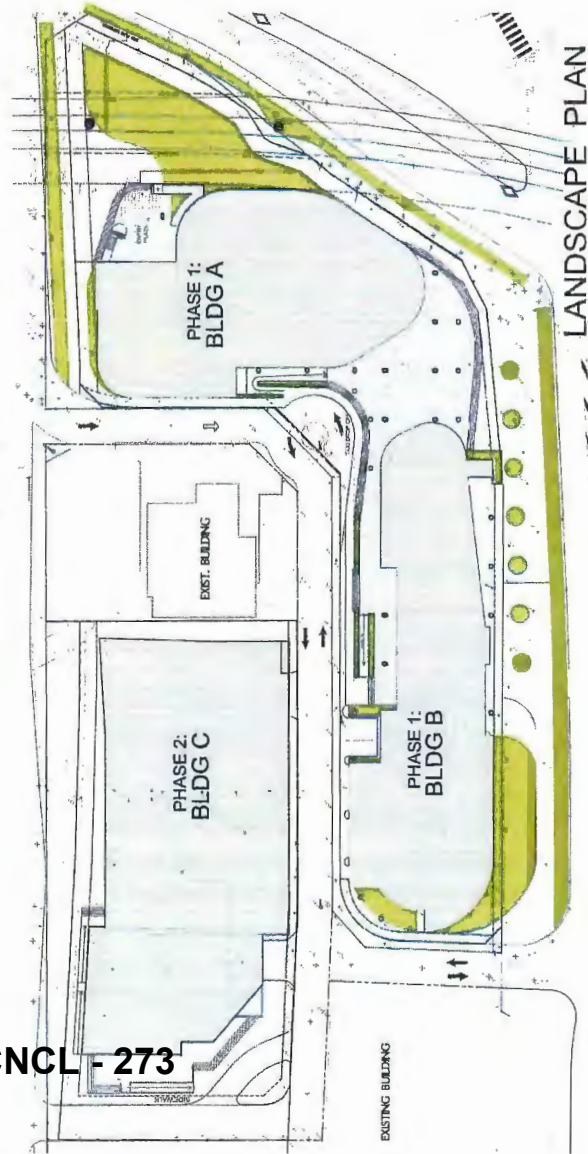
LEGEND

- COOL ROOF
- COOL ROOF PAVING
- GREEN ROOF
- REGULAR PAVING
- LEVEL 1 GREEN LANDSCAPE



GREEN ROOF PLAN

CNCL - 273



LANDSCAPE PLAN

PROPOSED MIXED USE DEVELOPMENT

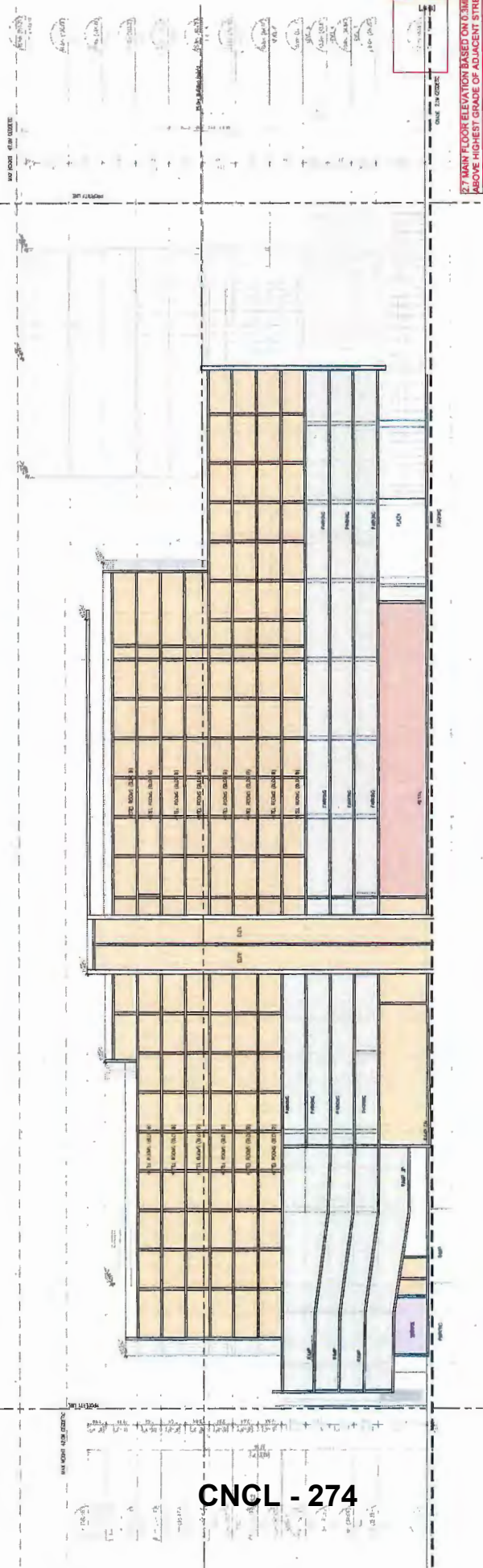
DECEMBER 16, 2016 RICHMOND, B.C.

BUILDING A+B GREEN ROOF PLAN 017

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16



SECTION 1-1

27 MAIN FLOOR ELEVATION BASED ON 0.3METER ABOVE HIGHEST GRADE OF ADJACENT STREET.

CNCL - 274

BUILDING A+B SECTION A020

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

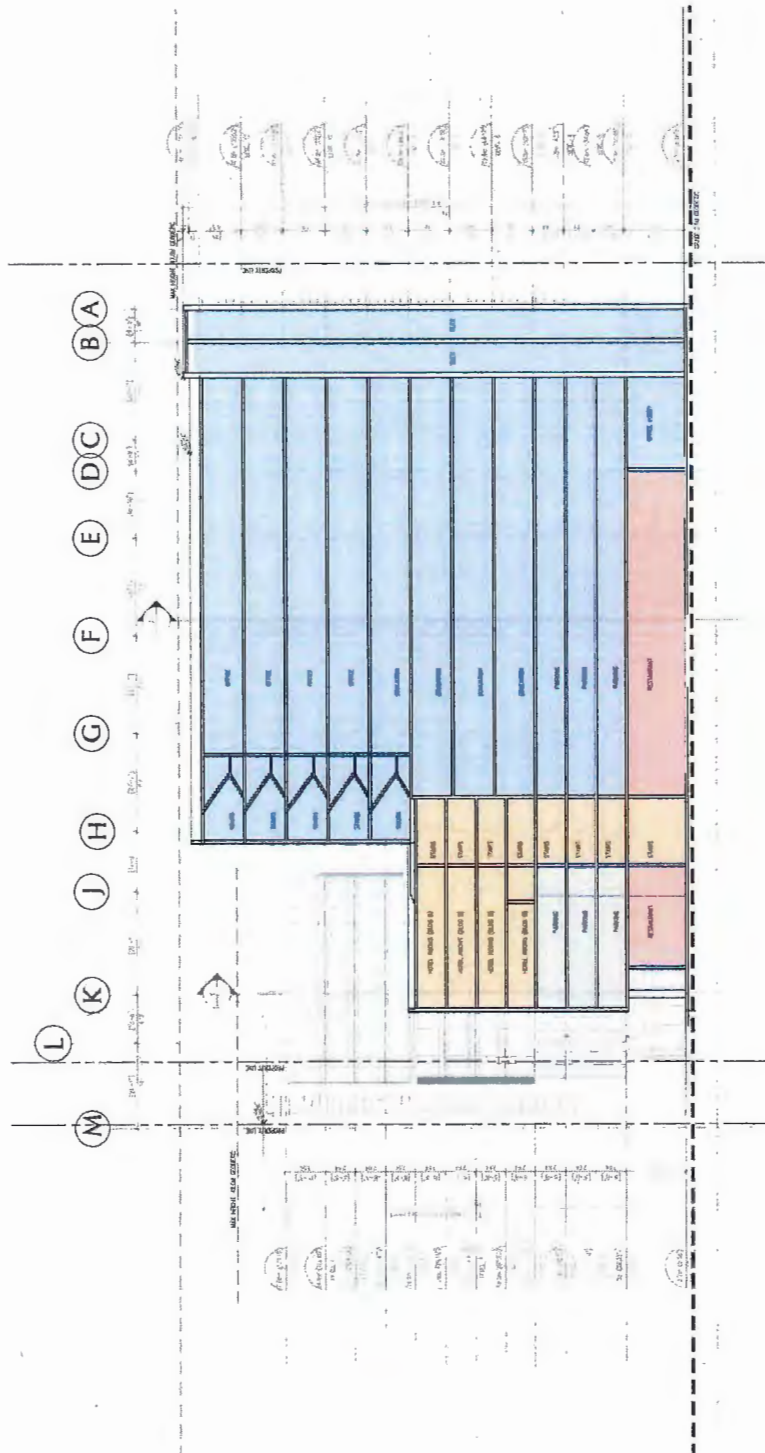
NEW CONTINENTAL PROPERTIES INC.
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200 - 1100 Burrard Street, Vancouver, BC V6C 2Z7
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LEGEND

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- PARKADE
- SERVICE AREA
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- GFA CALC. OFFICE/COMMERCIAL EDUCATION



SECTION 3-3

CNCL - 275

BUILDING A+B SECTION A021

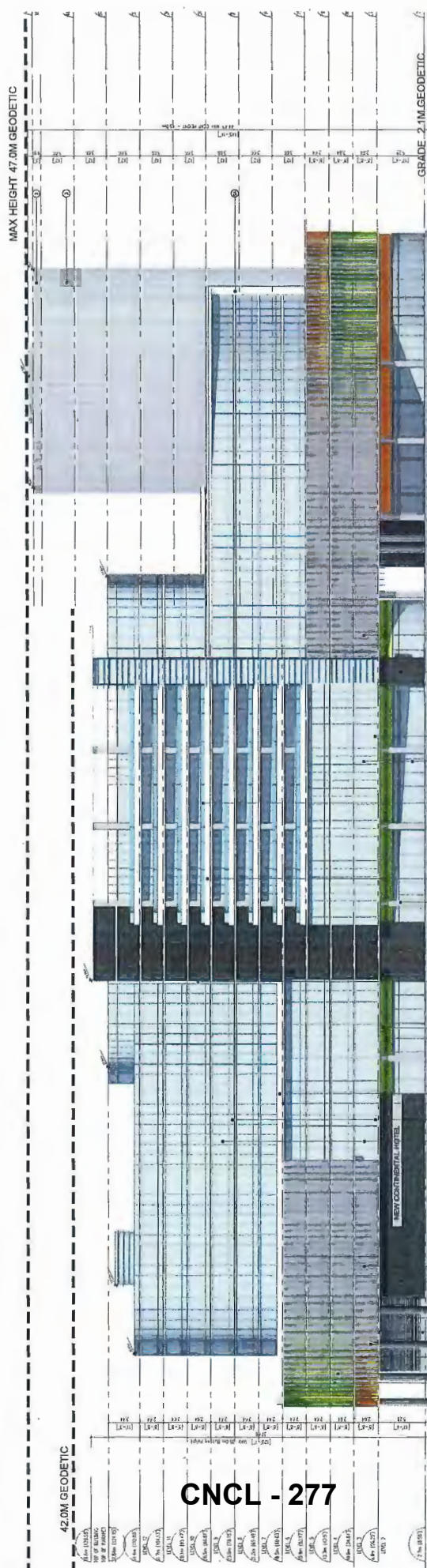
PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2080 Park Place - 658 Burrard Street Vancouver BC V6C 2Z7 Ph: 604 693 0855 Fax: 604 693 3510

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MATERIAL LEGEND	
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CNCL - 277

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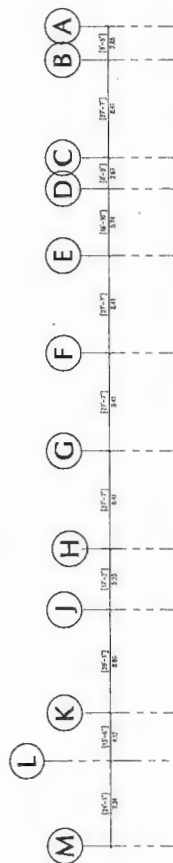
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PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

BUILDING A+B SOUTH ELEVATION A023

NEW CONTINENTAL PROPERTIES INC.
2200 Park Place - 686 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604 682 0335 Fax: 604 682 0316



MAX HEIGHT 47.0M GEODETTIC

42.0M GEODETTIC

2.1M GEODETTIC

CNCL - 278

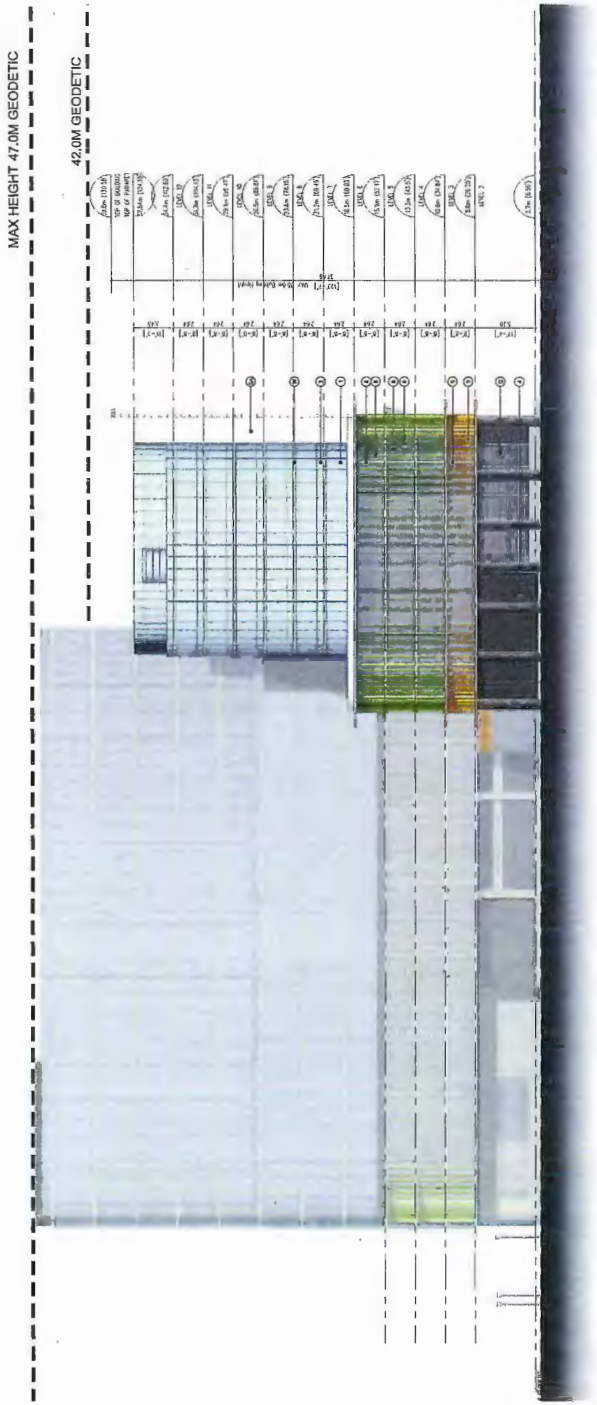
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524 695 3620 • www.vainqueur.com
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MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2800 Park Place • 656 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604 503 0855 Fax: 604 695 3510

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BUILDING A+B WEST ELEVATION A025

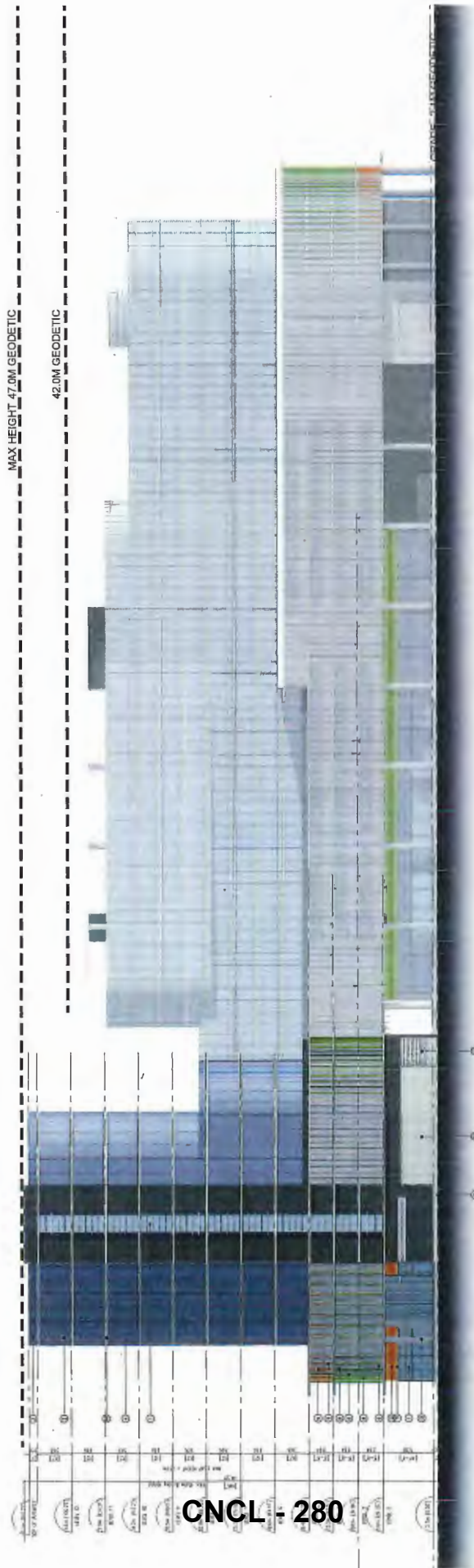
PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2800 Park Plaza - 658 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 603 0665 Fax: 604 605 3510

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WA 201 1444 Alameda St., Vancouver, V6C 2Z6
604-688-5225 www.wensleyarch.com
WENSLEY ARCHITECTURE LTD



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WA
201 - 5444 Albion St. Vancouver V6H 2Z4
954 625 3525 • info@wensleyarch.com
WENSLEY ARCHITECTURE LTD

PROPOSED MIXED USE DEVELOPMENT

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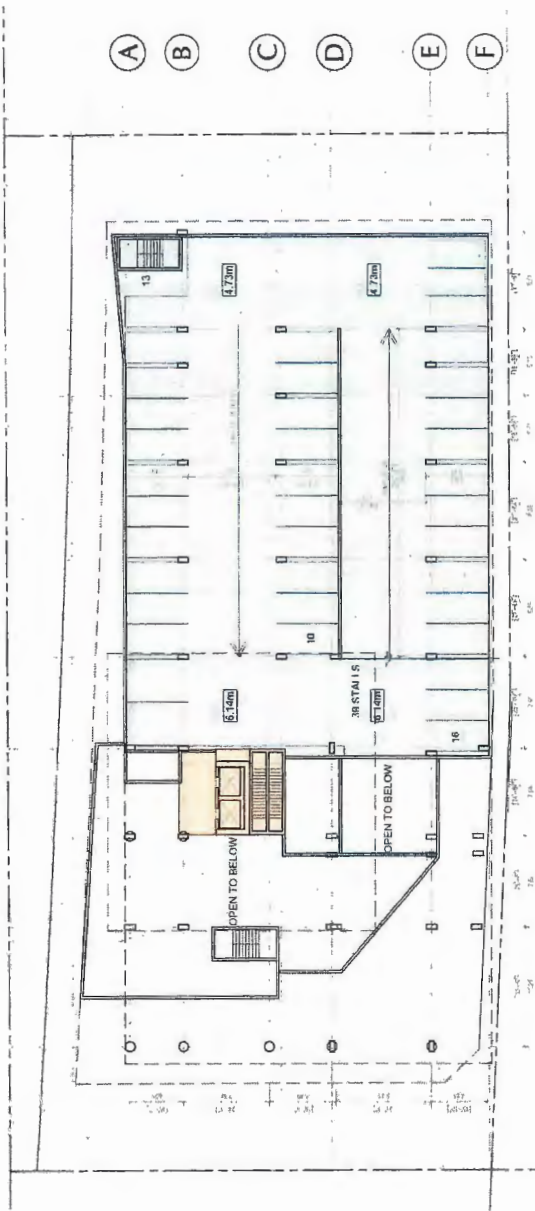
NEW CONTINENTAL PROPERTIES INC.
2340 Park Place 655 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604 503 0835 Fax: 604 505 3510

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



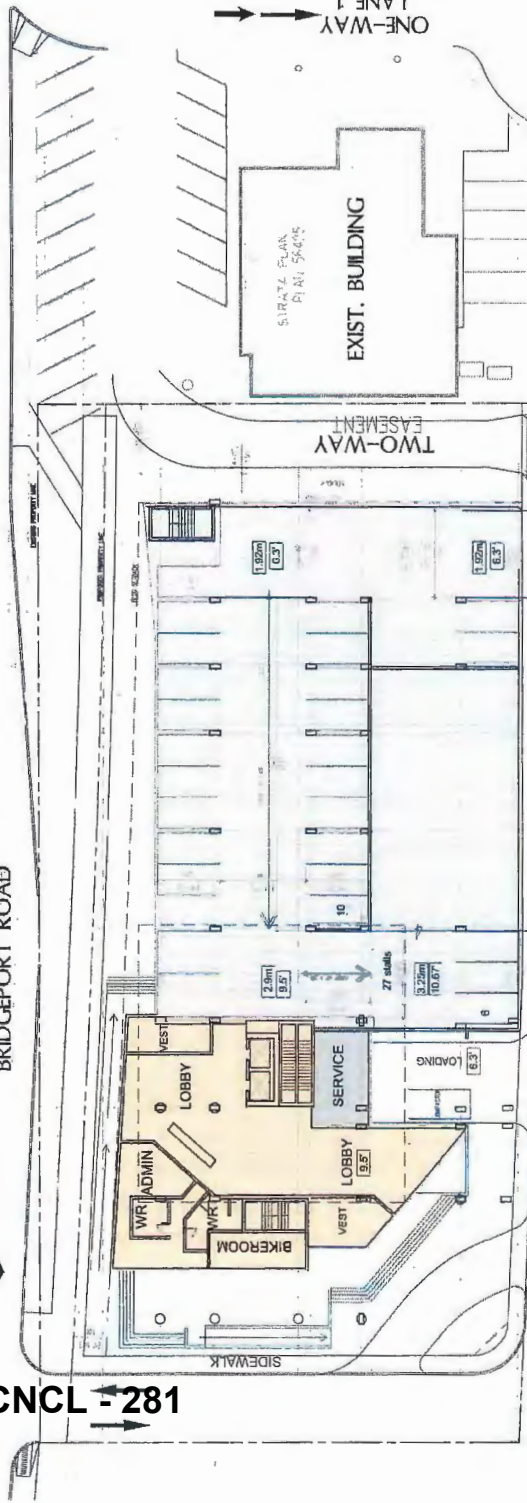
A B C D E F



CNCL -281

BRIDGEPORT ROAD

1 FLOOR LEVEL 2



1 FLOOR LEVEL 1

TWO-WAY LANE 4

BUILDING C: FLOOR PLAN LEVEL 1 / LEVEL 2
A031

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC.

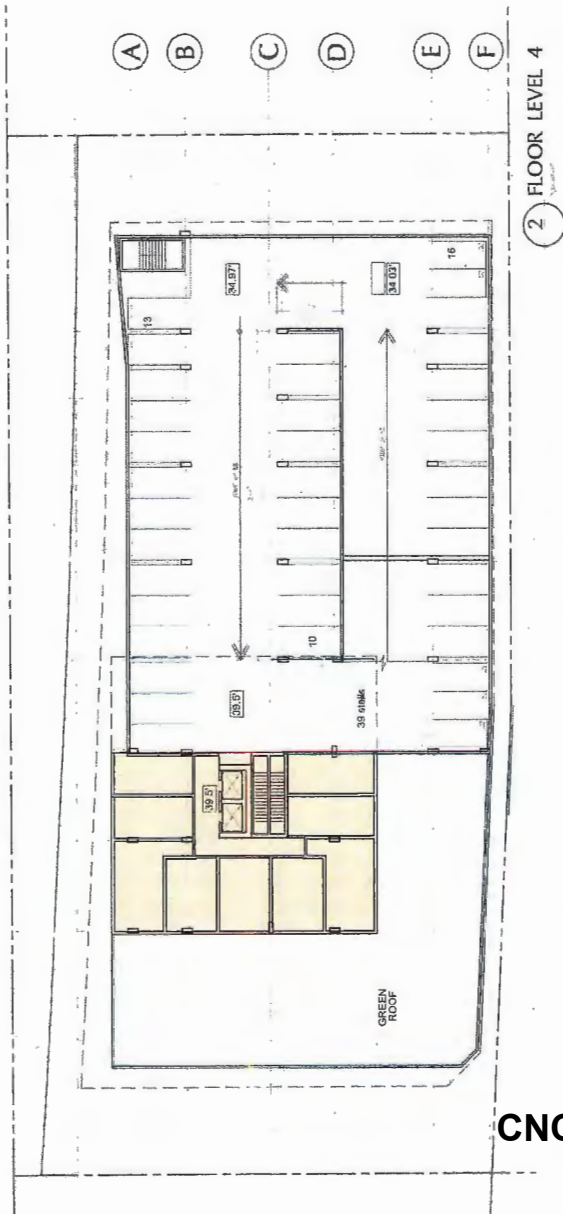
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WENSLEY ARCHITECTURE LTD

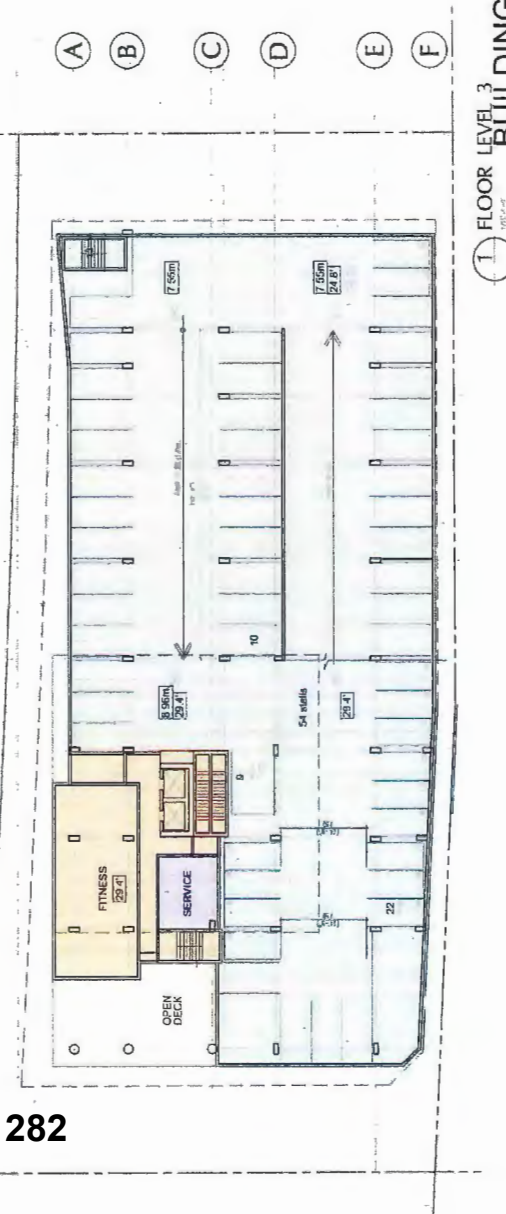
101-1011 Glenview St.
Vancouver, BC V6H 2Z7
Tel: 604.683.3228 Fax: 604.683.3229

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



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BUILDING C: FLOOR PLAN LEVEL 3-11/ROOF LEVEL A032

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2800 Park Road - 1000 Burrard Street, Vancouver, BC V6C 2Z7 PH: 604 603 0855 Fax: 604 603 3510

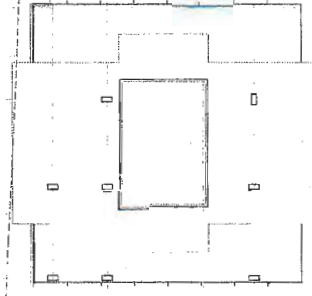
WA
201-1111-1111, 1111 Burrard Street, Vancouver, BC V6C 2Z7
201-1111-1111
WENSLEY ARCHITECTURE LTD



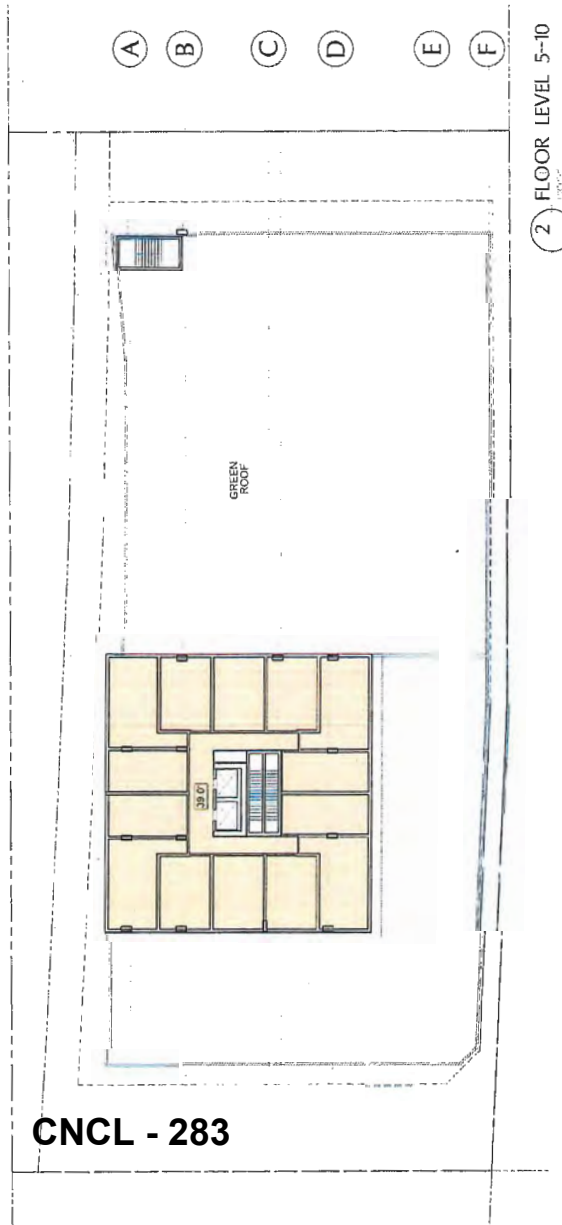
- RETAIL & RESTAURANT
HOTEL
OFFICE & COMMERCIAL EDUCATION
PARKADE
SERVICE AREA
GFA CALC. HOTEL/RETAIL/RESTAURANT
GFA CALC. EXEUTION
GFA CALC. OFFICE/COMMERCIAL EDUCATION



3 FLOOR LEVEL 11



4 ROOF PLAN



2 FLOOR LEVEL 5-10

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BUILDING C: FLOOR PLAN LEVEL 3-11/ROOF LEVEL A033

PROPOSED MIXED USE DEVELOPMENT

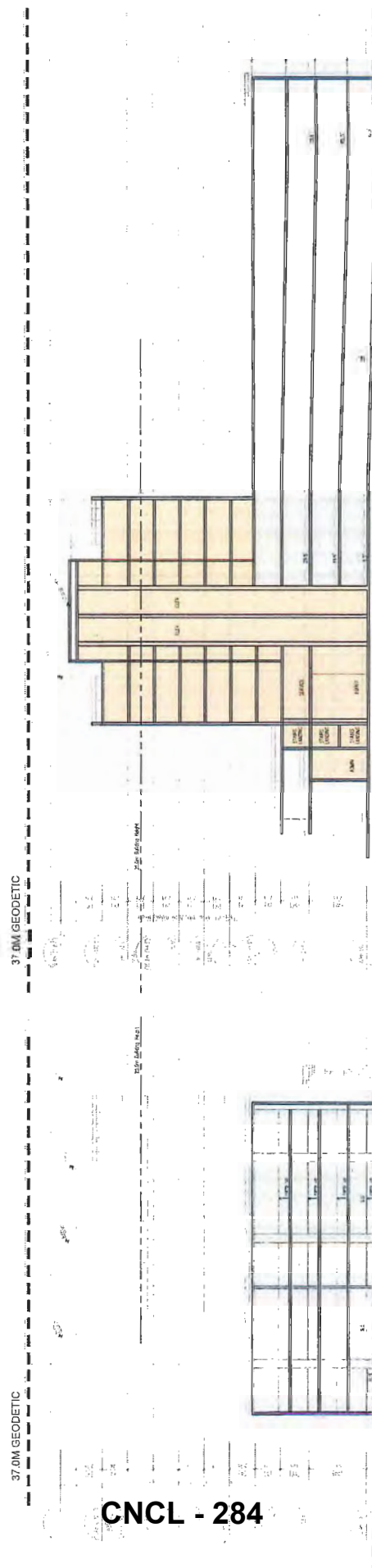
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NEW! CONTINENTAL PROPERTIES INC.
2850 Park Drive, East River Street, Vancouver, BC V6C 2Z7 PH: 604-671-0804 FAX: 604-606-3510

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- RETAIL & RESTAURANT
- HOTEL
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- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



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1 SECTION BLDG C 1-1

2 SECTION BLDG C 2-2

WA
Wensley Architecture Ltd
100-10100 14th Ave, Suite 200, V6P 2P4
604-685-3538 www.wensleyarch.com

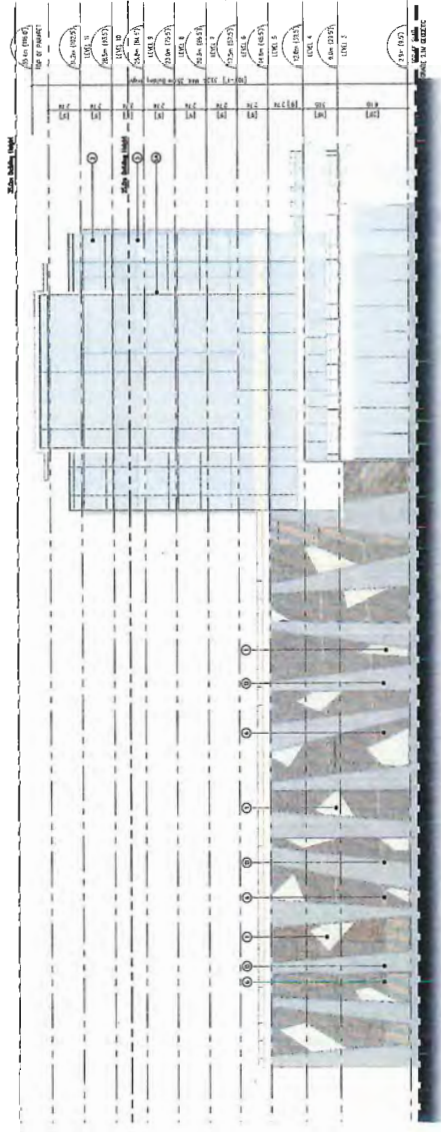
PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

BUILDING C SECTIONS A035

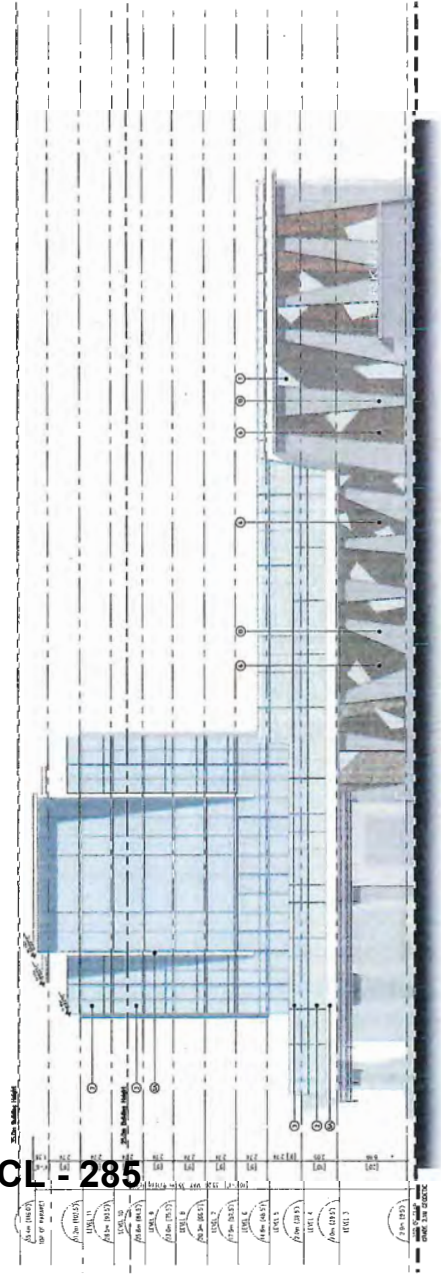
NEW CONTINENTAL PROPERTIES INC.
2200 Park Square - 656 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604 603 0350 Fx: 604 605 2510

MATERIAL LEGEND	
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1 BLDG C NORTH ELEVATION

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2 BLDG C SOUTH ELEVATION

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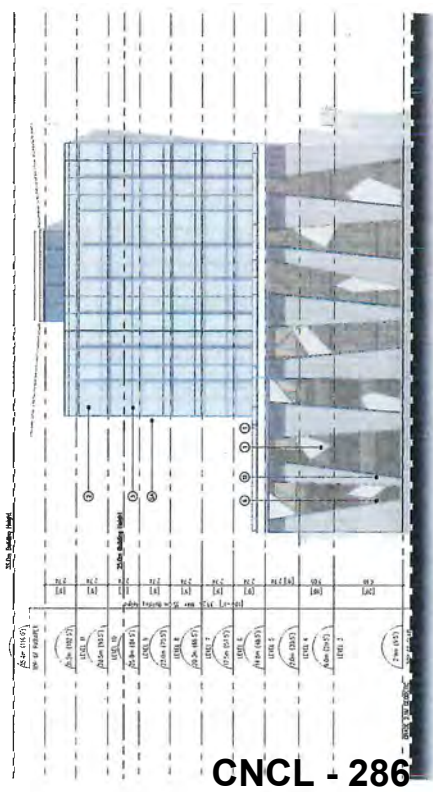
PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

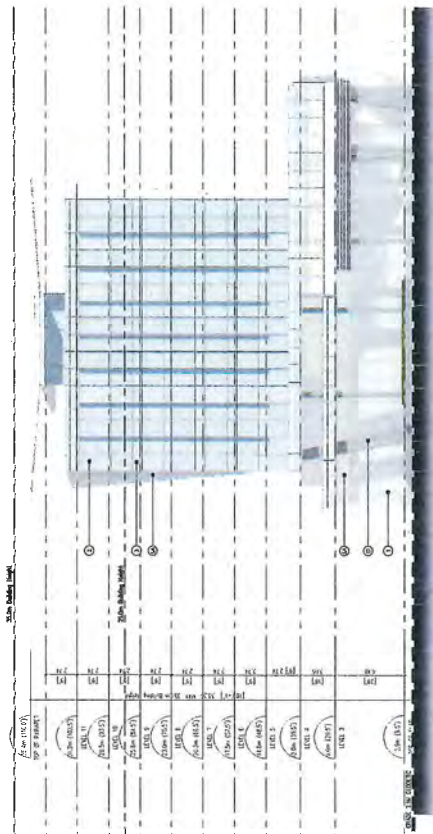
BUILDING C ELEVATIONS A036

NEW CONTINENTAL PROPERTIES INC
2007 Park View - 696 Burrard Street Vancouver BC V6C 2Z7 Ph: 604.607.8888 Fax: 604.607.8888

MATERIAL LEGEND	
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W.A. WENSLEY ARCHITECTURE LTD
301 - 3440 Alouette Rd, Vancouver, BC V6Z 2Z4
Tel: 604-555-1111 Fax: 604-555-1112

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

BUILDING C ELEVATIONS A037

NEW CONTINENTAL PROPERTIES INC
2800 Park Place 606 Burrard Street Vancouver, BC V6C 2Z7 Tel: 604-693-6545 Fax: 604-693-6546



Development Application (RZ)
Data Summary

RZ 13-628557	
Address:	8320, 8340, 8360 & 8440 Bridgeport Road and 8311& 8351 Sea Island Way
Owner/Agent:	New Continental Properties Inc. / Danny Leung, Wydanco
Planning Area(s):	City Centre Area Plan – Bridgeport Village – T5 (45m) and T5 (35) – VCB Overlay – DPG Sub-Area A.4
Other Area(s):	Aircraft Noise Sensitive Use Area 1.B & 2 – Flood Construction Level Area A

RZ 13-628557	Existing	Proposed
OCP Designation:	Commercial	Commercial
Land Uses:	Commercial	Commercial & Education
Zoning:	LUC 126 and CA	ZMU39
Site Area (before and after dedications): Parcel A+B+C	10,441 m ²	9,380 m ²
Net Development Site Area (for floor area calculation):	N/A	9,380 m ²
Number of Residential Units:	0	0

RZ 13-628557	Proposed Site Specific Zone	Proposed Development	Variance
Base FAR (max):	2.00	2.00	
Village Centre Bonus (VCB) (max):	1.00	1.00	
Total FAR (max):	3.00	3.00	
Commercial FAR (hotel and secondary uses) (max):	2.00	2.00	
Office FAR (max):	3.00	0.50	
Education FAR (max.):	0.50	0.50	
Commercial (hotel and secondary uses) (max):	18,760 m ²	18,760 m ²	
Office (max):	28,140 m ²	4,680 m ²	
Education (max):	4,680 m ²	4,680 m ²	
Floor Area FAR (max):	28,161 m ²	28,161 m ²	
Lot Coverage (max.):	90%	71% / 73%	
Setback – Bridgeport Road (min):	6.0 m / 3.0 m	3.0 m	
Setback – No. 3 Road (min):	6.0 m / 3.0 m	3.0 m	
Setback – Sea Island Way (min):	6.0 m / 1.5 m	1.5 m	
Setback – Canada Line (min):	6.0 m	6.0 m	
Setback – Lanes	0.0 m	0.0 m	
Setback – Interior Side Yard (min):	0.0 m	> 0.0 m	
Height Dimensional (geodetic) (max):	47.0 m / 42.0 m / 37.0 m	46.1 m / 37.65 m / 35.4 m	
Height Accessory (max):	5.0	n/a	
Subdivision/Lot Size (minimum):	3,400 m ²	3,480 m ²	
Off-street Parking TTL – Pre-Capstan (Parcel A+B+C and Orphan) (min):	503	475	1 and 2
Off-street Parking TTL – Post-Capstan (Parcel A+B+C and Orphan) (min):	465	475	1 and 2

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TDM Reduction (max):	10% / 20% (education)	10% / 20% (education)	
Class 1 Bicycle Parking (min):	127	129	
Class 2 Bicycle Parking (min):	132	132	
Loading – Medium (min):	6	6	
Loading – Large (min):	within lane system	within lane system	

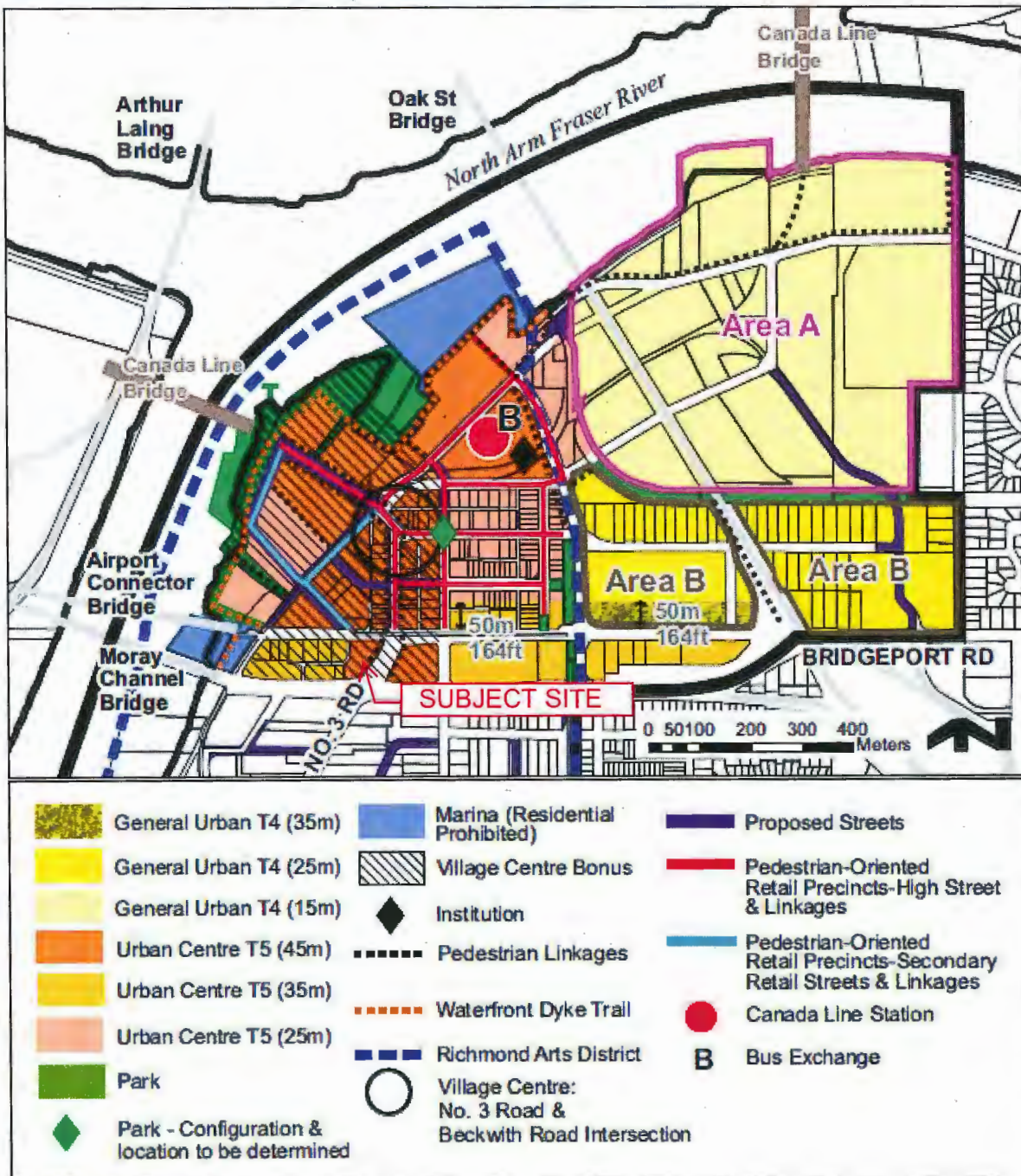
GENERAL NOTE: All figures are based on the preliminary site survey site area and are subject to change with final survey dimensions. Further, the proposed development figures above have been modified to reflect the preliminary site survey site area and may differ slightly from the figures provided on the conceptual architectural drawings.

NOTE 1: Parking figures are based on the calculation methodology provided in the Transportation Study. Where base information changes (e.g. number of hotel rooms, floor areas), final parking requirements will be determined using the same methodology.

NOTE 2: The proposed parking makes assumptions regarding timing of Capstan Station, development of subject site Phase 1 and 2 and development of the orphan lot. Final parking provision will be required to meet the relevant conditions at the time of development permit approval.

Specific Land Use Map: Bridgeport Village (2031)

Bylaw 9041
2016/07/25





City of
Richmond

ATTACHMENT 5

OCP Amendment and Rezoning Considerations

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

Address: 8320, 8340, 8360 and 8440 Bridgeport Road and 8311 and 8351 Sea Island Way

File No.: RZ 13-628557

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, the owner is required to complete the following.

(OCP Amendment)

1. Final Adoption of OCP Amendment Bylaw 9628.

(External Agencies)

2. **(Ministry of Environment)** Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

Note: MOE no further correspondence required on file.

Note: This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

3. **(Provincial Ministry of Transportation & Infrastructure - Site)** Final approval of the proposed OCP amendments and rezoning, including acceptance of final transportation studies, access and egress agreements and road functional designs, as developed through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary approval and a subsequent extension from MOTI have been received and are on file. Expiration date: March 21, 2018.

4. **(Provincial Ministry of Transportation & Infrastructure - Off-site)** Provision and approval of road functional drawings for the future Sea Island Way deceleration lane to the west of the subject site.
5. **(South Coast British Columbia Transportation Authority (TransLink))** Final approval of the proposed OCP amendments, rezoning, development permit and servicing agreement, subject to a no building permit issuance agreement. (Refer to Covenants and Agreements section.)

Note: Preliminary comments from Translink have been received and are on file.

6. **(Trans Mountain Pipeline/Kinder Morgan Canada)** Final confirmation that Kinder Morgan is prepared to enter into a Pipeline Proximity Installation Permit for all on-site and off-site works directly with the owner of the development site.

Note: Preliminary comment from Kinder Morgan has been received and is on file.

7. **(BC Hydro)** Final confirmation, in conjunction with the Servicing Agreement (SA) process, from BC Hydro that it concurs with any changes to the hydro transmission poles, associated equipment and other circumstances (such as location of protection bollards) arising through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary comment has been received from BC Hydro and is on file.

(Submissions)

8. **(Transportation Reports)** Submission of final transportation reports (Infrastructure Changes, Access Strategy, Parking, Transportation Demand Management, Traffic Impact Assessment), signed and sealed, to the satisfaction of the City.

Note: Final report on file.

9. **(Road Functional Drawings)** Submission of final interim and ultimate road functional drawings, signed and sealed, to the satisfaction of the City.

Note: Preliminary road functional drawings on file.

(Subdivision, Dedications and Statutory-Rights-of-Way)

10. **(Discharges)** Discharge of the following charges:

- a) With respect to 8320 Bridgeport Road:
 - Statutory-Right-of-Way – City of Richmond – BR25282
 - Covenant No. BR25294

11. **(Subdivision)** Registration of a Subdivision Plan for the subject site, which satisfies the following conditions:

- a) acceptance by the City and the Ministry of Transportation and Infrastructure (MoTI) of submitted interim and ultimate road functional drawings;
- b) road dedications as follow:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- i. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements;
- ii. land along No. 3 Road to provide for road and boulevard cross-section improvements in accordance with City requirements;
- iii. approximately 1.5 m for widening of the east-west vehicle travel lanes (Lane 4);
- iv. approximately 1.5 m for widening of the north-south vehicle travel lanes (Lane 2); and
- v. corner cuts and/or other geometries as required to provide required functionality.

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- vi. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements; and
- vii. corner cuts and/or other geometries as required to provide required functionality;
- c) consolidation of the existing lots into two lots separated by a City lane, generally as shown in the Preliminary Subdivision Plan (Schedule 1) and including revision of any existing strata lots as required; and
- d) registration of a covenant on title of each lot created for the purpose of the subject development (Parcel A+B and Parcel C), to the satisfaction of the City, generally as described on the Preliminary Subdivision Plan(s) (RTC Attachment 9), stipulating that the registered lots may not be subdivided or sold or otherwise separately transferred without prior approval of the City.

12. **(Statutory Rights-of-Way)** Granting of public right of passage statutory rights of way in favour of the City as shown in the related Preliminary Statutory-Right-of-Way Plan (Schedule 1) subject to

minor modifications arising from design development of the building, landscape, frontage and road functional plans through the Development Permit (DP) and Servicing Agreement (SA) processes, as well as the requirements of other jurisdictions, where applicable, generally providing for:

- i. universal accessibility;
- ii. 24 hour a day access;
- iii. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- iv. design and construction at owner's cost; and
- v. maintenance and repair at owner's cost,

and, specifically providing for:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- vi. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- vii. along the No. 3 Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- viii. along the north-south lane (Lane 1), a minimum 1.5 m wide strip to accommodate a sidewalk on the east side of the travel lanes;
- ix. along the east-west lane (Lane 4), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the south travel lane;
- x. at the intersection of the north-south and east west lanes (Lanes 1 and 4), the whole of the area provided for vehicle drop off and car and truck manoeuvring, as well as a minimum 1.5 m strip to accommodate a sidewalk adjacent to the travel lanes;
- xi. along the north-south lane (Lane 2), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the travel lanes; and
- xii. in all other areas, up to a line established a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces along the Bridgeport Road, No. 3 Road and Sea Island Way frontages, except below the covered passage between Buildings A and B, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- xiii. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- xiv. along the Bridgeport Road frontage, additional area up to a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;
- xv. along the western edge, a minimum 7.5 m wide strip to accommodate a 6.0 m travel lane and a 1.5 m sidewalk; and
- xvi. along the east-west lane (Lanes 4 and 5), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the north travel lane; and

13. **(Statutory Rights-of-Way)** Granting of a public right of passage Statutory-Right-of-Way in favour of the City to accommodate car share spaces and drive aisle access and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, generally providing for:

- xvii. universal accessibility;
- xviii. 24 hour per day access;

- xix. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- xx. design and construction at owner's cost; and
- xxi. maintenance and repair at owner's cost,

General Note: Refer also to Servicing Agreement conditions regarding existing and new PROP or utilities rights of way to be discharged, amended and/or created as a consequence of the Servicing Agreement approval.

General Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.

General Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility equipment and connections.

(Covenants and Agreements)

- 14. **(TransLink)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink), as a condition of issuance of any building permit for the development, have been met.
- 15. **(Aircraft Noise)** Registration of an aircraft noise covenant on title, to the satisfaction of the City, suitable for Area 1B (new residential land uses prohibited) and Area 2 (new aircraft noise sensitive land uses permitted except new single family) and granting of a Statutory-Right-of-Way in favour of the Airport Authority.
- 16. **(Ambient Noise – Development Impacts)** Registration of an ambient noise and development impacts covenant on title, to the satisfaction of the City, noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
- 17. **(Commercial Noise)** Registration of a commercial noise covenant on title, to the satisfaction of the City, indicating that commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
- 18. **(Flood Construction Level)** Registration of a flood covenant on title, to the satisfaction of the City, identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
- 19. **(Hotel – Length of Stay)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, securing the owner's and the owner's assignee's commitment to limit the length of stay of hotel guests to a maximum of six months.
- 20. **(Hotel – No Strata)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, for each hotel building prohibiting strata titling of individual or groups of hotel rooms.
- 21. **(Education – No Strata)** Registration of covenant or alternative legal agreement on title, to the satisfaction of the City, prohibiting strata titling of the 0.5 FAR of the floor area that is eligible for commercial and education use.

22. **(Vehicle Access and Egress)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, subject to the approval of the Director of Transportation, stipulating that there shall be no direct vehicle access or egress for the site from Bridgeport Road, No. 3 Road and Sea Island Way, except as required to access the lane Statutory-Right-of-Way (Lane 3) and except as required to provide for temporary egress from 8360 and 8380 Bridgeport Road as described under **(Egress – Orphan Lot)**.
23. **(Egress – Orphan Lot)** Registration of a covenant on title and an associated Statutory-Right-of-Way, to the satisfaction of the City and subject to the approval of the Director of Transportation and the Minister of Transportation and Infrastructure, in favour of the City and the Province, securing the owner's commitment to provide for vehicular egress from the existing angled parking located in the front yard of the existing development at 8380 Bridgeport Road, until such time that the property at 8380 Bridgeport Road is redeveloped, including the following:
- a) granting of a Statutory-Right-of-Way in favour of the City running from the existing front yard parking on 8380 Bridgeport Road adjacent to the east property line of Parcel C (currently 8360 Bridgeport Road) to the east-west City lane south of Bridgeport Road generally as described in the Preliminary Statutory-Right-of-Way Plan (Schedule 2) and providing for:
 - 24 hour a day use; and
 - design and construction at owner's cost and maintenance and repair at owner's cost;
 - b) providing for temporary encroachment of the existing building on Parcel C (currently located on 8360 Bridgeport Road) into the Statutory-Right-of-Way until such time that the use of the Statutory-Right-of-Way is required, at which time the existing building shall be demolished;
 - c) during Phase 1 of the subject development (Parcel A+B and Interim Parcel C) and until such time that the frontage improvements along Bridgeport Road are commenced, providing for access through Parcel C (specifically the front yard area currently located on 8360 Bridgeport Road) to the existing egress point on Bridgeport Road, as is the current arrangement (see temporary exit route per MPT Engineering Ltd. drawing – Schedule 3) and providing for:
 - 24 hour a day use; and
 - maintenance and repair at owner's cost; and
 - d) at the time that the Phase 1 Bridgeport Road frontage improvements are commenced, providing for access through the subject Statutory-Right-of-Way; and
 - e) providing for the discharge of this covenant and the associated Statutory-Right-of-Way at the time that the property at 8380 Bridgeport Road is redeveloped.
24. **(Parking – Orphan Lot)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, in favour of the City of Richmond, securing the owner's commitment to provide parking spaces for the future benefit of the property at 8380 Bridgeport Road at the time that 8380 Bridgeport Road is redeveloped generally providing for:
- a) universal accessibility;
 - b) 24 hour a day open access or with more limited or secure access arrangements to the satisfaction of the owner of 8380 Bridgeport Road;
 - c) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - d) design and construction at owner's cost; and
 - e) maintenance and repair at owner's cost;

and specifically providing for:

- f) the number of spaces shall be calculated based on the required parking at the time of redevelopment of 8380 Bridgeport Road minus 16 spaces;
- g) the spaces shall be located on Parcel C, except during construction of the parkade on Parcel C, if applicable, in which case they may be temporarily relocated to Parcel A+B;
- h) the spaces shall include disabled, large car and small car spaces consistent with the requirements of the Richmond Zoning Bylaw;
- i) vehicle and pedestrian access shall be provided through the subject development to and from the parking spaces without restriction during normal business hours and with security access during non-business hours; and
- j) provision of wayfinding signage.

Note: The forgoing agreement applies in the case of Phase 1 of the development (Parcel A+B with temporary surface parking on Parcel C) and Phase 2 of the development (Parcel C including construction of a permanent parkade with parking spaces for Parcel A+B and Parcel C), as well as the transition period between Phase 1 and Phase 2.

- 25. **(Transit Passes – Education Students)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all students attending the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation.
- 26. **(Transit Passes – Education Staff)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all staff of the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation..
- 27. **(End of Trip Facilities)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide cycling end of trip facilities for each of the uses (e.g. hotel, office and education) on each sites A, B, and C, generally providing for:
 - a) universal accessibility;
 - b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction at owner's cost; and
 - d) maintenance and repair at owner's cost,

and, specifically providing for:

- e) one male facility and one female facility, each with a minimum of two showers;
- f) location such that the facilities are easily accessible from bicycle parking areas and all intended users.
- a) identification of the cycling end of trip facilities in the Development Permit plans;
- b) identification of the cycling end of trip facilities in the Building Permit plans; and
- c) provision of wayfinding signage for the end of trip facilities prior to Building Permit issuance granting occupancy.

Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.

28. **(Car Share Provisions)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to, in Phase 1, provide two car-share spaces with drive aisle access, secured with Statutory-Right-of-Way in favour of the City, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- d) safe public access 24 hours a day;
- e) one EV quick-charge (240 volt) charging station for their convenient and exclusive use of the two spaces;
- f) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Development Permit plans;
- g) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Building Permit plans;
- h) provision of wayfinding signage for the car share spaces prior to Building Permit issuance granting occupancy;
- i) provision of the car share spaces and associated access at no cost to the car share operator;
- j) provision of the car share spaces and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
- k) provision of one car share car for a minimum of three years, at no cost to the car share operator;
- l) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
- m) submission of a Letter of Credit prior to Development Permit for the sum of \$30,000 to secure the developer's commitment to provide the car share cars;
- n) agreement to voluntarily contribute the \$30,000 secured by LOC towards alternate transportation demand management modes of transportation should the car share cars not be provided at the time of Building Permit issuance granting occupancy;
- o) prior to Building Permit issuance granting occupancy, entering into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
- p) agreement that, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward.

29. **(Electric Vehicle Provisions – Cars and Bicycles)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to:

- a) install and maintain a minimum of 20% of vehicle parking spaces with a 240 volt plug-in receptacles for the future addition of shared use charging stations;
- b) install and maintain a minimum of 10% of Class 1 bicycle parking spaces with a 120 volt plug in receptacles for the future addition of shared use charging stations;

- c) identify the spaces and equipment in the Development Permit plans;
- d) identify the spaces and equipment in the Building Permit plans; and
- e) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle spaces.

Note: Additional EV requirements pertaining to car share cars included in Car Share Covenant.

- 30. **(Shuttle Bus)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a shuttle bus for staff and/or student to use as a means to transport between the subject site, the Vancouver International Airport (YVR), Canada Line rapid transit stations and/or other locations, in perpetuity or for the life of the of the proposed commercial and university education uses.
- 31. **(Priority Car Pool Parking)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a minimum 2% of the total number of parking spaces required for the commercial and university education as car pool parking spaces in perpetuity or for the life of the proposed commercial and university education uses to be located on Parcel A+B.
- 32. **(District Energy Utility)** Registration of a covenant on title, to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement will include, at minimum, the following terms and conditions:
 - a) no Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - b) if a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until: the Owner has executed and delivered to the City a Section 219 Covenant for the installation, operation and maintenance of all necessary facilities for supplying the services to the Lands; the Owner has entered into a Service Provider Agreement as required by the City; and the Owner has granted or acquired the Statutory-Right-of-Way(s) and/or easements necessary for supplying the DEU services to the Lands; and
 - c) if a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:
 - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
 - iii. the owner grants or acquires the Statutory-Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - iv. if required by the Director of Engineering, the owner provides to the City with security for costs associated with acquiring any further Statutory-Right-of-Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

(Contributions)

- 33. **(Connectivity Measures)** City acceptance of the owner's offer to voluntarily contribute \$697,199 for transportation connectivity improvements in Bridgeport Village and Capstan Village (*General Account (Transportation) # 5132-10-550-55005-0000*).

34. **(Community Facilities)** City acceptance of the owner's offer to voluntarily contribute at least \$3,281,593.00 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g. $0.05 \times 1.0 \times 9380 \text{ m}^2 \times \$6,997 / \text{m}^2$) towards the development of community facilities (*City Centre Facility Development Fund - Account # 7600-80-000-90170-0000*). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$6,997) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.
35. **(Community Planning)** City acceptance of the owner's offer to voluntarily contribute at least \$75,696.60 (100% of the total floor area calculated using the proposed floor area e.g. $28,140 \text{ m}^2 \times \$2.69 / \text{m}^2$) towards City Centre community planning (*CC-Community Planning and Engineering Account # 3132-10-520-00000-0000*).
36. **(Public Art)** City acceptance of the owner's offer to voluntarily contribute at least \$130,288.20 (100% commercial floor area @ \$4.63 per square meter calculated using the proposed floor area e.g. $28,140 \text{ m}^2 \times \$4.63 / \text{m}^2$) towards public art (*15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000*).
37. **(Transportation Demand Management)** City acceptance of the owner's offer to voluntarily contribute \$100,000 towards TDM pedestrian crossing enhancements along Bridgeport Road (*General Account (Transportation) # 5132-10-550-55005-0000*).
38. **(Trees – City Property)** City acceptance of the owner's offer to voluntarily contribute \$9,100 (calculated as $7 \times \$1,300$ per tree) for the planting of replacement trees within the City (*Tree Compensation Fund Account # 2336-10-000-00000-0000*).

Per Current Floor Area Estimates in m²:

Floor Area Total	Retail/Restaurant	Hotel	Office/ Education	VCB
28,140	975	17,785	9,380	9,380

(Development Permit)

39. Submission and processing of a Development Permit* application for Parcels "A" and "B" completed to a level deemed acceptable by the Director of Development, demonstrating:
- design development of the rezoning concept to address, unless otherwise determined by the Director of Development:
 - Council directions arising out of Public Hearing;
 - form and character objectives noted in the associated Report to Planning Committee;
 - comments of the Advisory Design Panel;
 - the requirements of TransLink related to Development Permit (DP) level consent;
 - technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management, including provision of final on-site utility, loading, waste management, signage and wayfinding plans; and
 - technical resolution, as necessary, of the landscape design including but not limited to provision of adequate soil depth and automatic irrigation systems where appropriate;
 - the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:

- i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;
- ii. flood construction level(s);
- iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
- iv. site access and vehicular crossings;
- v. location and details of EV-charging and EV-ready vehicle and bicycle parking spaces;
- vi. location and details of car-share parking spaces;
- vii. location and details of car-pool parking spaces;
- viii. location and details of orphan lot parking spaces (temporary and permanent);
- ix. required end of trip facilities, including their location, number, size, type and use;
- x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
- xi. an Accessibility Checklist and identification of specific recommended measures on the plans, where relevant;
- xii. a CPTED Checklist and identification of specific recommended measures on the plans, where relevant;
- xiii. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
- xiv. on the landscape plan and roof plans, if applicable:
 - a. the location and specifications for ecological network landscaping;
 - b. the location and specifications for intensive and extensive green roofs;
 - c. the location and dimension of required on-site tree protection;
 - d. the location, dimensions and specifications for replacement trees;
- ii. include a mix of coniferous and deciduous trees;
- iii. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- iv. include the 5 required replacement trees with the following minimum sizes:
- xv. location and dimensions of tree protection on City property and on 8380 Bridgeport Road,
- xvi. 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; and
- xvii. notation regarding the location and general form of public art, in the case that the public art contribution is located on the site or building.

(Letter of Credit – Trees, Ecological Network and Landscape)

- c) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

(Servicing Agreement)

40. Submission and processing of a Servicing Agreement* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

(Development Phasing)

- a) All utilities and transportation works to be completed in the first phase of development except where limited by interface issues.

(Utilities – Engineering)

(Water Works)

- b) Using the OCP Model, there is 551 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 8320 and 8340 Bridgeport Road and 309 L/s available at 20 psi residual at the hydrant located at the frontage of 8311 Sea Island Way. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit Stage.
 - ii. Review, via the Servicing Agreement (SA) design, the impact of the proposed offsite works (e.g., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 300mm diameter AC watermain along the Bridgeport Road frontage of 8320, 8340 and 8360 Bridgeport Road and provide mitigation measures.
 - iii. Remove the existing AC watermain along the south property lines of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and install as replacement within the Sea Island Way roadway approximately 130 meters of new watermain. Tie-ins shall be to the existing watermain in Sea Island Way and No. 3 Road. Installation of the new watermain within Sea Island Way roadway may be required prior to start of soil densification and/or preload works subject to the result of the required Geotechnical assessment below.
 - iv. Install approximately 260 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's lane frontages. The new watermain shall be tied-in to the existing watermain along Sea Island Way and Bridgeport Road.
 - v. Install fire hydrants spaced as per City standard along the proposed development's Bridgeport Road, Sea Island Way and No. 3 Road frontages.
- c) At Developers cost, the City will:
 - i. Cut and cap the north end of the existing 250mm diameter watermain at the southeast corner of 8440 Bridgeport Road.
 - ii. Cut and cap at main all existing water service connections.
 - iii. Complete all proposed watermain tie-ins.

(Storm Sewer Works)

- d) The Developer is required to:
 - i. Upgrade approximately 95 meters of existing 375mm diameter storm sewers to 600mm diameter storm sewer along the development's Bridgeport Road frontage complete with new manholes at each end. A three (3) meter wide utility right of way is required along the entire north property line of 8320, 8340 and 8360 Bridgeport Road for the new 600 mm storm sewer.
 - ii. Upgrade the existing 450 mm diameter storm sewer (complete with new manholes spaced as per City standard) with a length of approximately 85 meters from existing manhole

STMH6106 (located at the north end of the existing lane between 8380 and 8440 Bridgeport Road) to existing manhole STMH9189 (located at the southwest corner of No 3 Road and Bridgeport Road intersection), to 600 mm diameter storm sewer. The existing storm sewers and manholes shall be removed to accommodate the storm sewer upgrade. A three (3) meter wide utility right of way is required along the entire north property line of 8440 Bridgeport Road for the new 600 mm storm sewer. Coordination with BC Hydro Transmission department is required to address potential impact of the storm sewer installation to the existing Transmission pole.

- iii. Upgrade the existing 375mm and 450mm diameter storm sewers along No. 3 Road frontage to 600mm diameter storm sewer complete with new manholes spaced as per City standard. The new 600mm diameter storm sewers with an approximate length of 120 meters shall be installed in a new alignment from the new manhole at the southwest corner of No 3 Road and Bridgeport Road intersection to a new manhole which will be located within the intersection of No 3 Road and Sea Island Way. The existing 375mm and 450mm storm sewers and manholes along the east property line of 8440 Bridgeport road shall be removed.
- iv. Remove the existing 375 mm diameter storm sewer from existing manhole STMH9174 (located at the northwest corner of No 3 Road and Sea Island intersection) to existing manhole STMH9175 (located at the south end of the existing lane between 8211 and 8311 Sea Island Way) with a length of approximately 115 meters. Install within the Sea Island Way roadway new 600 mm diameter storm sewers (complete with new manholes spaced as per City standard) from the new manhole at the intersection of Sea Island Way and No. 3 Road to approximately 120 meters to the west.
- v. Install new storm sewers complete with manholes as per City standard in the proposed lanes along the west property lines of 8311 Sea Island Way and 8320 Bridgeport Road. Tie-ins shall be to the new storm sewers at Bridgeport Road and Sea Island Way.

e) At Developers cost, the City will:

- i. Cut and cap at main all existing storm service connections.
- ii. Remove all existing inspection chambers and storm service leads and dispose offsite.
- iii. Complete all proposed storm sewer tie-ins.

(Sanitary Sewer Works)

f) The Developer is required to:

- i. No upgrade required to the existing sanitary sewers at the lane frontages.

g) At Developers cost, the City will:

- i. Cut and cap at main all existing sanitary service connections.
- ii. Remove all existing inspection chambers and sanitary leads and dispose offsite.
- iii. Complete all proposed sanitary sewer service connections and tie-ins.

(Frontage Improvements – Engineering)

h) The Developer is required to:

- i. Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
- ii. Provide street lighting along Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.

Note: All Servicing Agreement (SA) works within MoTI's jurisdiction will need to be reviewed and approved by MoTI before City staff are able to grant final approval to the Servicing Agreement (SA) design.

- iii. Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the lane frontages of 8320 to 8340 Bridgeport Road and 8311 to 8351 Sea Island Way. The developer is required to coordinate with the private utility companies.
- iv. Pre-duct for future hydro, telephone and cable utilities along all Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
- v. Remove and/or relocate an existing above ground kiosk at the Bridgeport Road frontage of 8440 Bridgeport Road.
- vi. Coordinate with BC Hydro, prior to start of site densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
- vii. Confirm with BC Hydro (Transmission) the required clearance between the existing transmission pole and the proposed curb at the Bridgeport Road frontage of 8440 Bridgeport Road. Relocation of the existing transmission pole within the proposed development may be required, at developer's costs, if the resulting clearance between the proposed curb and existing transmission pole is not acceptable to BC Hydro (Transmission).
- viii. Coordinate with Pro Trans BC prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing Canada Line guiderail and columns may be required.
- ix. Coordinate with Kinder Morgan, prior to start of site densification and pre-load works (if required) to address any impact on the existing jet fuel line along Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing jet fuel may be required.
- x. Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer along the lane frontages and the existing AC watermain along the south property line of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and the existing AC watermain at Bridgeport Road frontage, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Sea Island Way roadway, etc.) shall be constructed and operational, at developer's costs, prior to soil densification, pre-load and/or foundation excavation.
- xi. Video inspections of adjacent sewer mains to check for possible construction damage are required prior to start of soil densification and preload and after preload removal. At their cost, the developer is responsible for rectifying construction damage.
- xii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Rights of Way that shall be

shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:

- BC Hydro Vista - Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Telus

(General Items – Engineering)

- i) The Developer is required to:
- i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
 - ii. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - iii. Undertake pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
 - iv. Undertake pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
 - v. Coordinate the servicing agreement design and offsite construction works with MoTI, Trans Mountain Pipeline (Jet Fuel), Kinder Morgan Canada, BC Hydro Transmission, Pro Trans BC and Metro Vancouver due to proximity of works to Sea Island Way, Bridgeport Road, the jet fuel line, BC Hydro transmission line, Metro Vancouver's trunk sewer, and Canada line overhead railway and columns.

(Frontage Improvements – Transportation)

- j) The developer is responsible for the design and construction of the works shown on the Preliminary Functional Road Plan (to be submitted, reviewed and approved by staff), supported in principle by the City staff, subject to review and approval of the detailed Servicing Agreement (SA) designs, which shall include, but may not be limited to, the following.

Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement (SA) and Development Permit review and approval

processes. Landscaped improvements may include, but shall not be limited to, street trees, landscaped boulevard, hard- and soft-scape features, street furnishings, decorative paving, and innovative storm management features, as appropriate.

k) The Developer is required to:

i. For No. 3 Road Frontage:

Along the entire No. 3 Road frontage, complete the following road cross-section (east to west):

- Existing southbound traffic lanes to remain.
- Using the edge of the existing southbound curb lane, convert and widen the existing on-street bike lane to a raised bike lane, which would include: 0.15m wide roll-over curb, 1.8m wide asphalt riding surface, and 0.3m wide Richmond Urban Curb.
- Min. 1.5m wide treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication).

Note: The alignment of the sidewalk and boulevard may need to be shifted westward to avoid the existing Canada Line Guideway column.

Note: Along the No. 3 Road frontage north of the Canada Line guideway column, an allowance should be made for the future provision of a 3.5m wide bus bay.

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

ii. For Bridgeport Road Frontage:

Along the entire Bridgeport Road frontage, complete the following cross-section (north to south):

- MoTI requirements: deceleration lanes approaching both laneways, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication)

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

iii. For Sea Island Way Frontage:

Along the entire Sea Island Way frontage, complete the following cross-section (south to north):

- MoTI requirements: road widening as necessary, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk.

iv. For Lanes:

Lane 1: North/south lane off Bridgeport Road immediately west of No. 3 Road:

Widen existing 6m wide lane to provide a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 2: North/south lane off Sea Island Way: Widen existing 6m wide lane to provide a min. 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 3: North/south lane off Bridgeport Road west of Lane 1: Provide a new lane to include a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 4: East/west lane between Lane 1 and Lane 2: Widen existing 6m wide lane to provide a 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the south side. Provide a rollover curb and a 1.5 m sidewalk on the north side of the lane also.

Lane 5: East/west lane between Lane 2 and Lane 3: Widen existing 6m wide lane to provide a 6.0 m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the north side.

v. Corner cuts be provided at:

- All intersections due to the skewedness of the Bridgeport Road/No. 3 Road & Sea Island Way/No. 3 Road intersections, the exact size to be determined upon receiving the revised road functional plan.
- All intersections of public roads and lanes, minimum 3m x 3m plus additional dedication to accommodate the turning of loading vehicle.

Note: Final MoTI approval is required prior to rezoning adoption.

Note: Land Dedication: Road functional design drawings incorporating the frontage improvements as noted above to be prepared by the applicant, which would need to be reviewed and approved by the City. Such approved road functional design drawings would then be used to determine the amount of land dedication and legal drawings can then be prepared accordingly.

- l) Applicant to consult with business operators/owners and provide relevant documentation within the area bordered by Sea Island Way, No. 3 Road, Bridgeport Road, River Road regarding the proposed change in internal lane configuration and traffic operation.
- m) Construction Timing: All works to be completed prior to final Building Permit inspection granting the occupancy of the first building (Phase 1) on the subject site.

(Servicing Agreement – Letter of Credit)

- n) Provision of a letter of credit to secure the completion of the works in an amount determined by the Director of Development.

Note: A separate Letter of Credit or other form of financial commitment may be required to secure the completion of interface works at a future date.

(Servicing Agreement – LTO Registration)

- o) Registration of the Servicing Agreement on title.

(Building Permit)

Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in "Schedule B: Assurance of Professional Design and Commitment for Field Review", shall be incorporated into the Building Permit plans (drawings and documents).

Note: Prior to Building Permit issuance the developer must submit a "Construction Parking and Traffic Management Plan" to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note: Prior to Building Permit issuance the developer must obtain a Building Permit for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

General Notes:

1. Some of the foregoing items (*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal 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 legal 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.

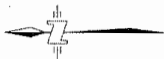
3. Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal Permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on-site, the services of a Qualified Environmental

Signed

Date

SUBDIVISION PLAN OF
LOT 90 PLAN 57164, LOTS 80 AND 85 PLAN 56425, LOT 4 PLAN EPP68705, AND LOTS 2 AND 4 PLAN LMP48700
ALL OF SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT
PURSUANT TO SECTION 47 OF THE LAND TITLE ACT

PLAN EPP70163



SCALE 1 : 250



NOTES:
1. THE SUBDIVISION IS SHOWN AS BEING IN ACCORDANCE WITH THE SURVEYED DATA.
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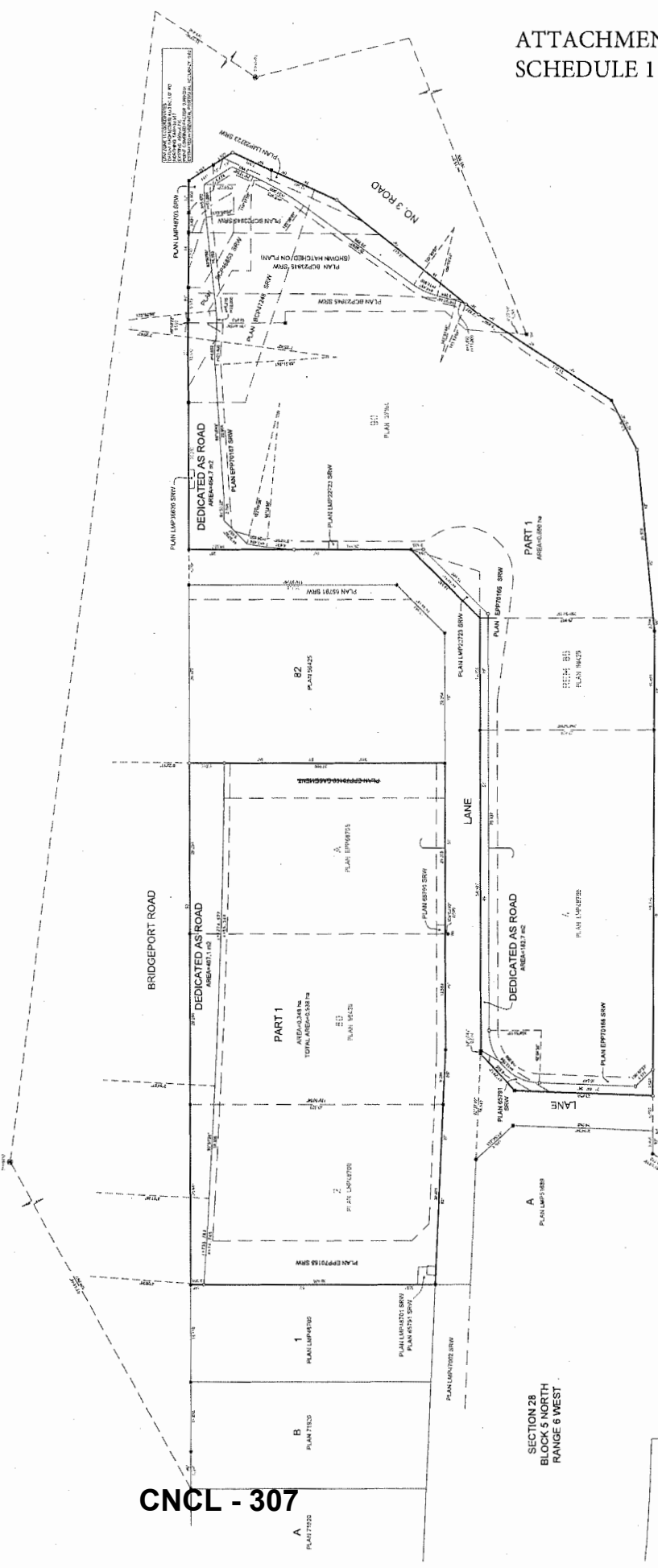
SYMBOL	DESCRIPTION
1	BOUNDARY
2	ADJACENT PROPERTY
3	ADJACENT ROAD
4	ADJACENT WATER
5	ADJACENT AIR
6	ADJACENT LAND
7	ADJACENT WATER
8	ADJACENT AIR
9	ADJACENT LAND
10	ADJACENT WATER

PRELIMINARY

CNCL - 307

ATTACHMENT 5 -
SCHEDULE 1

SECTION 28
BLOCK 5 NORTH
RANGE 6 WEST



SEA ISLAND WAY

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT.

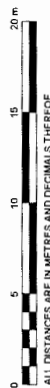
EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY OVER
PART OF LOT A SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN EPP68705

PLAN EPP70170

PURSUANT TO SECTION 99(1)(e) OF THE LAND TITLE ACT.
FOR ACCESS PURPOSES

BCGS 92G-015

SCALE 1 : 200



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF

THE INTENDED PLOT SIZE OF THIS PLAN IS 560 mm IN WIDTH BY
432 mm IN HEIGHT (C-SIZE) WHEN PLOTTED AT A SCALE OF 1:200

INTEGRATED SURVEY AREA No. 18 (CITY OF RICHMOND)

NAD83 (CSRS) 4.0.0 BC-1 (VRC)

GRID BEARINGS ARE DERIVED FROM PLAN EPP68705

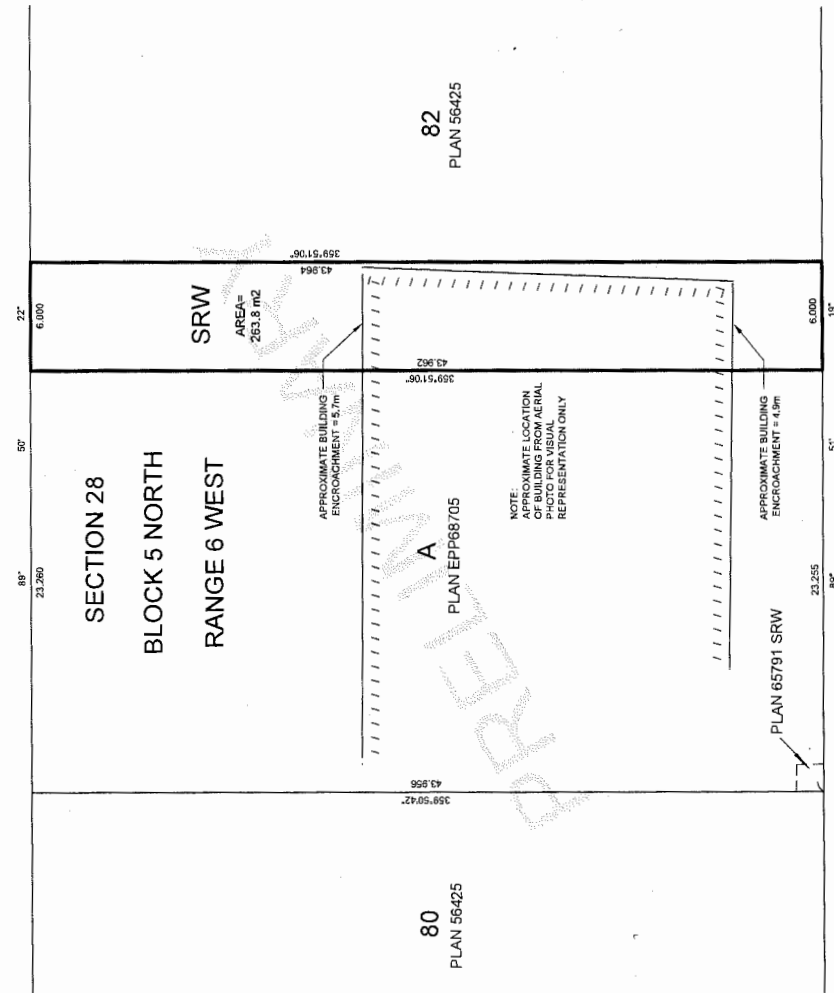
LEGEND:

m² DENOTES SQUARE METRE(S)

CNCL - 308



BRIDGEPORT ROAD



NOTE:
APPROXIMATE LOCATION
OF BUILDING FROM AERIAL
PHOTO FOR VISUAL
REPRESENTATION ONLY

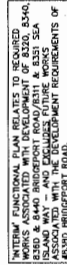
THIS PLAN IS BASED ON THE FOLLOWING
LAND TITLE AND SURVEY AUTHORITY OF BC
REGISTRATION:
PLAN EPP68705

JASON C. HAMEL, BCLS (2011)
28TH DAY OF MAY, 2017.

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT

MAE HANNEY ASSOCIATES
LAND SURVEYORS LTD.
Suite 2300
13450 - 102 Avenue
Surrey BC
V4N 1G5
Canada
Tel 604 596 0391
Fax 604 596 0391
ECP DATE

ATTACHMENT 5 - SCHEDULE 2



Reborn

PROJECT NAME	8320, 8340, 8360 & 8440 BRIDGEPORT ROAD / 8311 & 8351 SEA ISLAND WAY CITY FILE: RZ 13-828557
DESIGN NO.	DWG. NO. :
DATE	DATE
BY	BY
CHECKED BY	CHECKED BY
APPROVED BY	APPROVED BY

[illegible]

MPT ENGINEERING CO. LTD.
26-1129 HORSBURGH WAY, RICHMOND, BC V6A 8P7 TEL. 604-279-0331 FAX 604-279-4130
NEW CONTINENTAL PROPERTIES INC.

MPT DWG. No.: R15943-PP
SHT. No.: 1 OF 4

NOTES:

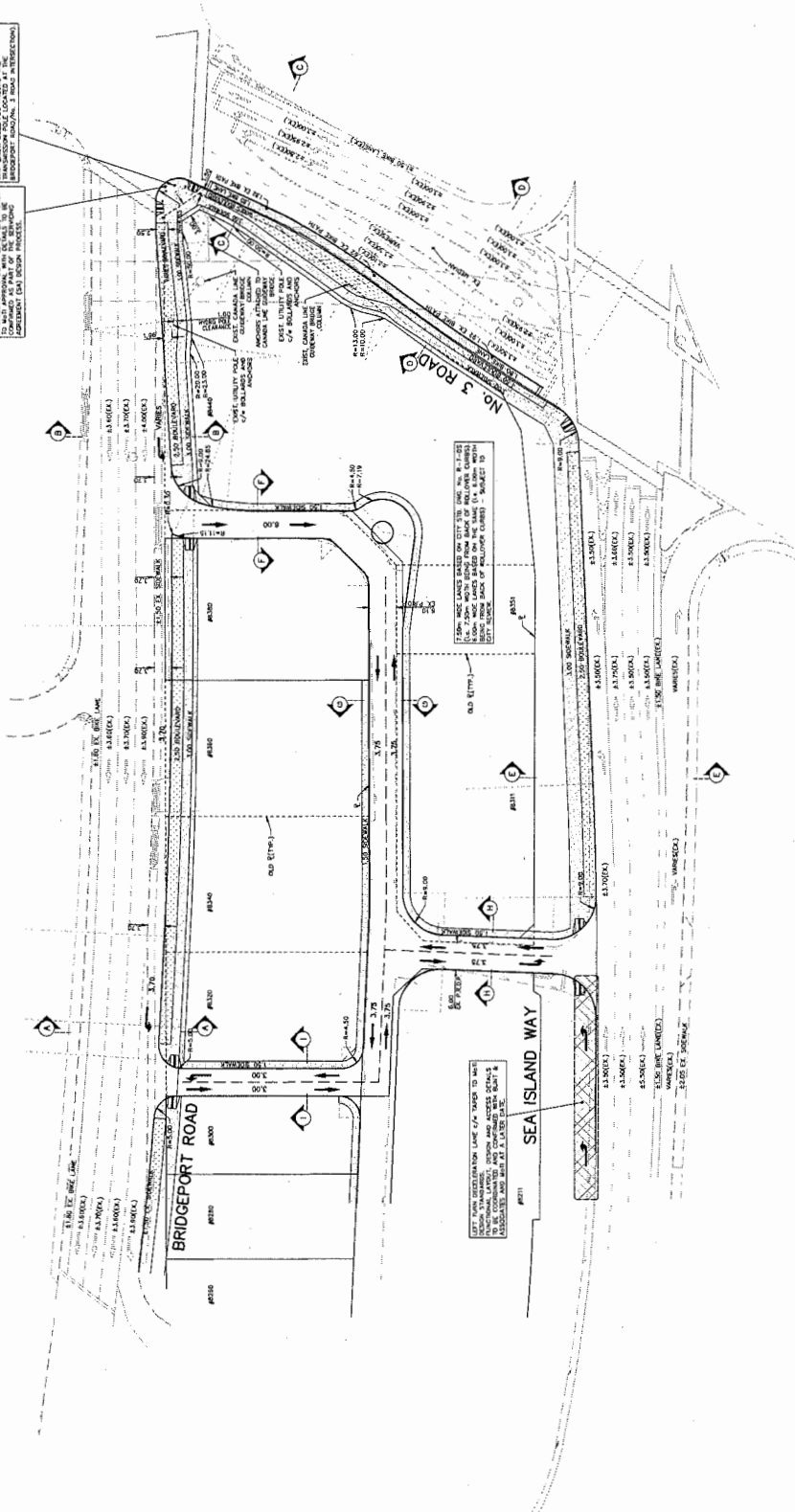
ALL RECORDS ARE TO BE ENTERED, DATED AND REFER TO CALHOUN MEMBERS, E.G.,
ON A SLIP, LOCATED AT THE BOTTOM OF THE RECORD.

1. The purpose of this study was to determine the effect of the use of the "The Great Wall of China" on the students' understanding of the concept of the Great Wall of China.



CONFORMANCE TO THE CITY OF RICHMOND
AT THE 1/2" = 1' SCALE. THE CITY OF RICHMOND
ENGINEERING DEPARTMENT HAS REVIEWED THE
DRAWINGS FOR CONFORMANCE WITH THE CITY OF
RICHMOND ENGINEERING DEPARTMENT STANDARDS
AND SPECIFICATIONS. THE CITY OF RICHMOND
ENGINEERING DEPARTMENT DOES NOT GUARANTEE
THE ACCURACY OF THE INFORMATION CONTAINED
HEREIN.

CONFORMANCE TO THE CITY OF RICHMOND
AT THE 1/2" = 1' SCALE. THE CITY OF RICHMOND
ENGINEERING DEPARTMENT HAS REVIEWED THE
DRAWINGS FOR CONFORMANCE WITH THE CITY OF
RICHMOND ENGINEERING DEPARTMENT STANDARDS
AND SPECIFICATIONS. THE CITY OF RICHMOND
ENGINEERING DEPARTMENT DOES NOT GUARANTEE
THE ACCURACY OF THE INFORMATION CONTAINED
HEREIN.



CNCL - 311

ULTIMATE FUNCTIONAL PLAN
8340, 8360 & 8440 BRIDGEPORT ROAD/311 & 8351
SEA ISLAND WAY
CITY FILE: RZ 11-02857
WITH THE DEVELOPMENT REQUIREMENTS OF #8330
BRIDGEPORT ROAD

CITY OF RICHMOND
ENGINEERING DEPARTMENT

TITLE:	
ULTIMATE FUNCTIONAL PLAN	
8320, 8340, 8360 & 8440 BRIDGEPORT ROAD/ 8311 & 8351 SEA ISLAND WAY	
CITY FILE: RZ 11-02857	
DWG. No.:	
DESIGNED BY:	DATE: 8/31/11
DRAWN BY:	DATE: 8/31/11
CHECKED BY:	DATE: 8/31/11
APPROVED BY:	DATE: 8/31/11

REVISIONS	
NO.	DESCRIPTION
1	1. 20 MAR/11
2	2. 20 MAR/11
3	3. 20 MAR/11
4	4. 20 MAR/11
5	5. 20 MAR/11
6	6. 20 MAR/11
7	7. 20 MAR/11
8	8. 20 MAR/11
9	9. 20 MAR/11
10	10. 20 MAR/11
11	11. 20 MAR/11
12	12. 20 MAR/11
13	13. 20 MAR/11
14	14. 20 MAR/11
15	15. 20 MAR/11
16	16. 20 MAR/11
17	17. 20 MAR/11
18	18. 20 MAR/11
19	19. 20 MAR/11
20	20. 20 MAR/11

MPT ENGINEERING CO. LTD.	
NEW CONTINENTAL PROPERTIES INC.	
MPT DWG. No.: R15943-FP	
SHT. No.: 3 OF 4	

NOTES:

1. ALL REVISIONS ARE TO BE MADE IN THE DRAWING AND NOT IN THE EXISTING CONDITIONS.
2. THE DRAWING IS TO BE USED AS A GUIDE ONLY AND NOT AS A BASIS FOR CONSTRUCTION.
3. THE DRAWING IS TO BE USED AS A GUIDE ONLY AND NOT AS A BASIS FOR CONSTRUCTION.
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20. THE DRAWING IS TO BE USED AS A GUIDE ONLY AND NOT AS A BASIS FOR CONSTRUCTION.

THE CITY OF RICHMOND ENGINEERING DEPARTMENT HAS REVIEWED THE DRAWINGS FOR CONFORMANCE WITH THE CITY OF RICHMOND ENGINEERING DEPARTMENT STANDARDS AND SPECIFICATIONS. THE CITY OF RICHMOND ENGINEERING DEPARTMENT DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9628 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island
Way**

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:

- a) Inserting into Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Permitted Uses column, Urban Centre (T5) row, under the list of uses:

“Additional uses are permitted south of Bridgeport Road and west of No. 3 Road, including:

- Commercial education and university education (excluding dormitory and child care), to maximum of 0.5 floor area ratio (FAR), provided that it is included in a development that exceeds 2.0 FAR, is located on a site fronting No. 3 Road, and, has a site area of between 8,000 m² and 11,000 m²”;

- b) Deleting from Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Maximum Average Net Development Site Density column, Urban Centre (T5) row, under the sub-heading “Additional density, where applicable”:

“Village Centre Bonus: 1.0 for the provision of office uses only.”

and replacing it with:

“Village Centre Bonus:

- i. South of Bridgeport Road and west of No. 3 Road, where commercial education and university education (excluding dormitory and child care) uses are permitted: 1.0 for the provision of office and education uses only, provided that the total floor area of the education use does not exceed that of the office use; and
- ii. Elsewhere: 1.0 for the provision of office uses only”.

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628"**.

FIRST READING

PUBLIC HEARING

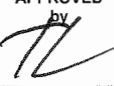

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	CITY OF RICHMOND

_____	APPROVED by 
_____	APPROVED by Manager or Solicitor 

MAYOR

CORPORATE OFFICER



Richmond Zoning Bylaw 8500
Amendment Bylaw 9629 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 22 (Site Specific Commercial Use Zones), in numerical order:

"20.39 "High Rise Commercial (ZC39) – Bridgeport Gateway"

20.39.1 Purpose

The **zone** provides for a limited range of **uses**, including **hotel, office, commercial education, university education** and compatible **secondary uses** that are appropriate to a high-traffic, airport-oriented, **City Centre** location.

20.39.2 Permitted Uses

- hotel
- office

20.39.3 Secondary Uses

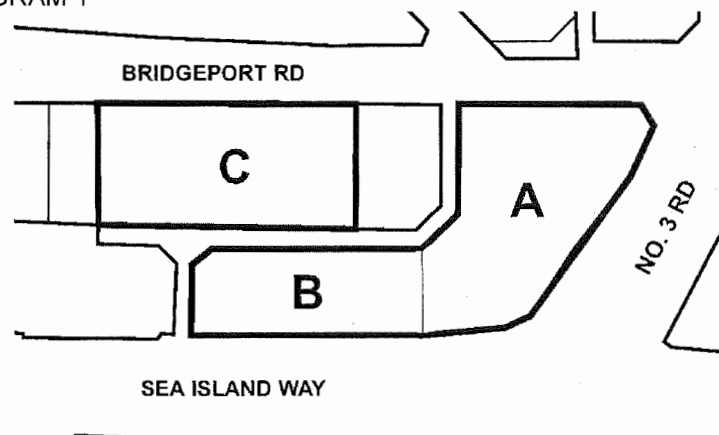
- retail, convenience
- restaurant

20.39.3A Additional Uses

- education, commercial
- education, university

20.39.4 Permitted Density

DIAGRAM 1



1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on the total area of areas "A", "B" and "C", as shown in Diagram 1.
2. The maximum **floor area ratio** is 2.0.
3. Notwithstanding Section 20.39.4.2, the reference to "2.0" is increased by a maximum **density bonus floor area ratio** of 1.0 provided that:
 - a) the **lot** is located in the Village Centre Bonus Area designated by the City Centre Area Plan;
 - b) the **owner** uses the **density bonus floor area ratio** of 1.0 for **office, commercial education and university education uses** only;
 - c) the owner locates the **density bonus floor area** within area "A", as shown in Diagram 1;
 - d) the **density bonus floor area ratio** of the combined **commercial education and university education uses** located within area "A", as shown in Diagram 1, does not exceed either (i) the **density bonus floor area ratio** of the **office uses** located on area "A", as shown in Diagram 1, or (ii) a **floor area ratio** of 0.5, whichever is less; and
 - e) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 5% of the **density bonus floor area** (i) multiplied by the "equivalent to construction value" rate of \$6997/ sq. m, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the "equivalent to construction value" rate of \$6,997/ sq. m adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver, where such change is positive; and
4. Notwithstanding Section 20.39.4.2 and Section 20.39.4.3, the maximum **floor area ratio** for areas "A" and "B" together, as shown in Diagram 1, is 2.50.

20.39.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** for areas "A" and "B" together, as shown in Diagram 1, is 90% and for area "C", as shown in Diagram 1, is 90%.

20.39.6 Yards & Setbacks

1. Minimum **setbacks** from **lot lines** and areas granted to the **City** via statutory **right-of-way** for **road** and **lane** purposes shall be:
 - a) for Bridgeport Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;
 - b) for No. 3 Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;

- c) for Sea Island Way, 6.0 m, but this may be reduced to 1.5 m subject to a Development Permit approved by the **City**;
 - d) for **lanes** and **lanes** that are **roads**, 0.0 m; and
 - e) for **interior side yards**, 0.0 m.
- 2. Minimum **setbacks** from the dripline of a Canada Line shall be 6.0 m.
 - 3. Notwithstanding Section 20.39.6.1, a minimum **building setback** of 1.5 m is required in any area where a **building** door provides direct **access** to or from **City** land or land secured by statutory **right-of-way** for **road**, **lane** or public purposes.

20.39.7 Permitted Heights

- 1. The maximum height for **principal buildings** located on the area identified as "A" in Diagram 1 in Section 20.39.4, is 47.0 m geodetic.
- 2. The maximum height for **principal buildings** located on the area identified as "B" in Diagram 1 in Section 20.39.4 is 37.0 m geodetic, but may be increased to 42.0 m geodetic subject to a Development Permit approved by the **City**.
- 3. The maximum height for **principal buildings** located on the area identified as "C" in Diagram 1 in Section 20.39.4 is 37.0 m geodetic.
- 4. The maximum **building height** for **accessory buildings** is 5.0 m.

20.39.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum **lot area** is 3,400 sq. m.
- 2. There are no minimum **lot width** and **lot depth** requirements.

20.39.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

20.39.10 On-Site Parking and Loading

- 1. On-site **vehicle** and bicycle **parking spaces** and **loading spaces** shall be provided according to the standards set out in Section 7.0 except that:
 - a) for **commercial education** and **university education uses**, the required number of **parking spaces** shall be calculated as 0.4 per student and 0.4 per staff member;
 - b) the minimum on-site **vehicle parking space** calculation for **commercial education** and **university education uses** may be reduced by an additional 20% where the **owner** implements transportation demand management measures, including:
 - i. transit passes for all staff members in perpetuity;

- ii. a shuttle bus provided in perpetuity for both staff members and students;
 - iii. priority car-pool **parking** for students and staff members; and
 - iv. voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.
- c) large size **loading spaces** are not required.

20.39.11 Other Regulations

1. The following **uses** are only permitted within the area identified as "A" in Diagram 1, and are only permitted if the maximum **floor area ratio** is increased from 2.0 to 3.0 pursuant to Section 20.39.4.3:
 - a) **commercial education**; and
 - b) **university education**.
 2. **Dormitory and child care uses** are prohibited.
 3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designations of the following parcels and by designating them **HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY**:

- P.I.D. 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700
- P.I.D. 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 56425
- P.I.D. P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN
INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT
ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM
- P.I.D. 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE
COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE
STRATA LOT AS SHOWN ON FORM 1
- P.I.D. 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 57164
- P.I.D. 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

3. That the Mayor and Clerk are hereby authorized to execute any documents necessary to discharge "Land Use Contract 126" (having charge number RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786) from the following area:

P.I.D. 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 56425

P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN
INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT
ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM

P.I.D. 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE
COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE
STRATA LOT AS SHOWN ON FORM 1

P.I.D. 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 57164

P.I.D. 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

4. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9629"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICE

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 



City of Richmond

Report to Committee Planning and Development Division

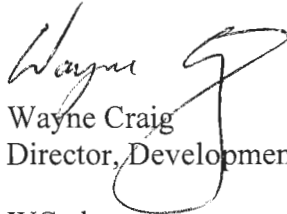
To: Planning Committee
From: Wayne Craig
Director, Development

Date: May 31, 2017
File: RZ 16-724066

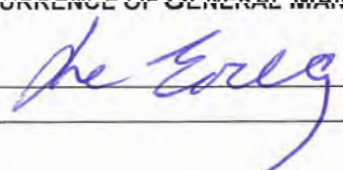
Re: Application by MaximR Enterprises Ltd. for Rezoning at 7591 Williams Road from Single Detached (RS1/E) to Coach Houses (RCH1)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9724, for the rezoning of 7591 Williams Road from the "Single Detached (RS1/E)" zone to the "Coach Houses (RCH1)" zone, be introduced and given first reading.


Wayne Craig
Director, Development

WC:cl
Att. 7

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

Staff Report

Origin

MaximR Enterprises Ltd. has applied to the City of Richmond for permission to rezone the property at 7591 Williams Road from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone to permit the property to be subdivided to create two lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane (Attachment 1). A survey of the subject site is included in Attachment 2. The site currently contains a single detached dwelling, which is to be demolished at future development stage.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- to the north, immediately across the rear lane, is a lot zoned “Single Detached (RS1/E)”, fronting Bates Road (7540 Bates Road).
- to the south, immediately across Williams Road, is a lot zoned “Single Detached (RS1/E)” at 7480 Williams Road and a lot zoned “Coach House (ZS12) – Broadmoor” at 7488 Williams Road.
- to the east is a lot zoned “Single Detached (RS1/A)” at 7599 Williams Road.
- to the west is a lot zoned “Single Detached (RS1/E)” at 7571 Williams Road.

Related Policies & Studies

Official Community Plan/Broadmoor Area Central West Sub-Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential” and the Broadmoor Area Central West Sub-Area Plan’s land use designation for the site is “Low Density Residential” (Attachment 4). This redevelopment proposal is consistent with these designations.

Arterial Road Land Use Policy

The Arterial Road Land Use Policy identifies the subject site for “Arterial Road Compact Lot Single Detached”, which allows single detached housing with a detached coach house on lots with a depth of at least 35 m. This redevelopment proposal is consistent with the Arterial Road Land Use Policy designation.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis**Site Planning and Architectural Character**

The preliminary conceptual plans proposed for redevelopment of the subject site are included in Attachment 5. At future Building Permit stage, the plans must comply with all City regulations.

The proposed Site Plan involves a principal dwelling on the south side of each lot and an accessory coach house above a detached garage in the rear yard of each lot, with vehicle access from the rear lane. The proposed coach house siting and open space are consistent with the requirements of the RCH1 zone.

Pedestrian access to the site and coach house is proposed via a permeable pathway from both Williams Road and the rear lane.

Vehicle access to the proposed lots is to be from the rear lane only, with no access permitted to Williams Road, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

For each lot, the required on-site parking spaces for the single-detached dwelling are proposed in a garage while the required parking for the coach house is proposed as a surface parking space in the rear yard, both of which will be accessed from the lane.

The preliminary conceptual Architectural Elevation Plans for the coach house show a sloped hipped roof, façade articulation, a small balcony facing the rear lane, and appropriate window placement to provide some visual interest and passive surveillance of the rear lane while minimizing overlook.

On-site garbage and recycling is proposed to be set back well beyond the minimum 1.5 m setback from the rear lot line in accordance with the RCH1 zone. Screening of on-site garbage

and recycling will be further reviewed as part of the required Landscape Plan for the site prior to final adoption of the rezoning bylaw.

Prior to rezoning, the applicant must register restrictive covenants on title to ensure that:

- The proposed coach house on each lot cannot be stratified; and
- The Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 5.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report assesses four bylaw-sized trees and three hedgerows on the subject property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- Tree # 47, located in the front yard of the subject site, is in good condition and should be retained and protected as per the City's Tree Protection Information Bulletin TREE-03.
- Trees # 48 and 49 have been historically topped and as a result have developed cavities in the upper canopy. As a result these trees are not good candidates for retention and should be removed and replaced at a 2:1 ratio as per the OCP.
- Tree # 50 is in good condition but is in conflict with the coach house building envelope. As a result, this tree should be removed and replaced with a two conifers (min. 4.5 m high) to be planted in the front yard of the each lot proposed (one per lot).

Tree Protection

The applicant has submitted a tree retention plan showing Tree # 47 to be retained and the required tree protection zone (Attachment 6).

One hedgerow along the existing east property line is also proposed to be retained.

To ensure that Tree # 47 and the east hedge is protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of:
 - A Contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to the tree/hedge protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review; and,
 - A tree survival security in the amount of \$10,000. The security will be held until construction and landscaping on-site is completed, an acceptable post-construction

impact assessment report is received, and a site inspection is conducted to ensure that the tree has not been negatively impacted by the development. The City may retain a portion of the security for a one-year maintenance period to ensure the tree has survived.

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

Tree Replacement

The applicant proposes to remove three on-site trees (Trees # 48, 49, 50), as well as two hedgerows on-site (along the north property line and in the west side yard). The 2:1 replacement ratio requires that a total of six replacement trees be planted and maintained on the proposed lots. The required replacement trees are to be of the following minimum sizes, based on the comments provided by the City's Tree Preservation Coordinator and based on the size of the trees being removed as per Tree Protection Bylaw No. 8057:

# Replacement Trees	Min. Caliper of Deciduous Replacement Tree		Min. Height of Coniferous Replacement Tree
2	8 cm	or	4.0 m
2	10 cm		5.5 m
2	N/A		4.5 m

To ensure that the required replacement trees are planted and maintained, and that the front yards of the proposed lots are enhanced, the applicant is required to complete the following prior to final adoption of the rezoning bylaw:

- Submit a Landscape Plan for the front yards and for the rear yards along the lane, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan must comply with the guidelines of the Arterial Road Land Use Policy in the OPC.
- Submit a Landscaping Security based on 100% of the Cost Estimate for the works provided by the Landscape Architect (including installation, materials, and a 10% contingency). The security will be held until construction and landscaping on-site is completed and a site inspection is conducted. The City may retain a portion of the security for a one-year maintenance period to ensure that the landscaping survives.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires either:

- A secondary suite or coach house on 100% of new lots created;
- A secondary suite or coach house on 50% of new lots along with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft² of total buildable area on the remaining 50% of new lots; or

- A cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft² of total buildable area on 100% of new lots.

This proposal conforms to the Affordable Housing Strategy as it involves the creation of two lots, each with a principal single detached dwelling and accessory coach house above a detached garage.

Subdivision, Site Servicing, and Frontage Improvements

There are no servicing requirements with rezoning.

At future subdivision stage, the applicant is required to:

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the design and construction of the required water, storm, and sanitary connections as described in Attachment 7; and,
- Submit a contribution in the amount of \$45,873.60 in-lieu of the design and construction of rear lane and boulevard upgrades.

Financial Impact

This rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure, such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals.

Conclusion

The purpose of this application is to rezone the property at 7591 Williams Road from the "Single Detached (RS1/E)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create two lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane.

This rezoning application complies with the land use designations and applicable policies for the subject site that are contained within the OCP.

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9724 be introduced and given first reading.



Cynthia Lussier
Planner 1

CL: rg

CNCL - 325

Attachments:

Attachment 1: Location Map/Aerial Photo

Attachment 2: Site Survey

Attachment 3: Development Application Data Sheet

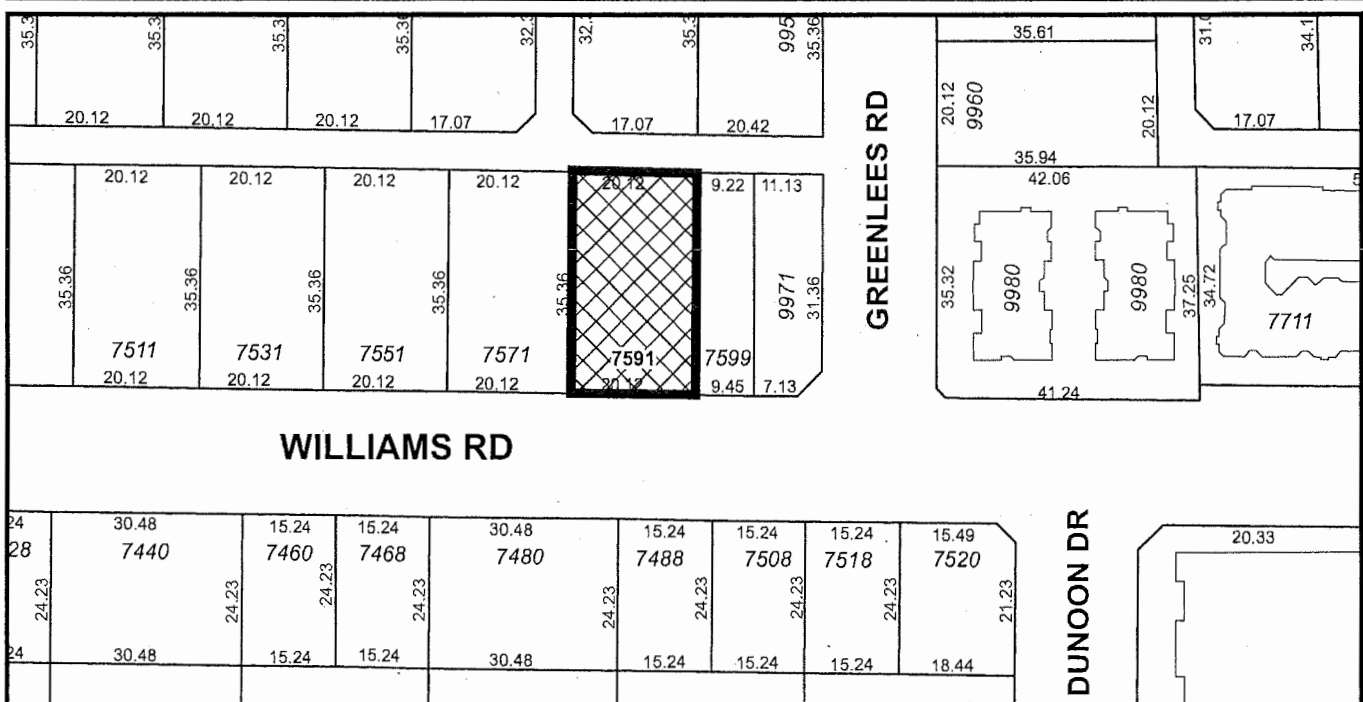
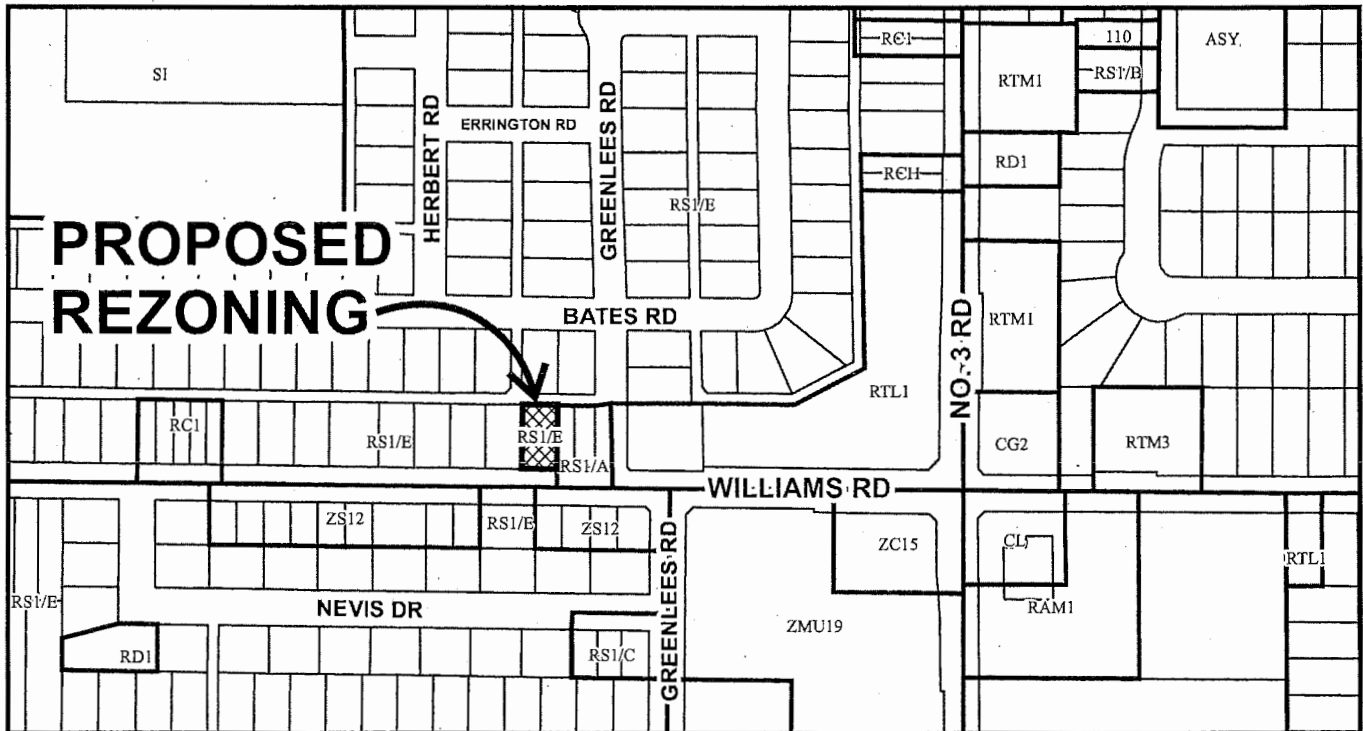
Attachment 4: Broadmoor Area Central West Sub-Area Plan Land Use Map

Attachment 5: Preliminary Conceptual Plans

Attachment 6: Proposed Tree Retention Plan

Attachment 7: Rezoning Considerations

PROPOSED REZONING



RZ 16-724066

CNCL - 327

Note: Dimensions are in METRES



City of
Richmond



RZ 16-724066

CNCL 328

Original Date: 02/23/16

Revision Date:

Note: Dimensions are in METRES

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF
LOT 13 SECTION 29 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 17789**

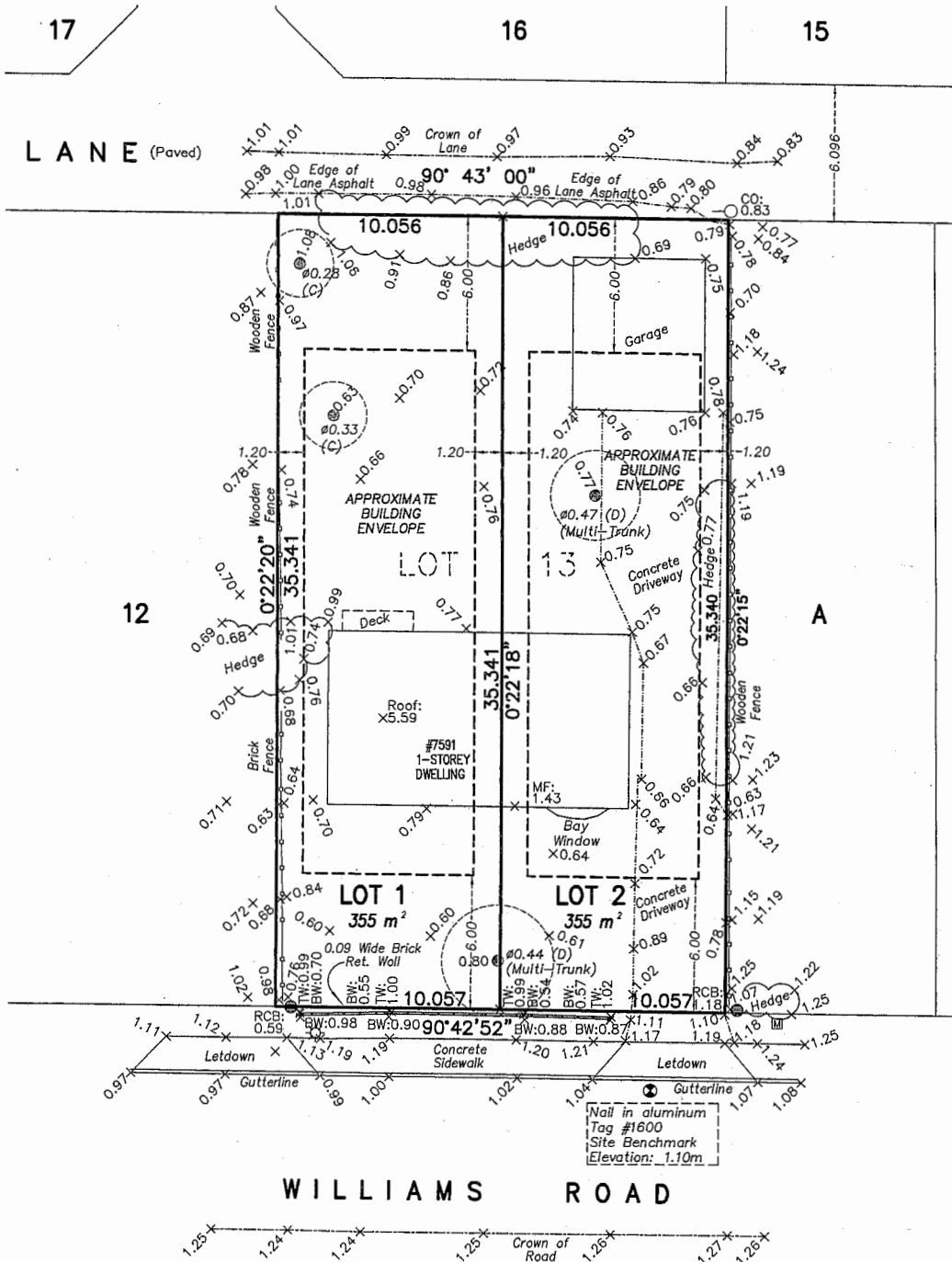
#7591 WILLIAMS ROAD,
RICHMOND, B.C.
P.I.D. 003-310-540

SCALE: 1:200

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



ATTACHMENT 2



© 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. 6280
FB-294 P58-61
Drawn By: IO

NOTE:

Elevations shown are based on
City of Richmond HPN
Benchmark network.
Benchmark: HPN #202
Control Monument 77H4623
Elevation: 1.452m
Benchmark: HPN #204
Control Monument 02H2452
Elevation: 1.559m

NOTE:

Use site Benchmark Tag #1600 for
construction elevation control.

LEGEND:

- (C) denotes conifer
- (D) denotes deciduous
- denotes round catch basin
- denotes water meter
- denotes cleanout
- ⊙ denotes lamp standard
- MF denotes main fire
- BNCL denotes boundary line
- BW denotes bottom of retaining wall
- TW denotes top of retaining wall

CERTIFIED CORRECT:

LOT DIMENSION ACCORDING TO
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.

NOVEMBER 18th, 2015.

DWG No. 6280-Topo-01



RZ 16-724066

Attachment 3

Address: 7591 Williams Road

Applicant: MaximR Enterprises Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	MaximR Enterprises Ltd.	To be determined
Site Size (m²):	710 m ² (7,642 ft ²)	Two lots, each approx. 355 m ² (3,821 ft ²)
Land Uses:	Single-family dwelling	Two residential lots
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Low Density Residential	No change
Zoning:	Single Detached (RS1/E)	Coach Houses (RCH1)
Other Designations:	The Arterial Road Land Use Policy designates the subject site for redevelopment to "Arterial Road Compact Lot Single Detached", which allows coach houses on lots greater than 35 m deep.	No change

On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
Floor Area Ratio:	Max. 0.60		Max. 0.60		none permitted
Buildable Floor Area (m ²) per lot (incl. principal dwelling and coach house):*	Max. 213 m ² (2,292 ft ²)		Max. 213 m ² (2,292 ft ²)		none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Plant Material: Min. 20%		Building: Max. 45% Non-porous Surfaces: Max. 70% Live Plant Material: Min. 20%		none
Minimum Lot Size:	315 m ²		355 m ²		none
Principal Dwelling Setback – Front/Rear Yards (m):	Min. 6.0 m		Min. 6.0 m		none
Principal Dwelling Setback – Side Yards (m):	Min. 1.2 m		Min. 1.2 m		none
Coach House Building Setback – Rear Yard (m):	Min. 1.2 m		1.9 m		none
Coach House Building Setback – Side Yards (m):	Ground floor	Min. 0.6 m one side; Min. 1.8 m other side.	Ground floor	0.9 m one side; 3.0 m other side.	none
	2 nd Floor	Min. 1.2 one side; Min. 1.8 m other side	2 nd Floor	1.5 m one side; 3.0 m other side	
Principal Dwelling Height:	Max. 2 ½ storeys		Max. 2 ½ storeys		none

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Coach House Height (m):	Max. 6.5 m	6.48 m	none
On-Site Parking Spaces:	<ul style="list-style-type: none"> • Single-detached Dwelling: 2 spaces • Coach House: 1 space 	<ul style="list-style-type: none"> • Single-detached Dwelling: 2 spaces (garage) • Coach House: 1 space (surface) 	none
Total:	3	3	none
Tandem Parking Spaces:	Permitted for the 2 required parking spaces for the single-detached dwelling	none	none
Private Outdoor Space:	<ul style="list-style-type: none"> • Single-detached Dwelling: Min. 20 m² • Coach House: required either at grade or balcony; no minimum size 	<ul style="list-style-type: none"> • Single-detached Dwelling: Min. 20 m² • Coach House: 2.9 m² balcony & approx. 10 m² at grade 	none

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

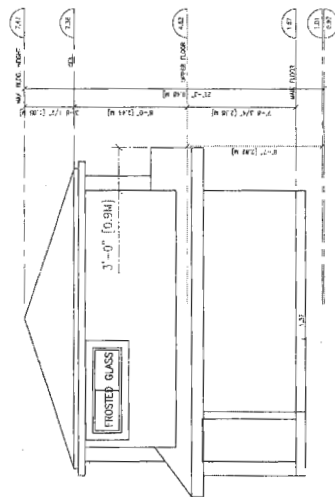
Bylaw 7624
2003/12/15

ATTACHMENT 5

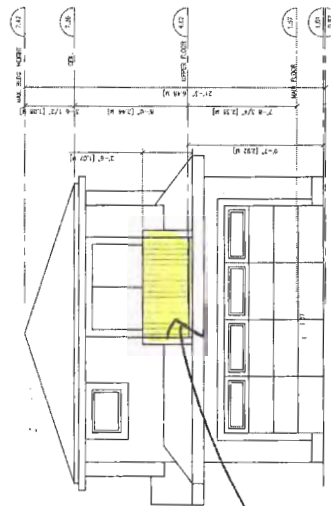
CNCL - 333

Preliminary Conceptual Plans

Note: At Building Permit stage, Plans must comply with all City regulations.



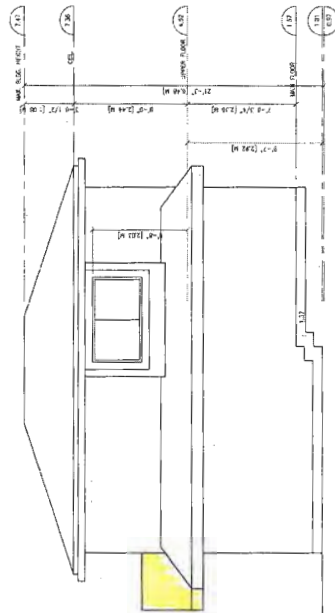
SOUTH ELEVATION
SCALE: 1/4" = 1' - 0"



NORTH ELEVATION

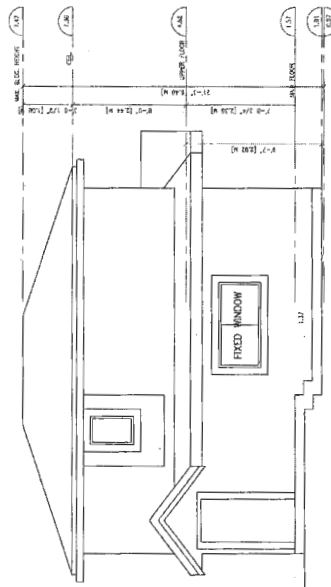
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Balcony



WEST ELEVATION

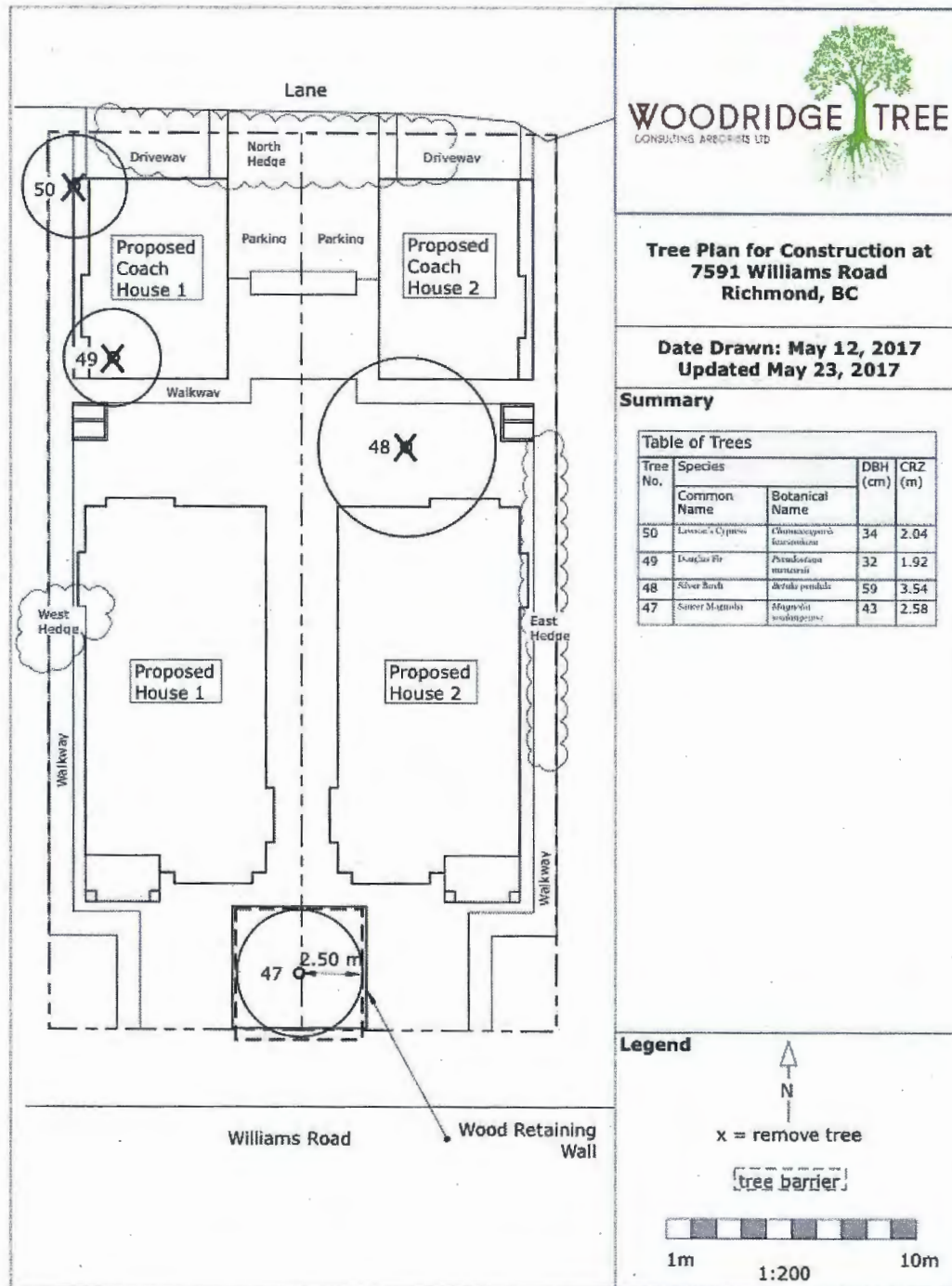
SCALE: 1/4" = 1'-0"



EAST ELEVATION

SCALE: $1/4" = 1'-0"$

Balcony





Address: 7591 Williams Road

File No.: RZ 16-724066

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9724, the applicant is required to complete the following:

1. Submission of a Landscape Plan for the front yard and rear yard along the lane, 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, materials, and a 10% contingency). The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Land Use Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the six required replacement trees with the following minimum sizes:

# Replacement Trees	Min. Caliper of Deciduous Replacement Tree		Min. Height of Coniferous Replacement Tree
2	8 cm	or	4.0 m
2	10 cm		5.5 m
2 (1 per lot, in front yard)	N/A		4.5 m

The Landscaping Security will be held until construction and landscaping on-site is completed and a site inspection is conducted. The City may retain a portion of the security for a one-year maintenance period to ensure that the landscaping survives.

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.

2. 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 (Tree # 47 and the east hedge). The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$10,000 for Tree # 47 to be retained. The security will be held until construction and landscaping on-site is completed, an acceptable post-construction impact assessment report is received, and a site inspection is conducted to ensure that the tree has not been negatively impacted by the development. The City may retain a portion of the security for a one-year maintenance period to ensure the tree has survived.
4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on title to ensure that the Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 5 to this staff report.
6. Registration of a legal agreement on title ensuring that the coach house cannot be stratified.

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

- Installation of tree protection fencing around the tree/hedge to be retained (Tree # 47 and the east hedge). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information

Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

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

- Submit a contribution in the amount of \$45,873.60 in-lieu of the design and construction of rear lane and boulevard upgrades.
- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the design and construction of the following required water, storm, and sanitary connections:

Water Works

- Using the OCP Model, there is 442 L/s of water available at a 20 psi residual at the Williams Rd frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- The applicant is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations at Building Permit stage to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage designs.
- At the Applicant's cost, the City is to cut and cap at the main the existing water service connection along the Williams Rd frontage, and install two new water service connections complete with meter and meter box.

Storm Sewer Works

- The Applicant is required to retain the existing storm service connection at the southwest corner of the lot.
- The Applicant is required to pay cash-in-lieu for lane drainage upgrades, as described below in the section entitled "*Frontage Improvements*".
- At the Applicant's cost, the City is to install a new lead to the existing storm inspection chamber STIC47164 at the southeast corner of the lot.

Sanitary Sewer Works

- The Applicant is required to use the existing sanitary service connection at the northeast corner of the lot to service the east subdivided lot.
- At the Applicant's cost, the City is to install a new sanitary service connection complete with inspection chamber and tie-in to existing 150mm AC sanitary sewer to the north of the lot.
- All sanitary works to be completed prior to any on-site building construction.

Frontage Improvements

- Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$45,873.60 contribution in-lieu of the design and construction of rear lane and boulevard upgrades (concrete sidewalk, treed/grassed boulevard, road and lane lightning, lane asphalt/pavement, lane drainage, lane concrete curb and gutter).
- The Applicant is required to coordinate with BC Hydro, Telus and other private communication service providers:
 - o To underground Hydro service lines.
 - o When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - o To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

General Items

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

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

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

Note:

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

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

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

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

(signed original on file)

Signed _____

Date _____



City of Richmond

Bylaw 9724

Richmond Zoning Bylaw 8500 Amendment Bylaw 9724 (RZ 16-724066) 7591 Williams Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COACH HOUSES (RCH1)"**.

P.I.D. 003-310-540

Lot 13 Section 29 Block 4 North Range 6 West New Westminster District Plan 17789

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9724"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor <i>al</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

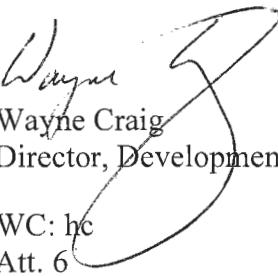
To: Planning Committee
From: Wayne Craig,
Director, Development

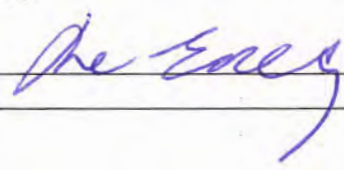
Date: May 31, 2017
File: HA 17-766440

Re: Application by Kanaris Demetre Lazos for a Heritage Alteration Permit at
12111 3rd Avenue (Steveston Hotel)

Staff Recommendation

That a Heritage Alteration Permit to authorize the removal of a window from the front (east) elevation and to replace it with a new entry and door to match an existing door in the front (east) elevation of the heritage-protected property at 12111 3rd Avenue, be issued.


Wayne Craig
Director, Development
WC: hc
Att. 6

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

Staff Report

Origin

Kanaris Demetre Lazos has applied for a Heritage Alteration Permit (HAP) to remove a window and to add a new entrance and door in the front (east) elevation to match an existing door in the same façade of a commercial property at 12111 3rd Avenue (Attachments 1), known as “Steveston Hotel”. The purpose of the proposed exterior alterations is to provide a separate entrance to a restaurant in the hotel, as shown in the applicant’s set of plans (Attachment 2).

The Steveston Hotel has undergone significant and extensive exterior alterations since the time of construction in the 1890s (Attachment 3). Original window openings have been changed with respect to their location and size, and original wood window sashes have been replaced with large, metal-framed windows including the window proposed to be removed (Attachment 4). The central location of the existing entrance is the same as the original hotel, but the wood door frame has been replaced with metal-framed double doors (Attachment 5). As a result, the proposed façade improvements would not change original features of the Steveston Hotel.

Surrounding Development

The property at 12111 3rd Avenue is located within the boundaries of Steveston Village Heritage Conservation Area (HCA).

- To the North: One property in the “Commercial Mixed Use (ZMU26) – Steveston Village” zone.
- To the East: The former Rod’s Lumber site at 12088 3rd Avenue has been approved to be rezoned to the “Commercial Mixed Use (ZMU33) – Steveston Village” zone, on one consolidated lot, and associated DP 16-753377 and HA 17-763809 have been issued.
- To the West and South: The Gulf of Georgia Cannery federal historic site in the “Light Industrial (IL)” zone.

Related Policies & Studies

Steveston Area Plan and Steveston Village Heritage Conservation Strategy

Under the *Local Government Act*, a municipality can grant a property the status of “protected heritage property” in one of two ways. First, it can be protected through an individual heritage designation bylaw (“designated” heritage property) or, second, it can be protected through its inclusion in a “schedule” that is part of the designation of a Heritage Conservation Area (“scheduled” heritage property).

In 2009, Steveston Area Plan (SAP) was amended to include the designation of Steveston Village Heritage Conservation Area (HCA). As part of the HCA, 17 sites are identified (i.e. “scheduled”) and therefore are protected heritage properties. HAPs for the 17 protected heritage properties are subject to review and consideration in relation to all the policies and documents referenced in the SAP, including the Parks Canada National Standards and Guidelines for the

Conservation of Historic Places in Canada (“S&Gs”). The S&Gs are applied to assess the impact of proposed interventions (i.e. alterations) on the heritage values and character-defining elements of a historic place, as identified in a Statement of Significance (SOS). Steveston Village Heritage Conservation Strategy includes SOSs for the significant historic sites and features in Steveston Village, including the SOS for Steveston Hotel, which is provided in Attachment 6.

Heritage Procedures Bylaw 8400

Under the City’s Heritage Procedures Bylaw 8400 s.4.1.2, Council must issue an HAP for any exterior alterations to a building, or structure, or alterations to land, for a property identified in an HCA Schedule. An HAP is required for the proposed exterior alterations to the property at 12111 3rd Avenue because the property is included in the Steveston Village HCA Schedule.

Steveston Area Plan has an HCA and a Development Permit Area (DPA) for Steveston Village. Under the DPA, a Development Permit (DP) is required for exterior changes that exceed \$50,000. As the proposed exterior alterations are less than \$50,000, a DP is not required.

Analysis

Scope of Proposed Work

The applicant is proposing to remove a non-original window in the front (east) elevation, and to add a new entry and double door with a metal frame and clear-glazing that will match the existing double door in the same façade.

National Standards and Guidelines for Historic Places in Canada

In Steveston Village HCA, the guidelines that apply to HAs for protected heritage properties are the Parks Canada National Standards and Guidelines for the Conservation of Historic Places in Canada (“S&Gs”).

The following are excerpts from the S&G “standards” that are most relevant to the proposed exterior alterations to the Steveston Hotel.

Standards for Historic Places

- Standard #1 Conserve the heritage value of an historic place. Do not remove, replace or substantially alter its intact or repairable character-defining elements. Do not move part of an historic place if its current location is a character-defining element.
- Standard #3 Conserve heritage value by adopting an approach calling for minimal intervention.
- Standard #4 Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other

historic places or other properties, or by combining features of the same property that never existed.

These standards are applicable to the proposal because the issues to be assessed include: loss of any character-defining elements; extent of changes; and avoidance of a false historic appearance. The proposal is supportable because no character-defining elements would be lost, the approach involves a modest change to the façade and the new entry and door will not appear to be historic.

Guidelines for Buildings – Entrances, Porches and Balconies

The following are excerpts from the S&G “guidelines”, specific to windows, doors and entrances, which are most relevant to the proposed exterior alterations to the Steveston Hotel.

Recommended

Modifying, replacing or designing a new entrance, porch or balcony required by a new use or applicable codes and regulations, in a manner that is compatible with the building’s style, era and character.

Not Recommended

Removing character-defining entrances, porches or balconies that are no longer needed for the new use.

Guidelines for Buildings – Windows, Doors and Storefronts

Recommended

Replacing a missing historic feature by designing and installing new windows, doors and storefronts based on physical and documentary evidence, or one that is compatible in size, scale, material, style and colour.

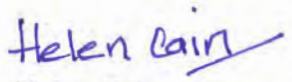
Not Recommended

Creating a false historical appearance because the new window, door or storefront is incompatible, or based on insufficient physical and documentary evidence.

Based on the National Standards and Guidelines for the Conservation of Historic Places in Canada, the removal of the window is supportable because it is not the size or in the location of the original window opening and, as such, is not a character-defining element of the building. The introduction of a new second entry, and door, is supportable because it is consistent with the above guideline to allow a new entrance where required for a contemporary use, specifically the restaurant in the Steveston Hotel. Lastly, the introduction of a new metal-framed double door is supportable because it will match the existing contemporary double door in the front (east) elevation, which is consistent with the guideline to not create a false historical appearance.

Conclusion

Staff supports the proposed façade improvements because they will not negatively impact any character-defining elements of the protected heritage property.

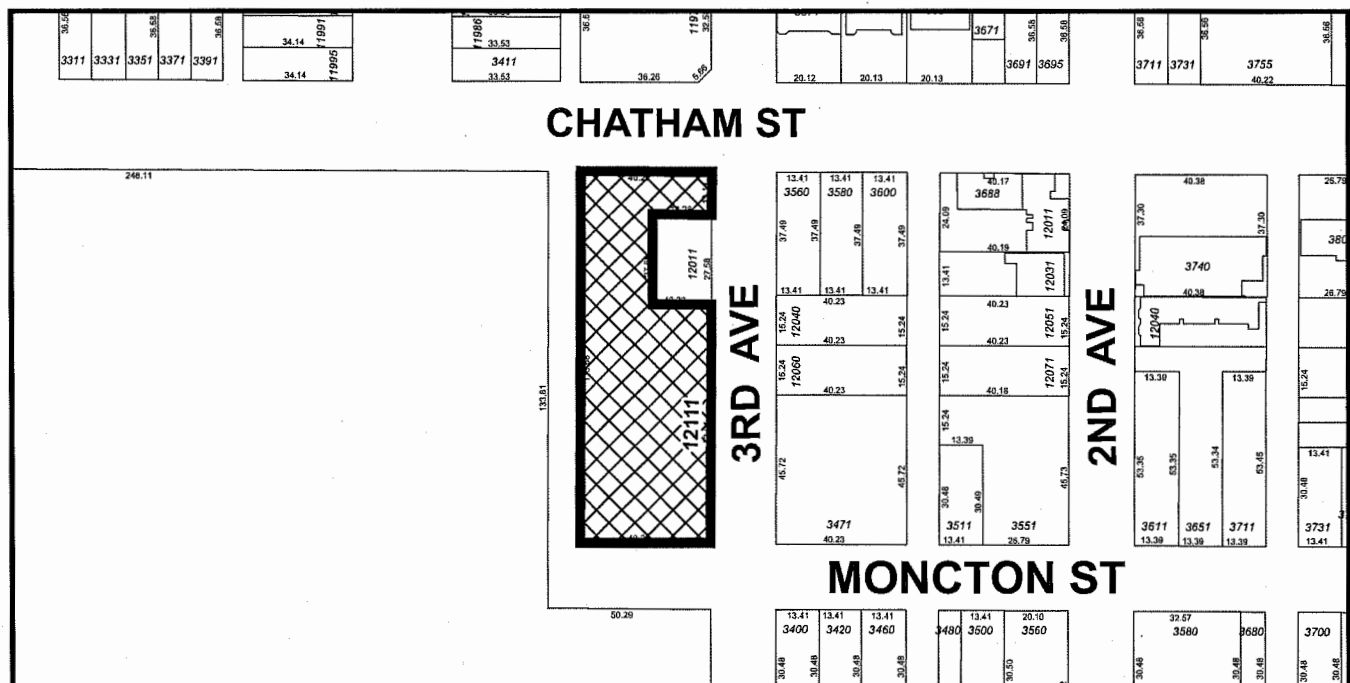


Helen Cain
Planner 2, Heritage, Policy Planning

HC:cas

- Attachment 1: Location and Aerial Maps for Subject Site at 12111 3rd Avenue
- Attachment 2: Plans for HA 17-766440
- Attachment 3: Photographs (City of Richmond Archives Reference Item No. 1777 19 1925 and Reference Item No. 1978 5 10)
- Attachment 4: Photograph of existing window
- Attachment 5: Photograph of the existing entry and double doors
- Attachment 6: Statement of Significance for the Steveston Hotel

City of
Richmond



HA 17-766440

Note: Dimensions are in METRES

~~CNCL - 345~~



City of
Richmond



HA 17-766440

Original Date: 03/30/17

Revision Date:

Note: Dimensions are in METRES

CNCL - 346

ST. ARCHITECTURAL
www.starchitectural.com
P. 604.921.1857
DANIEL W. CONSTRUCTION INC.
004-01-0002

NO.	DATE	DESCRIPTION
1	JAN 2017	PRELIMINARY LAYOUT
2	JAN 2017	REVISED / REVISIONS
3	JAN 2017	REVISED / REVISIONS
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100	JAN 2017	REVISED / REVISIONS

12111 3rd AVE.
RICHMOND, BC

LEGAL DESCRIPTION:
ALL OF SECTION 16, BLOCK 3 NORTH,
RANGE 7 WEST, GROUP 1, WMD,
PLAN 8995

STEVENSON HOTEL &
RESTAURANT

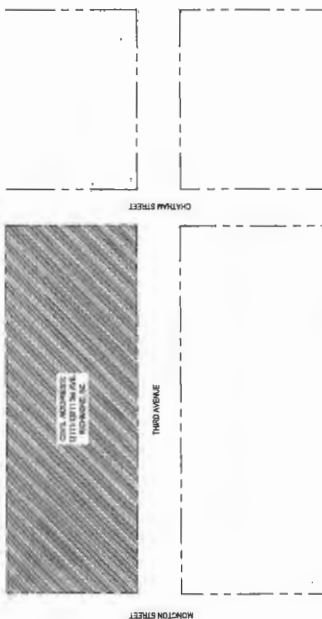
CIVIL ADDRESS:
12111 3rd AVE
RICHMOND, BC

KEY PLAN &
EXISTING SITE PLAN

DATE: JAN 2017
BY: MJJ
K.D. LAZOS
004-01-0002
A1

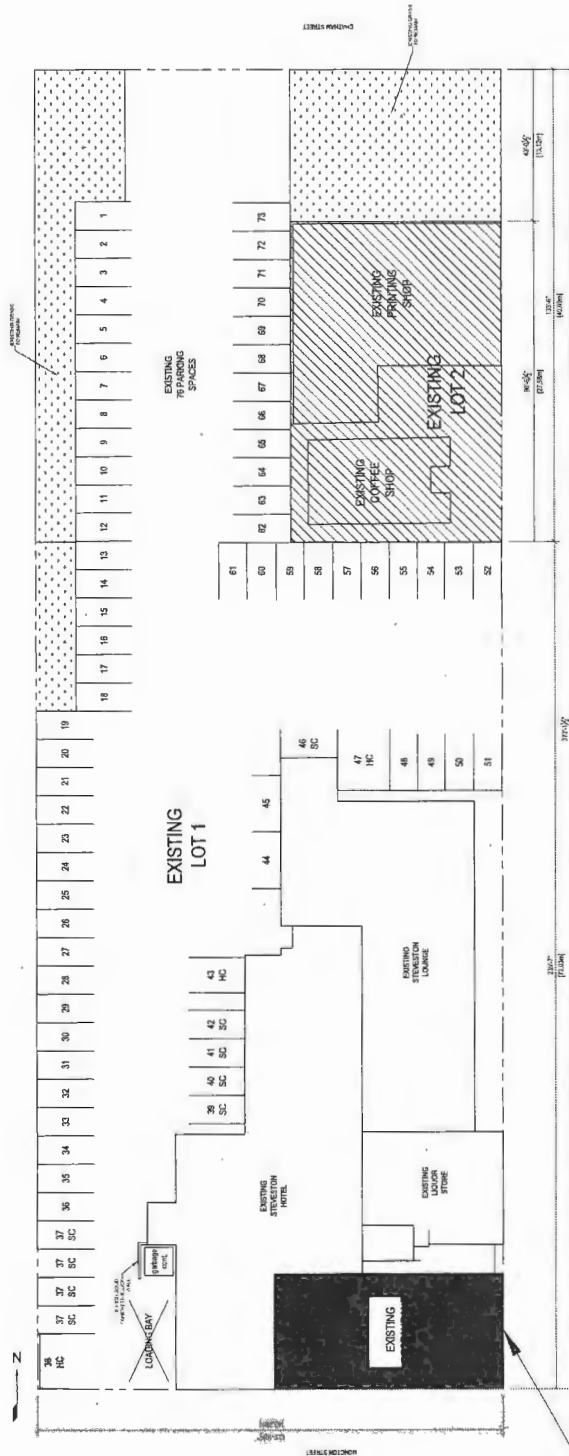
THIS PLAN IS THE PROPERTY OF ST. ARCHITECTURAL. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF ST. ARCHITECTURAL.

NOTE: the existing building/structure is to remain as is.
The purpose of this work is to remove one window and replace it with new double entry doors that will lead directly into the restaurant. In other words, we would like to have a separate entrance to the restaurant so that the restaurant will have its own entry and own address separate from the hotel entry and the hotel business.



KEY PLAN
SCALE: 1:100

CNCL - 347



SUBJECT
AREA

SITE PLAN - EXISTING
SCALE: 1:100

This architectural drawing shows a side elevation of a building. On the left, a large, multi-paned window is visible. To its right is a small, simple entrance. The building's facade is characterized by horizontal lines, suggesting a brick or stone pattern. A vertical line on the right side indicates the edge of the building. The drawing is a black and white line sketch.

LEGAL DESCRIPTION:
ALL OF SECTION 10, BLOCK 3 NORTH,
RANGE 7 WEST, GROUP 1, NWD,
PLAN 68935

HOTEL &
RESTAURANT

CIVIL ADDRESS:
2111 3rd AVE.
RICHMOND, BC

EXISTING & PROPOSED
ELEVATIONS

1/8"=1'-0"	Jan. 2017
MLJ	A3
K.D. LAZOS 684-431-4302	

help, including, for example, a list of contacts. In this way, the program can be used to help one person understand their contribution and address the responsibilities of others. This strategy is not a new innovation; however, its use in this study may be one of the "groundbreaking" applications of this tool. The second strategy utilized participant identification of this group of contacts.

PROPOSED EAST ELEVATION (THIRD AVE. VIEW)

NEW DOOR FRAME
GLAZING TO
MATCH EXISTING
ATTACH

EXISTING EAST ELEVATION (THIRD AVE. VIEW)

**MADMAN EXISTING WITHIN
TO BE REMOVED BY ATTACHED
SHOWN IN ATTACHED**

LEGAL DESCRIPTION:
ALL OF SECTION 10, BLOCK 3 NORTH,
RANGE 7 WEST, GROUP 1, NWD,
PLAT AN 69335

RESTAURANT
(NEXT TO STEVESTON HOTEL)

CIVIL ADDRESS:
12111 3rd AVE.,
RICHMOND, BC

EXISTING & PROPOSED
MAIN FLOOR PLAN

1/4"=1'-0"	JAN. 2017
MJJ	
K.D. LAZOS 604-431-6392	A2

This study was an exploratory of teachers' life time activity of the sample of 100 teachers who were sampled from the population of 1000 teachers who were teaching in some basic schools. All teachers in 10 basic primary schools were called in the morning for the data on the frequency of their life time work and the total number of working hours. The data were collected by the use of a questionnaire without intervention of the part of the study in.



PROPOSED MAIN FLOOR PLAN
SCALE: 1/8" = 1'-0"

WALLS TO BE REMOVED

WALLS TO BE ADDED



EXISTING MAIN FLOOR PLAN
SCALE: 1/4" = 1'-0"

Sockeye Hotel, [ca. 1905]
City of Richmond Archives
Photography #1977 19 25



CNCL - 350

Sockeye Hotel, [ca. 1920]
City of Richmond Archives
Photography #1978 5 10



CNCL - 354





Steveston Village Conservation Program

Moncton Street resources



22. 12111 3rd Avenue Steveston Hotel/Sockeye Hotel

Description

The Steveston Hotel (Sockeye Hotel) takes up the west side of a full block along Third Avenue. The historic place is a two-storey, utilitarian structure with a flat, unarticulated façade and a flat roof. It directly fronts the street, without transition or landscaping.

Values

The Steveston Hotel is valued for its historic association with the development of the Steveston townsite and its social and cultural value as a community gathering place and local business. Constructed in 1894, the hotel represents the economic infrastructure which supported the local fishing and canning industries historically, and the tourism industry today. As an historic and longstanding fixture in the community, it is significant that this historic place has had continuing use as a gathering place for the town's citizens, and continues to operate in its original function today.

Architecturally, the Steveston Hotel is an excellent example of a building which predates the fire of 1918. A significant landmark building in the commercial downtown of the village, it represents the growth of Steveston as a prosperous frontier town in the late nineteenth and early twentieth centuries. It is also important to note the role of this building as a refuge for many after the fire, and its contribution to rebuilding the town seen in its temporary housing of the Steveston Post Office for a time.

Character-Defining Elements

The character-defining elements of the Steveston Hotel include:

- The hotel's landmark status at the terminus of Steveston's main street
- Its prominent location at the corner of Moncton Street and 3rd Avenue
- The liveliness and diversity the establishment lends to the street edge along 3rd Avenue
- Surviving elements of its two stages of construction, seen in such elements as its flat-roofed form and simple lines

This resource met the following criteria:

- Criterion 1: The overall contribution of the resource to the heritage value and character of Steveston
- Criterion 2: The ability of the resource to represent a certain historical process, function and style
- Criterion 3: The level of importance of associations with an era in Steveston's history and development
- Criterion 4: The intactness and evocative qualities



City of Richmond

Heritage Alteration Permit

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

File No.: HA 17-766440

To the Holder: Kanaris Demetre Lazos

Property Address: 12111 3rd Avenue, Richmond, BC V7E 3K1

Legal Description: LOT 2 SECTION 10 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER
DISTRICT PLAN 68935

(s.617, *Local Government Act*)

1. (Reason for Permit)
 - ☐ Designated Heritage Property (s.611)
 - ☐ Property Subject to Temporary Protection (s.609)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.610)
 - ☒ Property in Heritage Conservation Area (s.615)
 - ☐ Property Subject to s.219 Heritage Covenant (Land Titles Act)
2. This Heritage Alteration Permit is issued to authorize all works related to the removal of an existing non-original window and its replacement with a new double door with metal frame and clear glazing to match an existing double door with metal frame and clear glazing, as outlined in the scope of works, drawings and photographs in Attachment 1 Plan Sheets 1 to 3 and the Reference Plans 1 to 2.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF

DELIVERED THIS DAY OF , 2017

MAYOR

CORPORATE OFFICER

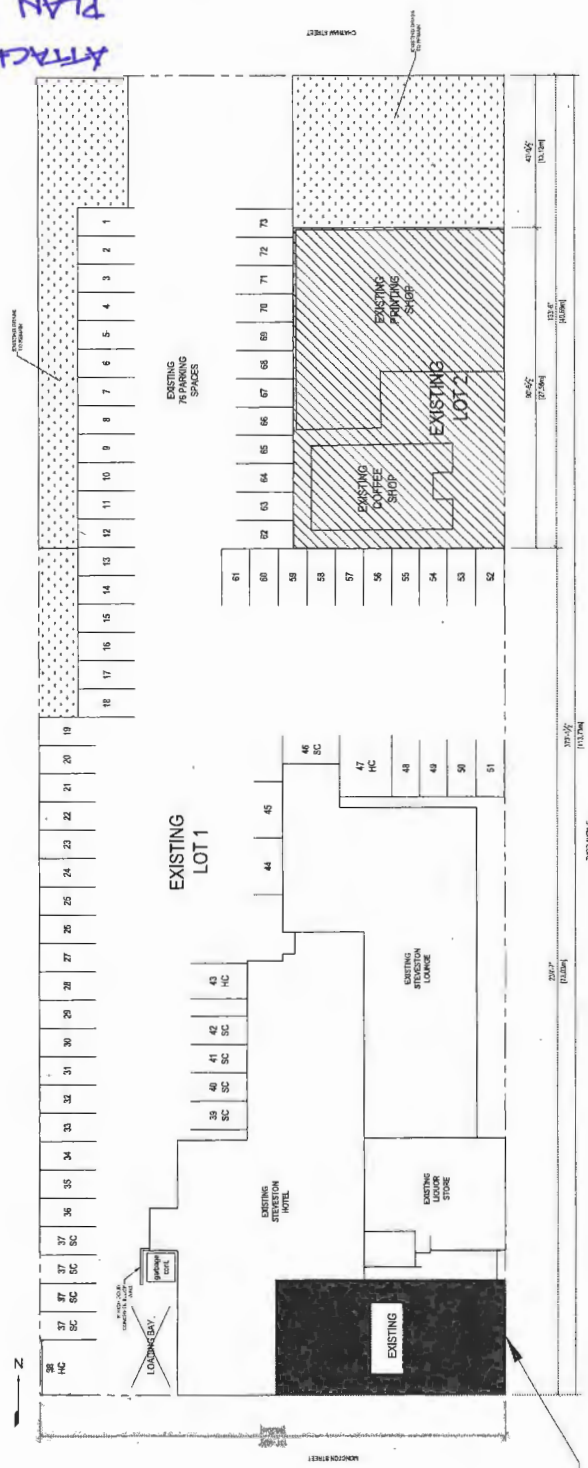
IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.



KEY PLAN
SCALE: NTS

NOTE: the existing building/structure is to remain as is.
The purpose of this work is to remove one window and replace it with new double entry doors that will lead directly into the restaurant. In other words, we would like to have a separate entrance to the restaurant so that the restaurant will have its own entry and own address separate from the hotel entry and the hotel business.

CNCL - 356



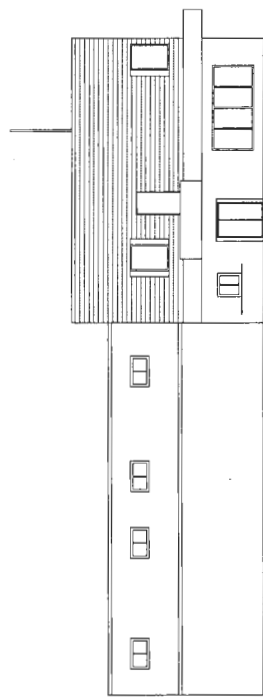
SUBJECT AREA

SITE PLAN - EXISTING
SCALE: 1/8"=1'-0"

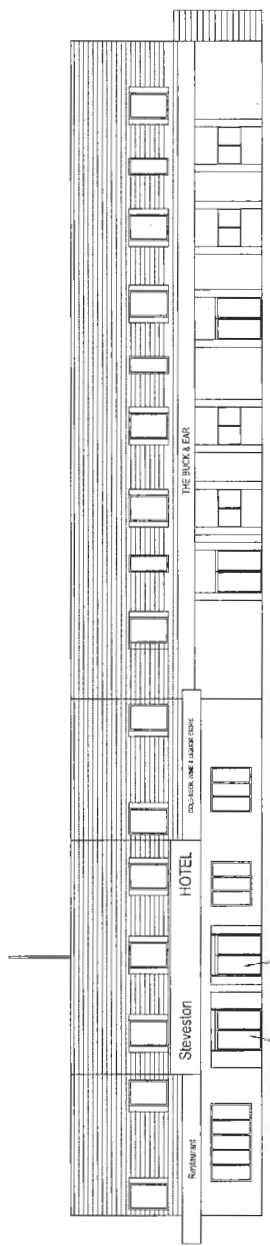
HA 17-766440
ATTACHMENT 1
PLAN 1 OF 3

DL ARCHITECTURAL www.dlarchitectural.com Professional S.E. 604.931.1857 DIVISION #100 CONSTRUCTION INC. VANCOUVER, BC		12111 3rd AVE. RICHMOND, BC	
LEGAL DESCRIPTION: ALL OF CERTAIN BLOCK NORTH, RANGE WEST, GROUP 1, T1, NW1/4, PLAN 68855		STEVENSON HOTEL & RESTAURANT	
CIVIL ADDRESS: 12111 3rd AVE. RICHMOND, BC		KEY PLAN & EXISTING SITE PLAN	
DATE: N.T.S.L.	DATE: Jan. 2017	PROJECT NO.: A1	PROJECT NO.: 004-01-0002
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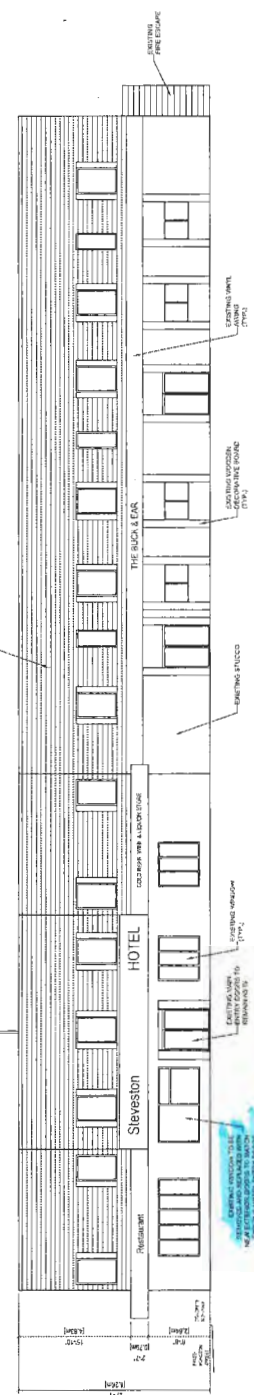
HA 17-766440
 ATTACHMENT 1
 PLAN 2 OF 3



EXISTING SOUTH ELEVATION (MONCTON ST. VIEW)
 SCALE 1/8"=1'-0"



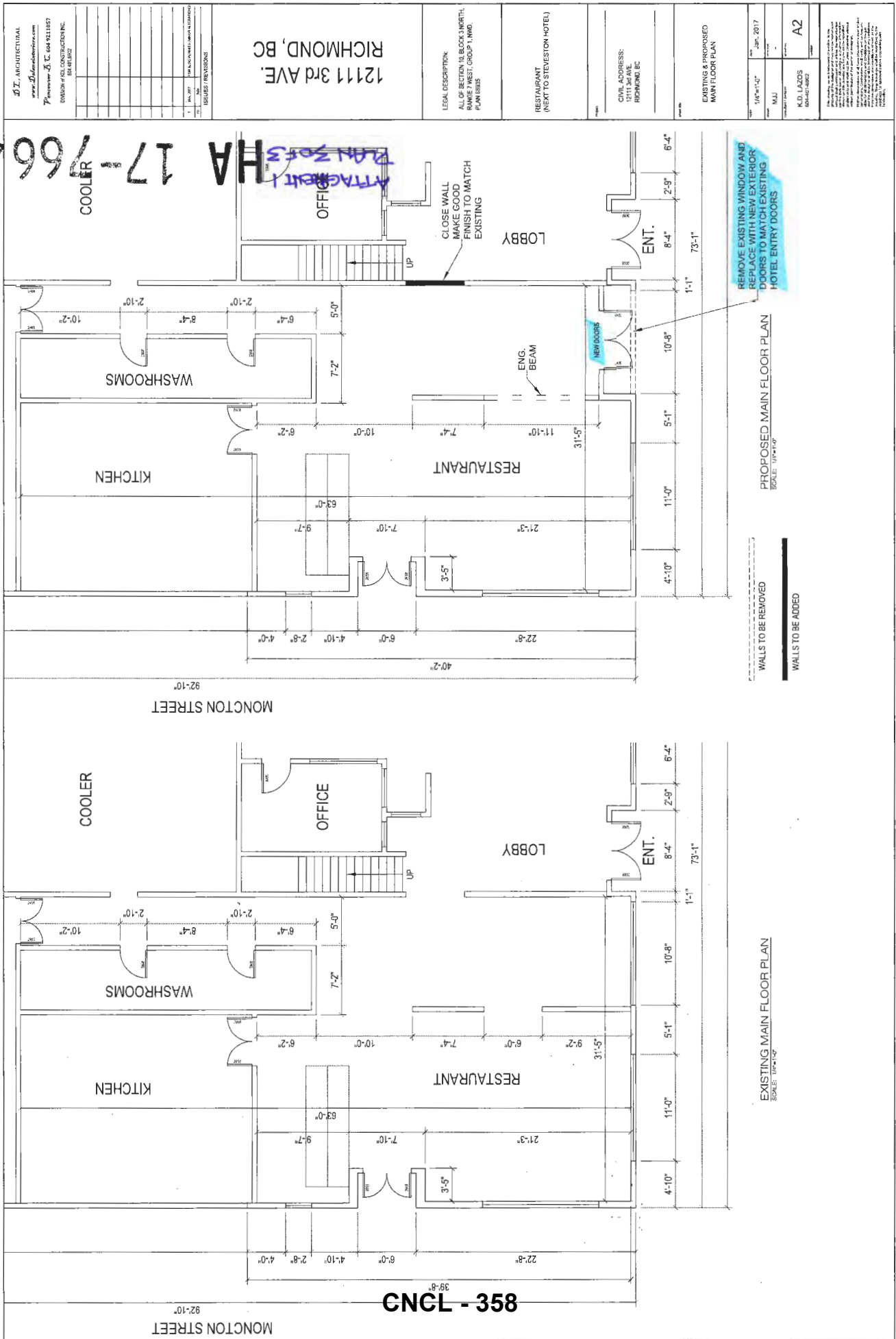
PROPOSED EAST ELEVATION (THIRD AVE. VIEW)
 SCALE 1/8"=1'-0"



EXISTING EAST ELEVATION (THIRD AVE. VIEW)
 SCALE 1/8"=1'-0"

<div>D.L. ARCHITECTURAL</div> <div>www.dlarchitectural.com</div> <div>Telephone: 506-694-9211/5067</div> <div>DIVISION OF CIVIL CONSTRUCTION INC.</div> <div>004-015882</div>	<table><tr><th>NO.</th><th>DATE</th><th>REVISIONS</th></tr><tr><td>1</td><td>10/1/17</td><td>FOR SUBMITTAL TO MONCTON</td></tr><tr><td>2</td><td></td><td>REVISED REVISIONS</td></tr></table>	NO.	DATE	REVISIONS	1	10/1/17	FOR SUBMITTAL TO MONCTON	2		REVISED REVISIONS	12111 3rd AVE. RICHMOND, BC	LEGAL DESCRIPTION: ALL OF SECTION 10, BLOCK 1 NORTH, RANGE 7 WEST, GROUP 1, NMD PLAN 68035	HOTEL & RESTAURANT	CIVIL ADDRESS: 12111 3rd AVE. RICHMOND, BC	EXISTING & PROPOSED ELEVATIONS	<div>1/8"=1'-0"</div> <div>JUN. 2017</div> <div>MJJ</div> <div>K.D. LAZOS</div> <div>604-497-5502</div> <div>A3</div>	<div>This drawing is the property of D.L. Architectural and shall remain the property of D.L. Architectural. It is to be used for the project and location specified on the title block only. It is not to be reproduced, copied, or used for any other project without the written consent of D.L. Architectural. The user of this drawing is responsible for obtaining all necessary permits and approvals from the appropriate authorities. The user of this drawing is also responsible for ensuring that the drawing is used in accordance with the applicable laws and regulations.</div>
NO.	DATE	REVISIONS															
1	10/1/17	FOR SUBMITTAL TO MONCTON															
2		REVISED REVISIONS															

17-766440 HA 17-766440



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DIVISION OF CONSTRUCTION INC.
604 481 8822

NO.	DATE	DESCRIPTION
1	2017	ISSUED FOR PERMIT
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12111 3rd AVE.
RICHMOND, BC

LEGAL DESCRIPTION:
ALL OF SECTION 10, BLOCK 1 NORTH,
RANGE 1 WEST, GROUP 1, N.W.D.
PLAN 18835

RESTAURANT
(NEXT TO STEVENSON HOTEL)

CIVIL ADDRESS:
12111 3rd AVE.
RICHMOND, BC

EXISTING & PROPOSED
MAIN FLOOR PLAN

DATE: 10/10/2017
DRAWN BY: MJJ
CHECKED BY: KJL
PROJECT NO.: 17-766440
SHEET NO.: A2

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ATTACHMENT 1
REFERENCE PLAN 2 OF 2
HA 17-766440



ATTACHMENT 1
REFERENCE PLAN 1 OF 2
HA 17-766440



City of Richmond

Heritage Alteration Permit

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

File No.: HA 17-766440

To the Holder: Kanaris Demetre Lazos

Property Address: 12111 3rd Avenue, Richmond, BC V7E 3K1

Legal Description: LOT 2 SECTION 10 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER
DISTRICT PLAN 68935

(s.617, *Local Government Act*)

1. (Reason for Permit)
 - ☐ Designated Heritage Property (s.611)
 - ☐ Property Subject to Temporary Protection (s.609)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.610)
 - ☒ Property in Heritage Conservation Area (s.615)
 - ☐ Property Subject to s.219 Heritage Covenant (Land Titles Act)
2. This Heritage Alteration Permit is issued to authorize all works related to the removal of an existing non-original window and its replacement with a new double door with metal frame and clear glazing to match an existing double door with metal frame and clear glazing, as outlined in the scope of works, drawings and photographs in Attachment 1 Plan Sheets 1 to 3 and the Reference Plans 1 to 2.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF

DELIVERED THIS DAY OF , 2017

MAYOR

CORPORATE OFFICER

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.



To:	Planning Committee	Date:	June 1, 2017
From:	Victor Wei Director, Transportation	File:	01-0153-01/2017 – Vol 01
	Terry Crowe Manager, Policy Planning		
Re:	Richmond Response: The Vancouver International Airport Authority (YVR) 2037 Master Plan Highlights Document		

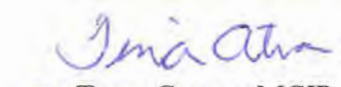
Staff Recommendations

1. That the Vancouver International Airport Authority (YVR) be advised that the City of Richmond supports YVR's 2037 Master Plan Highlights document outlining YVR's plans to grow to an estimated 35 million passengers by 2037 and that YVR:
 - a. Maximize the capacity of all existing runways, justify the need for any future runway and work with the City to protect the City's interests prior to pursuing any new runway;
 - b. Maintain existing transportation capacity on Sea Island for non-airport users, including the preservation of the existing lanes on the Arthur Laing Bridge, Moray Channel Swing Bridge, the Airport Connector Bridge, and Russ Baker Way for both airport and non-airport traffic;
 - c. Explore alternatives to the proposed extension of Templeton Road which may include widening existing corridors, a more effective use of Cessna Drive and encouraging alternate modes of travel;
 - d. Continue to minimize and mitigate noise, light and other impacts on Richmond residents that may result from airport-related activities; and
 - e. Provide a copy of the final comprehensive YVR 2037 Master Plan document to the City of Richmond for comment, before it is submitted to the Minister of Transport for approval.
2. That the City and the Vancouver International Airport Authority (YVR) continue to work together to coordinate land use, transportation, transit, servicing, amenity and environmental planning;
3. That the Vancouver International Airport Authority (YVR), in conjunction with other regional airports and stakeholders (e.g., NAV CANADA), be encouraged to prepare a Regional Airport Strategy; and


June 1, 2017

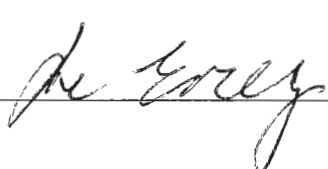

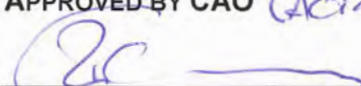
- 2 -

4. That a copy of this report be forwarded to the Vancouver International Airport Authority (YVR).


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

Att. 5


Victor Wei, P.Eng.
Director, Transportation
(604-276-4131)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering Transportation Parks Services Policy Planning Economic Development Development Applications	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO (ACTING) 

Staff Report

Origin

This report reviews YVR's proposed 2037 Master Plan Highlights document, analyzes its impacts on the City and provides recommendations that both support the airport's ongoing success and protect the quality of life for Richmond residents.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

5.1. Advancement of City priorities through strong intergovernmental relationships.

Findings of Fact

2027 20-Year Master Plan

YVR's Master Plan is updated every 10 years. YVR's current Master Plan: *YVR: Your Airport 2027 20-Year Master Plan* was approved by the Minister of Transport in 2008. A key element of that plan was the identification of options for a future third runway:

- A new South Parallel Runway south of the existing South Runway - now called "the Close-In south Parallel Runway"; and
- A new Foreshore Runway extending westward from the Sea Island dyke into the ocean.

Attachment 1 provides a copy of the City's comments on the current 20-Year Master Plan in a Report to Council dated September 6, 2006. The key issues at that time were:

1. The need to further analyse the impacts of a third runway;
2. The importance of not taking existing Sea Island transportation capacity away from other non-airport users;
3. The need for a Regional Airport Strategy; and
4. Ongoing collaboration between the Vancouver International Airport Authority and the City on land use, servicing and other issues.

These issues continue to be relevant today.

YVR 2037 Master Plan Process

In 2015, YVR commenced the preparation of a new Master Plan. The four phases of the planning process are outlined below.

– *Phase 1 - Our World in 2057 (completed September 2015):*

Phase I focused on answering the following questions: What is your vision for the future 40 years from now? What do you think is needed to achieve this vision? What is the ideal airport of the future? How does YVR help meet/serve your vision of the future?

While the Master Plan initially had a 40 year (to 2057), based on feedback, YVR refocused the Master Plan, to look out over a 20 year period (to 2037) for all remaining Phases of the process and gave it a new name: YVR 2037 Master Plan.

– *Phase 2 - Building a World Class Sustainable Airport (completed November 2016)*

The purpose of Phase 2 of the YVR Master plan was to develop options that would respond to airport growth. Six key focus areas were addressed: 1) Terminals; 2) Airside/Airspace; 3) Ground Access; 4) Environment; 5) Community Amenities and 6) Land Use.

As part of Phase 2, YVR provided a high level overview of the Master Plan to City staff. As well, City staff attended several YVR meetings and provided detailed comments on each of the six focus areas. These comments, dated November 30, 2016, are provided in Attachment 2. Ensuring that airport-related growth would not negatively impact Richmond residents and businesses was a main objective of staff's review.

Public consultation in Phase 2 included stakeholder meetings, an open house, community road show events and feedback forms. YVR prepared a Phase 2 Consultation Summary Report, which is available at the following link: <http://www.yvr2037.ca/yvr-2037-backgroundunder/documents/5171/download>. This report includes the City staff's comments from November 30, 2016. High level feedback from all sources includes the following:

- comments about the growth of YVR traffic and how it may increase noise levels in the future;
- support for a future Foreshore Runway, but concerns about its environmental impact;
- general public support for a new North-South taxiway (NST) which would connect the runway ends more efficiently to the terminal; and
- recommendations for enhanced Canada Line service and an expanded cycling network around Sea Island.

At the City's request, YVR provided specific Phase 2 feedback from Richmond residents (Attachment 3). Of the 33 specific Richmond respondents (out of a total of 162), the majority supported the following elements, or commented that they were important:

- greater support for a future Foreshore Runway (14 respondents), than a future South Runway (7 respondents), now called "the Close-In south Parallel Runway";
- minimizing noise impacts to neighbouring communities;

- a priority lane on Russ Baker Way for airport bound traffic to bypass Vancouver-Richmond traffic; and
- extending Templeton Street between Grant McConachie Way and Russ Baker Way (approximately 25 out of 32 respondents indicated that they either “strongly supported”, “supported” or “moderately supported” the extension).

The top three priority amenities for Richmond respondents were: 1) natural areas; 2), a plane spotting platform; and 3) walking trails.

- *Phase 3 - YVR 2037 Master Plan Highlights (completed March 2017)*

In this phase, YVR prepared a draft Master Plan Highlights document (Attachment 4). While not the actual Master Plan, the document identifies a preferred future state for each key plan element. For example, a centralized terminal expansion was proposed as the best way to accommodate an incremental expansion from 22 to 35 million passengers (between 2016 and 2037).

The YVR 2037 Master Plan Highlights document anticipates the need for a possible additional third runway during the timeframe of the 2037 Master Plan. It identifies two possible runway options (i.e., the Foreshore and Close-In South Parallel Runways) and wishes to protect both options, until YVR makes a decision nearer to 2037. YVR notes that they will conduct extensive planning, consultation, environmental permitting and regulatory requirements in selecting and implementing a new runway. Currently, City staff are exploring with YVR staff how to protect the City’s interests and City staff will update Council separately;

- *Phase 4 - Approval of YVR Master Plan: (2017/2018)*

This phase will primarily focus on having the federal Minister of Transport approve the Master Plan. When approved by the Minister, YVR will provide a copy of the Master Plan to Richmond and the public. This phase will also focus on YVR determining key milestones for future consultation during Master Plan implementation.

Further YVR Planning

YVR staff have indicated that they will work closely with City staff and other stakeholders to implement the Master Plan. Recently, YVR staff confirmed that they will start work on a more detailed sub-area plan for the eastern portion of Sea Island later in 2017. This will be the first sub-area plan undertaken by YVR and will include the lands east of Templeton Station, and lands between BCIT and the Dinsmore Bridge. YVR advises that their sub-area plans only require YVR Board approval (not the Minister).

YVR’s Planning Document Hierarchy

Attachment 5 shows YVR’s Planning Document Hierarchy which assists YVR in managing its affairs and addressing the City’s responses.

Analysis

General

The goal of the YVR 2037 Master Plan is to ensure YVR can service its forecasted growth to 35 million passengers. YVR passenger growth correlates directly with the City's growth plans, as set out in the 2041 Official Community Plan (OCP). YVR estimates that reaching 35 million passengers will generate 5,000 to 7,000 additional jobs and \$2.7 billion in additional Gross Domestic Product (GDP). The City's employment projections indicate that 45,000 jobs will be added by 2041, with most of this growth occurring in the City Centre, North Richmond and at YVR. Therefore, passenger growth at YVR will enable the City to achieve its own future employment and job growth objectives.

The draft YVR 2037 Master Plan has been reviewed by City departments including Policy Planning, Transportation, Parks, Engineering and Economic Development. Throughout the planning process to date, YVR staff have been diligent in communicating with and addressing the questions and concerns of Richmond staff. City staff generally support the directions contained in the draft 2037 Master Plan Highlights document. Each of the key Plan elements is summarized below, along with City staff's proposed responses.

YVR's Proposed 2037 Master Plan Highlights and other Considerations

1. Terminals

- YVR's recommendation: A centralized terminal expansion to accommodate 35 million passengers by 2037;
- City staff's response: Support, as the recommended airside terminal central expansion does not negatively affect the City.

2. Airside & Airspace

a. Future Runways

- YVR's recommendation: Preserve both possible third runway options (the Foreshore and Close-In South Parallel Runways);
 - o YVR has indicated its intent to maximize the capacity of all existing runways before pursuing an additional runway; and
 - o Undertaking extensive planning, consultation, environmental permitting and regulatory requirements, to determine the need for and implications of selecting and implementing a third new runway.
- City staff's response:
 - o In response to the Council referral in 2006, City and YVR staff have been exploring the impacts of the third runway on the City and how best to protect the City's interests when the future runway is needed. Staff have consistently advised YVR that the following conditions should be met for any support from the City:
 - maximizing the capacity of all existing runways;
 - justifying the need for a third runway before it is pursued; and

- ensuring that the City's interests and City Centre Area Plan (CCAP) policies are not negatively impacted.
 - YVR staff have also advised that they were planning to preserve both options of the potential third runway. YVR and City staff discussions have so far been focused on the Close-In South Parallel Runway which would have significant impacts on building heights in portions of the City Centre (i.e. Lansdowne Village). To this end, YVR staff have initiated discussions with City staff regarding changes to the airport zoning regulations in order to preserve this runway option. The outcome of these discussions will be reported out separately at a closed General Purposes Committee meeting in June, 2017.
- b. Proposed North-South Taxiway (NST)
- YVR's recommendation: Construct the NST (across Grant McConachie Way), as a direct link between runway ends and the terminal which YVR expects will enhance efficiency and help reduce GHG emissions;
 - City staff's response: Support.
- c. Expand Use of the North Runway for Departures
- YVR's recommendation: In the near term, explore expanding the use of the North Runway, to delay the need for an additional runway;
 - City staff's response: Support, as this will allow existing runway capacity to be used and is expected to have no perceptible increase in noise;
 - Note that a separate Council report titled "Richmond Response: YVR Proposed Phase 2 North Runway End Safety Areas (RESA) Options", dated May 8, 2017 (REDMS 5387271) which was presented to Planning Committee on May 16, 2017, indicates staff support for Option 2 for the north RESA, for similar reasons.

3. *Ground Access*

- a. Sea Island Way and Bridge Capacity
- YVR's recommendation: Explore options for a high priority vehicle lane on Russ Baker Way;
 - YVR has indicated a commitment to good planning principles to ensure that Sea Island roads and bridges are designed, planned and built for the good of all users;
 - City staff's response: That YVR commit to maintaining existing transportation capacity on Sea Island for non-airport users. This approach includes not designating existing lanes on the Arthur Laing Bridge (Federal), Moray Channel Swing Bridge (Provincial), the Airport Connector Bridge (Provincial), or on Russ Baker Way (Federal) for the exclusive use of airport-traffic.
- b. Templeton Road Extension
- YVR's recommendation: Extend Templeton Road between Grant McConachie Way and Russ Baker Way;
 - City staff's response: That YVR:

- Explore alternatives which may include widening existing corridors, more effective use of Cessna Drive and encouraging alternate modes of travel; and
 - Undertake additional consultation with Burkeville residents and the City, before any extension to Templeton Roast is undertaken.
- c. Bridge Replacement
- YVR's recommendation: Implement upgrades or replacements to the Dinsmore and Moray Channel Bridges;
 - City staff's response: Support.
- d. Alternate Modes of Travel
- YVR's recommendations: Work with TransLink and others to improve transit options and prepare for ridesharing;
 - City staff's response: Support, subject to YVR continuing to coordinate transportation and transit plans and initiatives with the City.

4. *Environment*

a. GHG Reductions

- YVR's recommendation: Cut emissions by 33% over 2012 levels by 2020;
 - Note that YVR's GHG reduction targets are contained in a separate Environmental Management Plan (EMP), which is updated every five years. The EMP describes additional opportunities including the use of alternative energy sources, the capture and reuse of rainwater, and minimizing waste,
- City staff's response: Support (for comparison, the City's OCP GHG reduction targets are to reduce GHG emissions by 33% from 2007 levels by 2020 and 80% by 2050).

b. Invasive Species Management

- YVR Recommendation: YVR has indicated that the Master Plan will reference support of native species and drought resistant plants, and they will continue to meet with the City's environment team;
 - Note that YVR has prepared a draft Invasive Species Management Plan which will be discussed with City staff at a future meeting.
- City staff's response: Support.

5. *Community Amenities*

a. Proposed Middle Arm: (1) Pedestrian & Cycling Bridge and (2) 360 Animation Study

- YVR's recommendation:
 - While not specifically referenced in the 2037 Master Plan Highlights document, YVR has indicated that they support a future Middle Arm pedestrian/cycling bridge over the Middle Arm and will discuss it, as part of sub-area planning (see item 6b, below);
 - YVR supports the opportunity for a joint Middle Arm 360 Animation Study with the City.
- City staff's response: Support. The purpose of the joint study is to improve public access and enjoyment on both sides of and around the Middle Arm. Both

the bridge and the study are expected to be initiated as part of YVR's first sub-area plan for the eastern part of Sea Island.

6. *Land Use*

- a. Proposed YVR 2037 Master Plan Highlights Land Use Designations - General
 - YVR's recommendation: The designations in the proposed YVR 2037 Master Plan Highlights document are based on the current 2027 Land Use Plan and modified to incorporate potential YVR uses and development beyond the 20-year planning horizon (e.g., protecting two possible future third runway options, protecting land within the airfield for a possible satellite terminal when capacity exceeds 35 million passengers);
 - City staff's response: Support and, to make the Master Plan more readable and user friendly, encourage YVR to include multiple map layers, a complete map legend and references to YVR's sub-area plans.
- b. YVR Land use Designations - Sea Island, Dinsmore Area
 - The 2027 Master Plan designation for this area is:
 - Groundside Commercial (e.g., includes designated commercial land uses without airside system access such as flight kitchens, car rental service facilities, fuel storage facilities, and other non-airport related, but airport-compatible commercial development activities); and
 - Ground Access and Parking.
 - The proposed 2037 Master Plan Highlights designation is:
 - Groundside which includes Aviation Related (e.g., uses that are directly related to ongoing airport operations), Aviation Dependent (e.g., uses that benefit from close access to aviation services) and Aviation Compatible Uses (e.g., uses that support the ongoing development of YVR as a sustainable gateway and connecting hub); and
 - Ground Access and Parking.
 - City staff response: Support, as YVR's proposed 2037 Master Plan Highlights designations better encourage acceptable airport related uses (e.g., airport education facilities) which do not generate non airport related vehicle traffic.
- c. Future YVR Sub-Area Plans
 - YVR's recommendation: YVR staff have indicated that they will begin working closely with City staff and other stakeholders to implement the Master Plan later in 2017 to address land use issues in more detail through its various sub-area plans:
 - Recently, YVR confirmed that they will start work on a more detailed sub-area plan for the eastern portion of Sea Island later in 2017 which will be the first sub-area plan undertaken by YVR and will include the lands: (1) east of Templeton Station, and (2) between BCIT and the Dinsmore Bridge.
 - City staff's response: Support, subject to the City and stakeholder involvement in YVR's sub-area plans, and YVR's identification of appropriate land uses (e.g., aviation dependent and compatible uses).
- d. Design Guidelines

- YVR's recommendation: While not specifically referenced in the 2037 Master Plan Highlights document, YVR has indicated that their internal permitting process already includes design standards and they will improve their urban design guidelines and universal accessibility requirements over time;
- City staff's response: Support, as this will build on YVR's unique design framework and capitalize on its gateway role.

7. *Regional Airport Strategy*

- YVR's recommendation: Although not referenced in the 2037 Master Plan, YVR has indicated that, as there is sufficient airspace capacity, they support a collaborative mechanism to address potential airspace conflicts in a technical forum with NAV CANADA and affected airports.
- City staff's response: That YVR, in conjunction with other regional airports and stakeholders (e.g., NAV CANADA), be encouraged to prepare a Regional Airport Strategy. (Note that in 2006, the Minister of Transport Canada concluded that the preparation of a Regional Airport Strategy would best reside with the Vancouver International Airport Authority and other regional airport operators.)

Status: YVR's 2037 Airport Noise Exposure Frequency (NEF) Study

- YVR's recommendation: YVR has advised that YVR's latest 2037 Airport Noise Exposure Frequency (NEF) Study does not change its existing 2015 NEF contours or their noise impacts which the City uses to manage its 2041 Official Community Plan (OCP) Aircraft Noise Sensitive Development (ANSD) uses (e.g., residential, provincially approved K - 12 school and day care facilities, and hospitals);
- City staff's response: Support, as the City can continue using existing OCP ANSD policies which have been accepted by the community and developers.

Financial Impact

None.

Conclusion

YVR is in the process of preparing a new twenty year 2037 Master Plan to replace the current one which was adopted in 2008. The four phase planning process commenced in 2015, with Phase 3, "YVR 2037 Master Plan Highlights" recently completed. City staff have participated throughout the process and YVR staff have been responsive to the City's comments and concerns. Overall, City staff supports the YVR 2037 Master Plan Highlights document subject to YVR: ensuring that the City's interests continue to be adequately protected, providing a copy of the actual YVR 2037 Master Plan to the City of Richmond for comment before it is submitted to the Minister of Transport for approval and preparing a Regional Airport Strategy in conjunction with other regional airports and stakeholders (e.g., NAV CANADA).



Tina Atva
Senior Planning Coordinator
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TA:cas

- Att. 1: Report to Council dated September 6, 2006, "City Comments – Vancouver International Airport Draft 20-Year Master Plan" (REDMS 2017182 & 1990009)
- Att. 2: Richmond City Staff's November 30, 2016 Comments Regarding YVR's Proposed 2037 Master Plan, including YVR's responses dated January 26, 2017 (REDMS 5318736)
- Att. 3: YVR 2037 Master Plan Phase 2- Building A World Class Sustainable Airport Consultation Summary Report of Richmond Residents' Feedback September to November 2016 (REDMS 5325724)
- Att. 4: YVR 2037 Master Plan Highlights (REDMS 5347867)
- Att. 5: YVR's Planning Document Hierarchy



City of Richmond

Report to Council

To:	Richmond City Council	Date:	September 6 th , 2006
From:	Mayor Malcolm D. Brodie Chair, General Purposes Committee	File:	05-1400-20-02/2006- Vol 01
Re:	CITY COMMENTS – VANCOUVER INTERNATIONAL AIRPORT DRAFT 20-YEAR MASTER PLAN		

The General Purposes Committee, at its meeting held on Tuesday, September 5th, 2006, considered the attached report, and recommends as follows:

Committee Recommendation

That, (as per the report dated August 31st, 2006, from the Manager, Policy Planning, and entitled "City Comments - Vancouver International Airport Draft 20-Year Master Plan"):

- (1) The comments in Attachment 1 (to the report dated August 31st, 2006, from the Manager, Policy Planning), except for Section 5.4 regarding the runway, be approved and forwarded to the Vancouver International Airport Authority (VIAA);*
- (2) The matter of the third runway be referred to staff for further analysis, including the need for a further runway, and the impacts of all the runway options including the south runway and the foreshore runway, and that the VIAA be advised accordingly."*
- (3) The City advise the VIAA that it does not support taking existing transportation capacity away from non-airport users, such as designating part of the existing lanes on the Arthur Laing Bridge, Moray Channel Swing Bridge or the Airport Connector Bridge, for exclusive use by airport-traffic, and additional VIAA and City collaboration is required;*
- (4) The City request that Transport Canada, with the Vancouver International Airport Authority and the other regional airports, prepare a Regional Airport Strategy; and*
- (5) The City and Vancouver International Airport Authority continue to work together to better integrate Sea Island, Middle Arm and City Centre land use, transportation, transit, servicing, flood protection management, infrastructure, amenity and environmental planning.*
- (6) The City request that the Vancouver International Airport Authority and the Department of Transport rename the Vancouver International Airport to be the "Vancouver/Richmond International Airport", to be reflective of a shifting regional emphasis and Richmond's premier role in the development of the Asia Pacific Gateway trade, commerce and relationships.*

Mayor Malcolm D. Brodie, Chair
General Purposes Committee

Attach.

VARIANCE

Please note that staff recommended the following for Parts 1 and 2, and that Committee added Part 6:

- (1) The comments in Attachment 1 (to the report dated August 31st, 2006, from the Manager, Policy Planning), be approved and forwarded to the Vancouver International Airport Authority (VIAA);
- (2) The City recommends that a future third runway be located in the foreshore west of Sea Island, with appropriate mitigation;

Staff Report

Origin

On May 11, 2006, the Vancouver International Airport Authority (VIAA) officially released the Authority's draft 20-year Master Plan called *YVR: Your Airport 2027* (**Attachment 2**). The deadline for public comments is August 31, 2006 (VIAA has agreed to extend the deadline to receive the City's comments).

Findings Of Fact

During the past two years, the Vancouver International Airport Authority has undertaken an extensive review of its projected operations for the next 40 years (e.g., Forum '44). Based on a medium-term growth strategy, they have prepared a flexible draft 20-year Master Plan to achieve this growth scenario, without precluding the potential for further growth related improvements over a 40-year period.

The Airport Authority conducted extensive consultations on this draft plan this summer with its key stakeholders, the GVRD, municipalities, business partners and the general public. Feedback on the recommendations will be used in refining the 20-year Master Plan. The Airport Authority must submit the proposed 2027 Airport Land Use Plan to the federal Minister of Transport for approval in 2007.

The draft plan key recommendations for the 2007-2027 planning period include:

1. Maintaining YVR's position as the region's premier airport;
2. Maximizing existing runway efficiency;
3. Expanding the passenger terminal facilities;
4. Providing convenient and efficient ground access to the airport; and
5. Securing options for future runway expansion.

The City recognizes the airport's very significant strategic and economic importance to the City, the Greater Vancouver Regional District, the Province and Canada. The City of Richmond and the Vancouver International Airport Authority have cooperated extensively over the years in establishing mutually agreeable arrangements on matters of common interest. Liaison has included regular meetings and presentations by the Airport Authority to City Council and staff, and the inclusion of City nominated representatives to the Airport Authority Board of Directors, as well as to the Airport Noise Management Committee and the Environmental Advisory Committee. On July 11, 2006, the VIAA held a public meeting regarding airport plans and noise management, the findings of which will be presented to the General Purposes Committee on a date to be determined in the Fall 2006.

Analysis

General

The draft 20-year Master Plan, *YVR: Your Airport 2027*, has been referred to and reviewed by City departments, including Finance, Policy Planning, Transportation, Parks, Engineering, Police, and Fire.

On the whole, the Airport Authority is to be commended for the innovative dialogues it has held with stakeholders to look 40 years into the future, and in taking a good step by developing a 20-year Master Plan based on these visioning sessions. The City supports the VIAA Gateway

concept, which sees the airport as a vital link for business and travel between the Asia-Pacific region and the Americas.

The City's comments on the Draft 2027 Plan are presented in **Attachment 1**, and include:

- Support for the sustainability framework; promoting economic growth, environmental stewardship and a quality work environment; and transparent and accountable governance to achieve these goals;
- Support for the conservative and incremental approach to new development;
- Support to continue to explore airport demand management options, including consultation with regional airports, to allow for certainty of infrastructure investment and increased growth while minimizing the need for future runway expansion;
- Support for passenger terminal expansions that realize the potential of the Canada Line for ground transportation;
- Support for further discussions on the proposed ground transportation road network in coordination with the City; and
- Support for improved Airport and City integrated land use, servicing, trail, open space, infrastructure, flood protection management and environmental planning between Sea Island and the City Centre.

Proposed Third Runway in Foreshore (Attachment 1, Item 5.4)

In the eventuality that future airport demand requires the planning and construction of a third runway, the City recommends that it be located in the foreshore west of Sea Island. This location will minimize the negative impacts on the City (e.g., aircraft noise and building height limitations), subject to significant environmental review and mitigation measures and further investigation of airport demand management strategies. As the City extensively reviewed the aircraft noise implications in 2004, and given that a new south runway would generate greater negative impacts than a foreshore runway, the latter is recommended. Mitigation, as appropriate, is recommended.

Taking Away Existing Non-Airport Transportation Capability (Attachment 1, Item 7.4)

Regarding ground transportation improvements required to meet the future needs of the airport, the proposed YVR Master Plan recommends:

- Working with partner agencies and governments to ensure priority for airport traffic as non-airport demands for bridge capacity intensify;
- Implementing a dedicated airport access lane northbound on Russ Baker Way; and
- Protecting the Middle Arm Bridge access (Sea Island Connector/Moray Channel Bridge) from encroachment by non-airport traffic, working with government partners to replace the Moray Channel Swing Bridge and improving access to Highway 99.

While staff recognize that road capacity may need to be expanded to meet the future ground traffic movements in and out of Sea Island, the transportation improvement strategy must take into consideration the impacts on existing non-airport users of the roadway system. Given that the majority of the road users of the bridge system in the area are non-airport related, any measures effecting the reduction of capacity for these users would cause severe traffic delays and

congestion, and therefore have significant community impacts. The continued cooperation between VIAA and the City in developing mutually acceptable solutions is essential to ensure that the two parties will continue to benefit from growth in both areas. This is consistent with the spirit of the 1992 agreement between Transport Canada and the City for connecting the No. 2 Road Bridge to the Russ Baker Way/Arthur Laing Bridge corridor.

Staff therefore recommend that the City continue to work with the VIAA to jointly develop the ground transportation strategies that would not negatively impact on the existing road capacity for non-airport users in the area.

Regional Airport Strategy (Attachment 1, Item 13.1)

The demand for the further expansion of facilities at Vancouver International Airport needs to be reviewed in context with the roles and options for the expansion of the other regional airports. The City supports the Airport Authority recommendation to establish an ongoing mechanism for coordinating Lower Mainland Airports at the operational and governance levels.

Staff recommend that Transport Canada be requested to initiate a Regional Airport Strategy among Transport Canada, VIAA and the other regional airports (Abbotsford, Boundary Bay, Chilliwack, Pitt Meadows, Langley). This work is essential to provide land use and infrastructure investment certainty by defining, in a mutually agreeable manner, the long term role of each airport (e.g., their respective international/domestic/ sea plane/small aircraft/jet and passenger/cargo roles and volume splits).

This Regional Airport Strategy will ensure certainty among regional airports, the GVRD, Translink and municipalities who invest in airport growth, infrastructure, roads and services.

Sea Island, Middle Arm and Lulu Island Planning (Items 7.0 and 12.1)

The City is currently updating the City Centre Area Plan. As the VIAA is preparing to update its own Land Use Plan, there is an excellent opportunity for both parties to better coordinate their efforts in order to achieve an integrated plan for the Middle Arm and the shoreline areas. An integrated plan will promote complementary and effective land uses and high quality amenities, including improved pedestrian and bicycle connections, parks, trails, and environmental quality, particularly along both sides of the Middle Arm.

The City and VIAA will continue to work together in areas of the public interest, including:

- Transportation and transit planning;
- Safety and security measures;
- Fire and rescue service delivery and response capabilities;
- Co-ordination of flood protection; and
- Aircraft noise mitigation.

City-VIAA Staff Consultation to Date

City and VIAA staff have discussed this report, and:

- Agree on most matters, including the YVR Gateway Strategy.
- Disagree on the following matters:
 - Proposed South Parallel Runway; and

August 31, 2006

- 5 -

- Exclusive Airport use of Arthur Laing Bridge or the Airport Connector.

Financial Impact

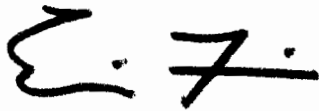
None.

Conclusion

Staff recommend that the City provide the Vancouver International Airport Authority with comments on the Draft 20-Year Master Plan entitled *YVR: Your Airport 2027*, as per **Attachment 1**.

In particular, staff recommend that:

- The City support the proposed foreshore runway option;
- Transport Canada work with the VIAA and regional airports and federal agencies to establish a Regional Airport Strategy; and
- The City and VIAA continue to work together to coordinate land use and transportation planning efforts for the Middle Arm and adjacent areas.



Eric Fiss
Policy Planner (4193)

EF:cas

Attachment 1: Summary of City Comments Regarding the Draft 20-Year Master Plan
Attachment 2: YVR: Your Airport 2027, Draft 20-Year Master Plan for Consultation

City Comments

YVR: Your Airport 2027 Draft 20-Year Master Plan for Consultation

	ISSUE	CITY COMMENTS
1.0	OVERVIEW	
1.1	<p>The Airport Authority's key recommendations for the 2007-2027 planning period, as contained in the report <i>YVR: Your Airport 2027</i>, include:</p> <ol style="list-style-type: none"> 1. Maintaining YVR's position as the region's premier airport; 2. Maximizing existing runway and taxiway efficiency; 3. Expanding the passenger terminal facilities; 4. Providing convenient and efficient ground access to the airport; 5. Securing options for future runway expansion. 	<ul style="list-style-type: none"> • The Airport Authority is commended for their thorough process and communications program, and in particular for their engagement of youth as a key stakeholder. • Support for key recommendations, as follows: <ol style="list-style-type: none"> 1. Support 2. Support 3. Support, as required to meet terminal capacity demands 4. Support 5. Support, provided that impacts on City livability and the environment are minimized
2.0	YVR GATEWAY STRATEGY	
2.1	To be a "premier global gateway of choice, capitalizing on YVR's unique geographic location..."	<p>Support</p> <ul style="list-style-type: none"> • The intent is consistent with Richmond's objective for economic development, the City Centre, and creation of a "premier urban riverfront community" and "Olympic Gateway".
2.0	SUSTAINABILITY FRAMEWORK	
2.2	<p>Economic - Promote economic growth and minimize negative impacts on communities and the environment.</p>	<p>Support</p> <ul style="list-style-type: none"> • The focus of the 2005 Report, "Vancouver International Airport Economic Impact," is on steady growth in job creation (26,700 jobs in the Lower Mainland, \$3.4 billion in economic output, and \$22 million in municipal government taxes).
2.3	<p>Environment - References the "VIAA Environmental Policy" & "Environmental Management Plan"</p>	<p>Support</p> <ul style="list-style-type: none"> • VIAA has provided leadership in corporate environmental programs, including energy reduction, recycling, and fuel efficiency (e.g., support for hydrogen highway).
2.4	<p>Social - Committed to a quality work environment, accessibility, and transparent/timely communication with customers and affected communities</p>	<p>Support, subject to additional efforts</p> <ul style="list-style-type: none"> • Plan is focused on airport operations and Sea Island. The City and VIAA will work together to review opportunities to better coordinate planning with surrounding communities (e.g., improved community consultation, recreation opportunities, transportation, transit, housing, employment).
2.5	<p>Governance -</p> <ul style="list-style-type: none"> • Accepting of accountability for social, economic, and environmental issues, while meeting the business objectives of the Airport Authority and the communities it serves 	<p>Support, subject to additional efforts</p> <ul style="list-style-type: none"> • Continued coordination and cooperation on business interests should continue (e.g., Canada Line, land use planning, ground transportation). The benefits of selected Options need to be clearly stated.

City Comments

YVR: Your Airport 2027 Draft 20-Year Master Plan for Consultation

	ISSUE	CITY COMMENTS
3.0	CONSULTATION PROCESS	
3.1	Consultation Principles: <ul style="list-style-type: none"> • Transparency, broad and inclusive • Flexible and responsive • Excellent communications • Five-stage process 	Support <ul style="list-style-type: none"> • The Airport is to be commended for their consultation principles and communications efforts which included numerous public information displays and meetings with stakeholders.
4.0	REQUIREMENTS/RECOMMENDATIONS	
4.1	A conservative and incremental development approach is recommended to reflect the uncertainty in forecasting future passenger and cargo volumes.	Support <ul style="list-style-type: none"> • Consideration should be given to updating: <ul style="list-style-type: none"> - The airport demand forecasts regularly (e.g., yearly) to maintain flexibility with economic influences, and - The Master Plan every five years.
5.0	AIRSIDE SYSTEM	
5.1	Runway Movements Capacity: <ul style="list-style-type: none"> • 2005 actual: 275,000 • 2005 capacity: 400,000 • 2005 capacity with simultaneous departures and arrivals: 450,000 • 2027 forecast: 484,000 new runway needed • 2044 forecast: 600,000 new runway needed Runway End Safety Area (RESA) <ul style="list-style-type: none"> • Proposed new safety requirements will require increases in runway lengths for emergency landings • Extend the north runway eastward by 600 m and the south runway by 150-300 m to accommodate proposed Runway End Safe Area (RESA) requirements 	Support: <ul style="list-style-type: none"> • The City supports growth at YVR, and will work together with the Airport Authority to explore and implement options for airport demand management (as described in the Technical Report 5.0), including: <ul style="list-style-type: none"> - Scheduling alternatives to reduce the number of movements at peak times; - Cooperation with neighbouring airports to reduce traffic at YVR during peak periods (e.g., shifting some routes to Abbotsford); and - Implementing demand management measures of the fleet mix for increased airport efficiency.
5.2	Taxiway Improvements – Addition of a North-South Taxiway	Support, with comments <ul style="list-style-type: none"> • Close consultation with Burkeville community is required to ensure that any concerns about noise impacts are adequately heard and addressed.
5.3	Maximizing Runway Capacity <ul style="list-style-type: none"> • Full use of north and south runways • Simultaneous Parallel Independent Departures (SPIDS) (e.g., use of the north runway for departures during peak periods, in addition to the typical south runway departures. • Simultaneous Parallel Independent Runway Operations (SPIRO) with a 50/50 split of usage by both runways for both departures and arrivals. • Manage scheduling hours (e.g., shift some peak period flights to 	Support, with comments <ul style="list-style-type: none"> • Support for Simultaneous Parallel Independent Departures (SPIDS), that is use of both the North and South Runways, concurrently, for departures during periods of peak demand. YVR is a 24/7 airport and the North Runway may be used for departures under its current approved operating procedures. • Increased operations with independent usage of both runways (SPIRO) for departures and arrivals will raise concerns and steps will have to be taken to address them. • Eastward runway extension of North runway is acceptable if no change to the Airport

City Comments

YVR: Your Airport 2027 Draft 20-Year Master Plan for Consultation

	ISSUE	CITY COMMENTS
	<p>non-peak periods)</p> <ul style="list-style-type: none"> Extend the north runway eastward to accommodate flights departing Runway 26R to Asia, (to avoid environmental impacts on lands to the west of the runway) 	<p>Zoning Regulations (height restrictions) would be required, and changes to the NEF noise exposure contours would be minimal (marginal increased noise).</p>
5.4	<p>Adding Runway Capacity Proposes 2 new runway options:</p> <ul style="list-style-type: none"> Foreshore Runway – for arrivals and departures South Parallel Runway – 24-hr runway designed for arrivals, co-managed with departures on the existing South Runway. 	<p>Support – Foreshore Runway</p> <ul style="list-style-type: none"> Preference for the Foreshore Runway is supported, with significant environmental mitigation and further investigation. The potential public benefits, include: <ul style="list-style-type: none"> Enhancement of habitat; Improvements to Iona Sewage Treatment Facility; Increased potential for night flights over water, and therefore reduced use of north and south runways, with reduced noise impacts on the City, and improved cost benefits to VIAA; Conservation on Sea Island Increased economic and employment benefits. <p>Non-Support – South Parallel Runway</p> <ul style="list-style-type: none"> South Parallel Runway is unacceptable due to: <ul style="list-style-type: none"> Significant impacts on livability for existing residents; Significant impacts on the future city Centre livability and building heights; and Land required that could otherwise be used for other airport related uses, services and businesses.
6.0	PASSENGER TERMINALS	
6.1	<p>The plan makes 5 recommendations:</p> <ol style="list-style-type: none"> North East terminal expansion South East reserve area for terminal expansion (or for 2010 Winter Olympic requirements) Select facilities at Canada Line Station #1 Maintain South Terminal and reserve area for possible South Parallel Runway Maintain floatplane terminal and consider relocation in the event of South Parallel Runway 	<p>Support</p> <ul style="list-style-type: none"> Consider opportunities for transit links between the South Terminal, floatplane terminal, other Sea Island locations, and downtown Richmond with ground shuttles, to: <ul style="list-style-type: none"> Minimize unnecessary ground traffic (e.g., passengers and employees moving around Sea Island; and arriving/departing via the Canada Line) Support viable business growth – and complementary uses on and off Sea Island.
7.0	GROUND ACCESS and PARKING	
7.1	<p>The Airport Authority recommends the following measures to improve ground access and transportation:</p>	<p>Conditional Support</p> <ul style="list-style-type: none"> The Airport Authority is commended for revising the ground transportation recommendations in the Draft Plan from the earlier version used for public consultation, as the current Plan calls for a more collaborative approach in finding solutions. Continued consultation is recommended.

City Comments

YVR: Your Airport 2027 Draft 20-Year Master Plan for Consultation

	ISSUE	CITY COMMENTS
7.2	<ul style="list-style-type: none"> Transportation demand management to maximize Canada Line use; 	<p>Conditional Support</p> <ul style="list-style-type: none"> Include a section in the Plan to provide an overview on how the ground transportation plan fits into the overall transportation planning context – in particular, the goals and objectives of the GVRD's LRSP, GVTA's 10-Year Outlook, City of Vancouver's OCP, and Richmond's OCP, City Centre Area Plan and Transportation Plan. In order to minimize the demand of airport-related vehicular traffic on bridge crossings in and out of Sea Island, remote check-in facilities should be aggressively pursued at various Canada Line stations so that vehicular drop-off/pick-up activities can be accommodated as alternatives outside of Sea Island.
7.3	<ul style="list-style-type: none"> Not pursuing an extension of Templeton Road south to the Dinsmore Bridge 	<p>Support</p> <ul style="list-style-type: none"> Addresses and responds to concerns of the Burkeville community. Consensus achieved through extensive consultative process.
7.4	<ul style="list-style-type: none"> Protecting the Middle Arm Bridge access from encroachment by non-airport traffic Ensure priority for airport traffic on bridges to Sea Island Implementing a dedicated north bound airport access lane on Russ Baker Way 	<p>Conditional Support</p> <ul style="list-style-type: none"> These principles should only be applied to newly added capacity funded solely by the airport that is non-existing today. <p>Not Supported</p> <ul style="list-style-type: none"> Taking away existing transportation capacity from non-airport users, such as designating part of the existing lanes on the Arthur Laing Bridge, Moray Channel Swing Bridge or Airport Connector Bridge, for exclusive use by airport-traffic, is not supported by Richmond, as Richmond is growing. Recommend additional VIAA and City collaboration.
7.5	<ul style="list-style-type: none"> Replace the Moray Channel Swing Bridge 	Support
7.6	<ul style="list-style-type: none"> Improving access to Highway 99 	Support
7.7	<ul style="list-style-type: none"> Offering public parking options and accommodating car rentals 	Support
7.8	<ul style="list-style-type: none"> Adding capacity and improvements to the Sea Island road network 	<p>Conditional Support</p> <ul style="list-style-type: none"> The City and VIAA are to continue working together to gauge the actual demand of vehicular traffic in the airport area on a regular basis so that the appropriate infrastructure improvements can be planned in a timely and accurate manner and that any added road capacities would not be over-built.

City Comments

YVR: Your Airport 2027 Draft 20-Year Master Plan for Consultation

	ISSUE	CITY COMMENTS
7.9	<ul style="list-style-type: none"> Reviewing commercial ground transportation to reduce unnecessary trips 	Support
7.10	<ul style="list-style-type: none"> Requiring non-airport related commercial development to assess traffic impacts 	Support <ul style="list-style-type: none"> Traffic generated by non-airport related commercial development on Sea Island should be managed the same way as other non-airport related commercial development outside of Sea Island, and not be regarded as airport-priority traffic.
8.0	CARGO	
8.1	<p>The Airport Authority recommends:</p> <ul style="list-style-type: none"> Increasing the efficiency of existing facilities; Providing a significant area (70 ha) within the Land Use Plan for cargo needs; Developing a Cargo Village in the Northlands; and Relocation of the YVR Works Yard (currently to the West of Burkeville) to better utilize this core site. 	Support <ul style="list-style-type: none"> Additional informational is required regarding the amount and nature of cargo-related uses to better understand: <ul style="list-style-type: none"> Transportation implications; and Potential business impacts and benefits.
9.0	AIRPORT SUPPORT SERVICES	
9.1	Air Traffic Control <ul style="list-style-type: none"> The detailed design of future NAV Canada air traffic control facilities must consider control tower sight lines and radar. 	Support <ul style="list-style-type: none"> Continued consultation between the Airport Authority and the City is required to address air traffic safety requirements.
10.0	COMMERCIAL OPERATIONS	
10.1	Airside Commercial <ul style="list-style-type: none"> Set aside sufficient land to meet the needs of airside commercial operations with direct access to the airside system (e.g., air cargo, maintenance). 	Support
10.2	Groundside Commercial <ul style="list-style-type: none"> Include lands for both airport-related commercial uses and non-airport related uses, as surplus land is available (e.g., lands located near the Arthur Laing and Dinsmore Bridges, plus along Russ Baker Way to the terminal) 	Support <ul style="list-style-type: none"> Additional information and a business case is required to support the development of non-airport related commercial uses, and in particular: <ul style="list-style-type: none"> Allow uses that are complementary to the downtown in use, form and character; and to proposed City Centre Richmond development – especially in the case of office uses; Traffic management to ensure that the new uses will not adversely impact Sea Island road network; and Encourage uses that will use the Canada Line.

City Comments

YVR: Your Airport 2027 Draft 20-Year Master Plan for Consultation

	ISSUE	CITY COMMENTS
11.0	UTILITIES	
11.1	Aviation Fuel Supply and Storage <ul style="list-style-type: none"> The Airport Authority will continue to work with regulatory agencies and the City of Richmond to select a sustainable fuel-supply option that meets the needs of the airport and the surrounding communities. 	Support <ul style="list-style-type: none"> Further consultation is required to understand the possible impacts on: <ul style="list-style-type: none"> Lulu Island development/livability/safety Sea Island recreation/wildlife/environment Environmental issues affecting the river
12.0	RECREATIONAL AREAS	
12.1	Riverside Walk/Bike Path and Playing Fields <ul style="list-style-type: none"> The Airport Authority will continue to work with the City of Richmond to provide outdoor recreational opportunities to enhance the public's enjoyment of Sea Island. 	Support <ul style="list-style-type: none"> Complements the City Centre, recreational river uses, the Oval, and development of Moray Channel as a "premier urban riverfront"; The City and VIAA are to continue working together to jointly prepare a detailed multi-year Parks and Recreation Plan for Sea Island with an Implementation Strategy, including the Riverside Walk/Bike Path, and to ensure that locations are available for existing and future picnic areas and playing fields.
13.0	REGIONAL AIRPORT SYSTEM	
13.1	<ul style="list-style-type: none"> The Airport Authority recommends establishing an ongoing mechanism for coordinating Lower mainland Airports at the operational and governance levels. 	Support <ul style="list-style-type: none"> Request that Transport Canada prepare a Regional Airport Strategy with VIAA and the other regional airports (Abbotsford, Boundary Bay, Chilliwack, Pitt Meadows, Langley) to provide land use and infrastructure investment certainty by determining the long term role of each airport (e.g., their respective international/domestic, sea plane/small aircraft/jet, and passenger/cargo volume splits). This will ensure certainty over the long term in planning and investing in airport growth, infrastructure, roads and services.
14.0	PROPOSED 2027 AIRPORT LAND USE PLAN AND GATEWAY DEVELOPMENT PROJECTS	
14.1	<ul style="list-style-type: none"> The Airport must submit the 2027 Airport Land Use Plan to the federal Minister of Transport for approval. The proposed changes to the 2015 Land Use Plan are necessitated by the gateway recommendations outlined by the Airport Authority. 	Conditional Support <ul style="list-style-type: none"> The City supports the Foreshore Runway option and does not support the proposed South Parallel Runway option; Additional detail is required for the plan's land use designations to provide adequate guidance and clarity for the airport, their customers, and their neighbours. Additional planning coordination with the City of Richmond is encouraged, particularly in coordinating with current planning initiatives (e.g., City Centre Update). The Land Use Plan needs to be updated regularly (e.g., every five years) to ensure that it continues to correspond to trends and projections for airport demand.



YVR: Your Airport 2027

Draft 20-Year Master Plan for Consultation

VANCOUVER INTERNATIONAL AIRPORT AUTHORITY
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DRAFT – MAY 2006



VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

Vancouver International Airport Authority is a community-based, not-for-profit organization that manages and operates Vancouver International Airport (YVR).

YVR MISSION

To serve our community by building outstanding airports.

YVR VISION

YVR: A Premier Global Gateway

The Airport Authority: Local Champion, Global Operator.

CORPORATE PRIORITIES

PEOPLE To maintain a strong, flexible and capable team of professionals, and provide a safe and secure environment not just for our employees, but for all who work at or visit the airport

01

PASSENGERS To provide exceptional customer service to passengers and airport visitors.

02

PARTNERS To work closely with the communities we serve, business partners and government agencies, and to take an active role in community and industry initiatives

03

PROFITABILITY To generate aeronautical and non-aeronautical revenues to operate and develop YVR and help ensure it remains an economic generator, to diversify non-aeronautical revenue bases and be a low-cost airport to attract new air services and retain existing ones to meet the needs of British Columbia

04

PLANT To build and operate outstanding facilities to ensure YVR can meet growing passenger demands, as well as connect British Columbians with the world

05

STRATEGIC PLANNING

To guide airport operations and development, the Airport Authority uses a five-tiered planning process. The Strategic Plan establishes the mission, vision and values for YVR, while the Master Plan (this document) looks forward 20 years to ensure the best use of YVR's fundamental resource – land. The Capital Plan and Financial Plan allocate funding over a 10-year span and identify what infrastructure will be built and when. The Detailed Strategic Plan looks five years out and provides the planning context for the Airport Authority's annual Business Plan, which outlines airport initiatives and objectives for a one-year period.

Recognizing the "certainty of uncertainty," the Airport Authority reviews plans regularly, monitors external events closely, favors conservative timing for capital expenditures, builds infrastructure incrementally whenever possible, and incorporates flexibility, transparency and open, honest stakeholder communications into its planning activities.

WELCOME TO YVR

Vancouver International Airport (YVR) is B.C.'s airport. It enables us, as British Columbians, to welcome the world, pursue our business goals and embrace family and friends. YVR is a premier gateway to the Pacific, a leading employer of many and, we hope, a source of pride for all.

During the past two years, Vancouver International Airport Authority has spoken with hundreds of British Columbians to understand your future aspirations for your communities and your country and to identify how YVR can best support your vision. What you told us formed the basis for this draft plan, which outlines our recommendations for achieving the future you've articulated for yourselves and for YVR.

This document is a gateway to the rigorous economic, social, environmental and governance considerations and analysis involved in ensuring YVR can meet the needs and aspirations of the communities it serves. It outlines many views – sometimes conflicting – about how best to plan for a future that is by definition uncertain.

The Airport Authority's mission is to serve all communities. This draft 20-Year Master Plan is meant to generate discussion around our recommendations and to find out: whether you think we're on the right path. To enable you to immerse yourself as deeply as you'd like in the master planning process, further information is provided on our website: www.yvr.ca.

We hope you will agree with our vision of how YVR can best meet your future needs and aspirations, but if we have not asked the right questions, or if we have arrived at answers that do not make sense to you, we hope you will tell us.

We encourage you to read this document and visit our website. You can provide your thoughts, comments, questions or concerns online or by emailing, writing, faxing or calling us at:



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan

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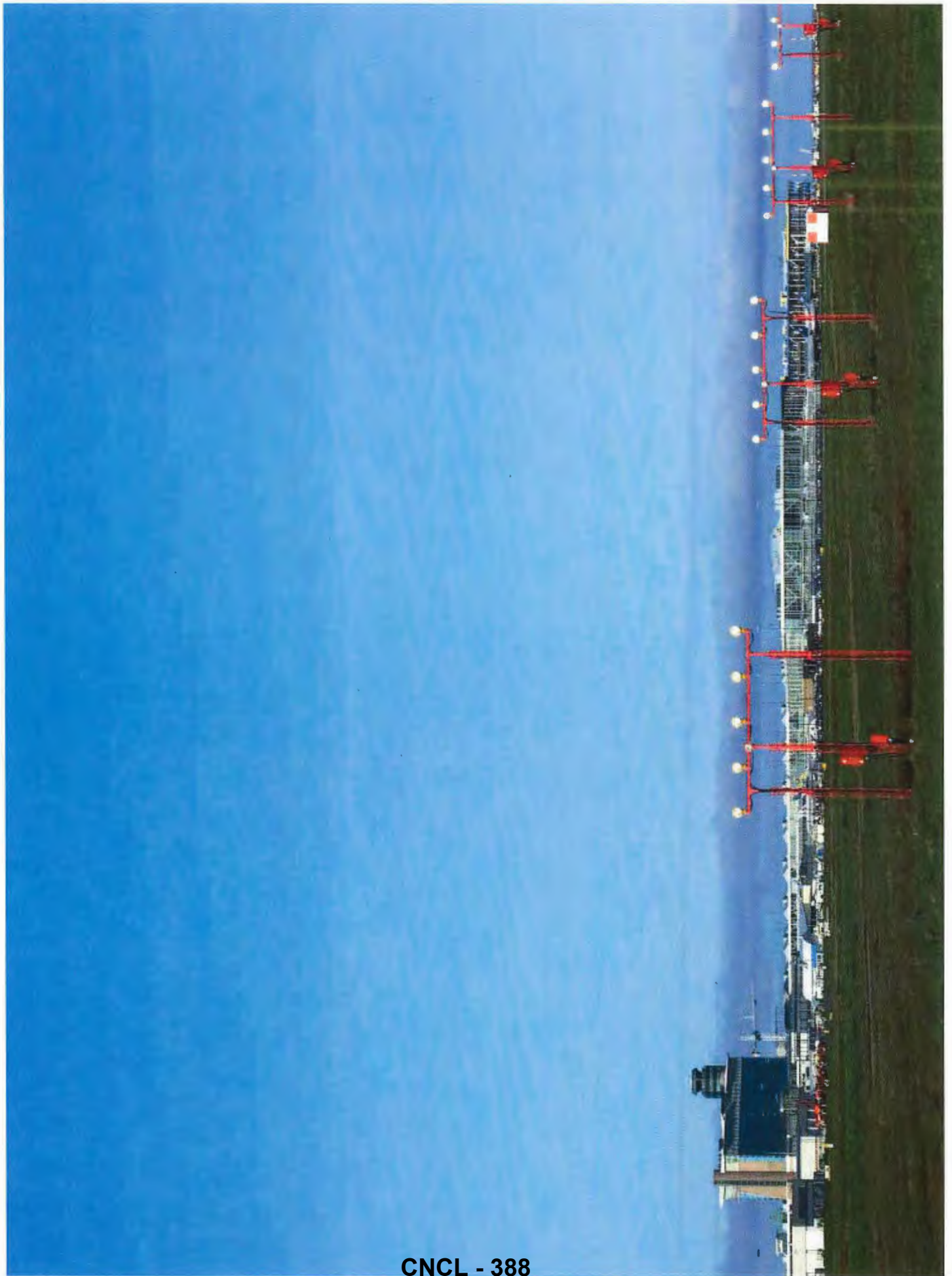
To enable the Airport Authority to meet the consultation goals outlined in chapter 3 of this document, please provide your comments by **August 31, 2006**.

YVR: YOUR AIRPORT 2027: 20-YEAR MASTER PLAN

PO BOX 23750 AIRPORT POSTAL OUTLET

RICHMOND BRITISH COLUMBIA CANADA V7B 1Y7

www.yvr.ca



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1. Your Airport 2027: An Overview

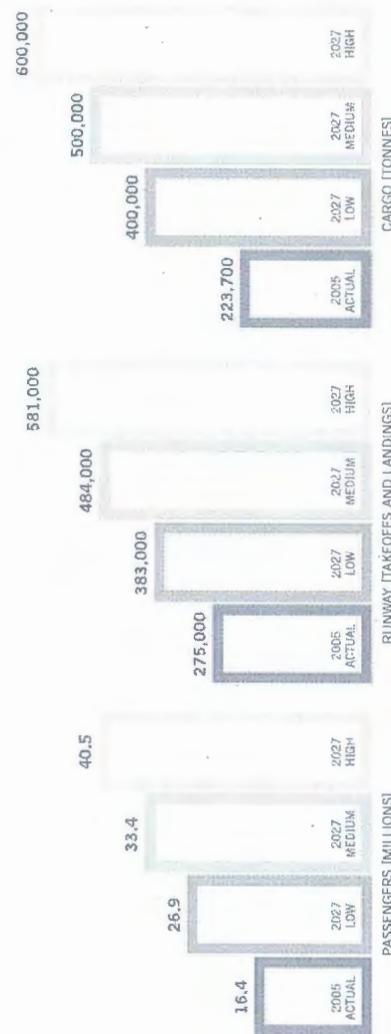
Vancouver International Airport (YVR) is Canada's second-busiest airport and the second-largest international passenger gateway on the West Coast of North America. In 2005, YVR served a record 16.4 million passengers, handled 275,000 aircraft takeoffs and landings on its runways and saw 223,700 tonnes of air cargo loaded on and off aircraft. YVR is a key economic contributor, creating 2.3% of total employment in Greater Vancouver and contributing \$6.8 billion to B.C.'s economy.

Forecasts from governments, companies and agencies suggest that the global, national and local demand for air travel will grow between 2007 and 2027. To ensure it can meet future passenger and cargo needs, the Airport Authority has considered a range of possible air travel scenarios out to 2027 and developed low-, medium- and high-growth scenarios. A low-growth scenario could result from slower than anticipated economic growth, external health or security concerns or increasing fuel costs while a high-growth future could occur if the demand for air travel to and from emerging Asian markets grows more rapidly than expected.

Under a medium-growth scenario for the 20-year planning horizon, passenger, aircraft and cargo demands on YVR will increase to an estimated 33.4 million passengers, 484,000 aircraft arrivals and departures, and 500,000 tonnes of cargo annually. As with all projections, there are risks and uncertainties associated with these forecasts and they will require frequent review, discussion and adjustment.

As the closest major West Coast airport to Asia, YVR enjoys a significant competitive advantage. The Airport Authority's vision is to be a premier global gateway of choice, connecting the Asia-Pacific Region and the Americas. As a gateway of choice, YVR offers, and can continue to offer, better service in terms of destinations, frequency and airlines than the local market could otherwise support. This provides, and will continue to provide, additional opportunities for local business to participate in the global economy, for tourists to visit B.C. and for British Columbians to travel overseas.

To accommodate future passenger needs, meet the aspirations of the communities it serves and achieve its gateway strategy, the Airport Authority must have an effective and flexible 20-year plan.



2027 Forecasts—Low, Medium, High Growth Scenarios
VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

YOUR AIRPORT 2027: 20-YEAR MASTER PLAN

YVR's 20-Year Master Plan outlines how the Airport Authority will meet the needs of its stakeholders and the communities it serves over the medium-term (20-year period) while supporting YVR's longer-term viability and achieving key strategic objectives.

While the Airport Authority's lease with Transport Canada requires that the Master Plan be updated every 10 years, the plan can be updated more frequently if necessary to respond to unforeseen changes, challenges or opportunities.

Though the Master Plan covers a 20-year period, the Airport Authority must ensure that this medium-term strategy does not rule out or preclude options over the longer term (a 40-year horizon). In preparing this draft 20-Year Master Plan, the Airport Authority first consulted with business partners, stakeholders and young members of the community to understand their long-term visions and aspirations for British Columbia and the region.

These consultations took place in three forums "Flying 40 Years into B.C.'s Future" namely: Forum '44, Generation YVR and B.C. Communities. Input received through these forums indicated that air travel would continue to be vital over the long-term, that YVR will remain a key economic generator for B.C. and that the airport will continue to play a central role as a Pacific gateway to North America. These views contributed to a long-term development study that concluded YVR should continue to be the region's principal, full-service airport and that the airport should remain located on Sea Island.

With a clear long-term vision, the Airport Authority then looked at YVR's medium-term future using a variety of forecasting tools to project airport demand through to 2027. This work identified what steps will be needed over the next 20 years to support the longer-term vision. The Airport Authority conducted extensive consultations with business partners, municipal, provincial and federal governments. First Nations, technical experts, passengers, and local communities.

Having gathered information on the needs and aspirations of the communities it serves for the planning period, the Airport Authority identified a number of options to meet

those requirements, sought stakeholder feedback on the various options and measured each option against key sustainability criteria. Based on this analysis, the Airport Authority has created a list of recommendations for development at YVR to respond to British Columbia's growth to 2027.

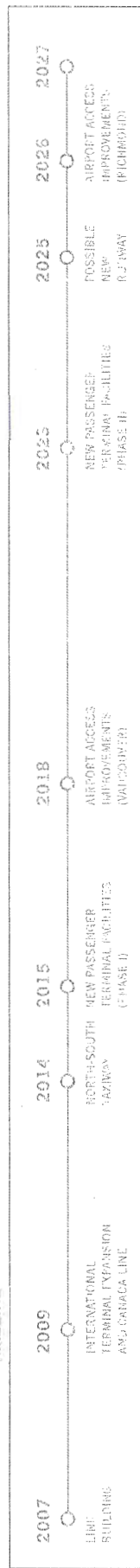
At a high level, the Airport Authority's recommendations for the 2007-2027 planning horizon include:

1. YVR continues to be the region's principal, full-service airport located on Sea Island;
2. Maximizing efficiency of the existing runway and taxiway system by extending the parallel runways and by building a North-South Taxiway;
3. Building new passenger terminal facilities and customs hall;
4. Ensuring convenient access to the airport by maximizing use of the Canada Line, implementing demand management initiatives, reclaiming bridge capacity for airport users and making smart land-use decisions;
5. Protecting options for a future runway, if and when required to meet future demand.

Timing for these recommendations will depend on demand. Using the medium-growth forecasts, development of new infrastructure is estimated to be required at various intervals during the next 20 years, as shown in the timeline below.

This draft 20-Year Master Plan identifies key changes and upgrades that will be required to meet YVR's needs to 2027 and provides the Airport Authority's recommendations for meeting these needs. It outlines the influences and forecasts that will shape the airport's medium-term future, and summarizes the master planning consultation process and stakeholder feedback received. This document includes a timeline and description of recommended gateway development projects as well as a draft of the proposed 2027 Airport Land Use Plan that must be submitted to the federal Minister of Transport for approval as part of the master planning process.

GATEWAY DEVELOPMENT TIMELINE



2. Your Airport 2027: Key Influences

YVR's future is shaped by a diverse range of factors including international, national, provincial and regional forecasts, aviation industry projections and the aspirations and expectations of stakeholders. The 20-Year Master Plan must align with the Airport Authority's mission, vision and corporate priorities and support its gateway strategy and sustainability objectives. This chapter outlines some of the many factors that have influenced and guided the development of this draft plan.

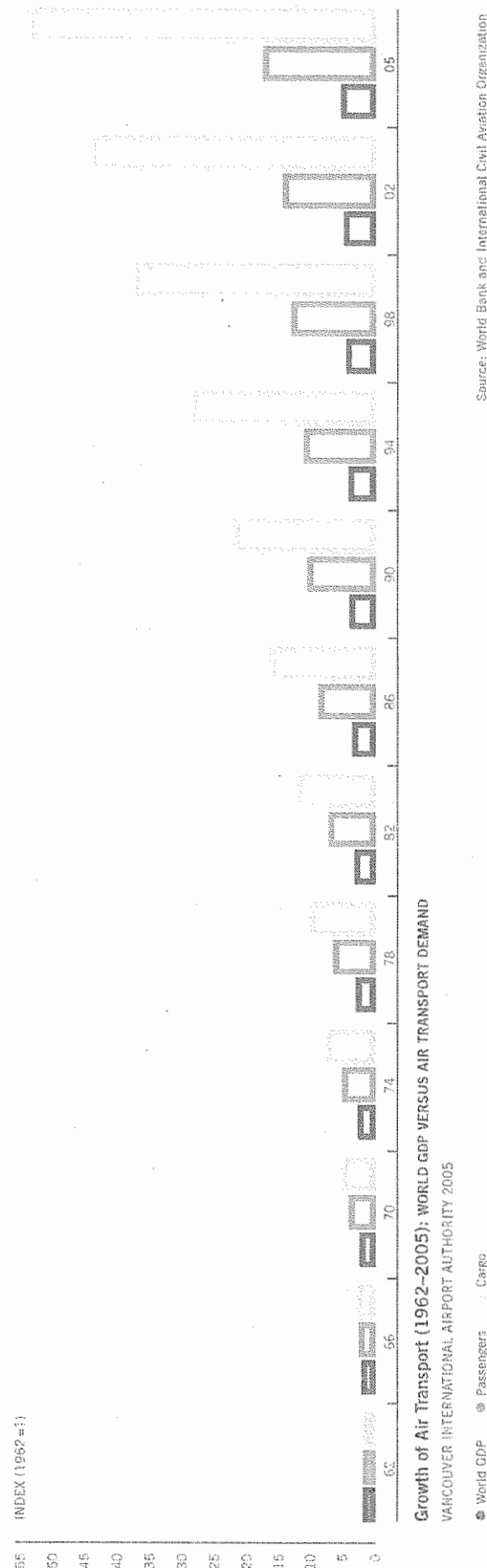
OUTLOOK 2027

In 2027, it is anticipated that eight billion people will inhabit the earth, that China will be the world's largest economy and that average temperatures will have risen due to projected increases in greenhouse gas concentrations.

In Canada, it is estimated that one in five Canadians will be over 65 years of age and the main source of population growth will have been immigration. Rates of growth in the aboriginal population are expected to be above average.

British Columbia will have a distinct culture embracing and reflecting a love of the land, cultural diversity, the province's geographic advantages and a resolution of relationships with First Nations people.

The Lower Mainland is expected to be home to 3.2 million people of diverse cultures, with proportionally more homes and jobs in the outer suburban areas.



AVIATION OUTLOOK 2027

While the world's gross domestic product (GDP) is expected to grow 2.9% annually between now and 2025, annual passenger growth will likely average 5.2% and annual cargo volumes, 6.2%. Increased worldwide travel will be stimulated by economic growth, lower fares, additional world trade and service improvements. Driven by declining costs and improved logistics systems, air cargo has grown at roughly three times the rate of the world economy (as seen in the graph on page 6) and cargo transport is expected to increase at an average of 6.2% annually over the next 20 years.

To accommodate this growth, the world airliner fleet will grow to approximately 35,000 passenger and cargo jets by 2023, according to Boeing's 2005 Current Market Outlook.

In 2004, the Airport Authority commissioned a study by InterVISTAS Consulting Inc. to identify long-term aviation industry trends. Trends identified for the 20- to 40-year planning horizon include:

- The demand for passenger and cargo air transport will grow faster than the population or the economy. Passenger air travel will become more affordable, enabling more people to travel by air. However, the demand for air transport may be negatively impacted by fuel costs and the impact of global climate change.
- Major new markets for air travel will emerge. China is expected to become one of the largest generators of tourists, growing from 12 million outbound tourists in 2001 to 100 million by 2020. Other emerging outbound tourism markets include India and Latin America.
- A growing demand for air transport will put pressure on local and regional transportation systems. Airports will need to be integrated into regional transportation systems that utilize high-capacity mass transit to move people.
- As a result of government and industry initiatives, the noise impacts of aircraft have been reduced. Using new technologies, the aviation industry will continue to work towards minimizing noise impacts.
- Smart technologies will help to reduce costs, improve customer service and expedite the movement of passengers through borders, security and health screening processes.

- While it is difficult to predict just how the airline industry will be structured 20 years from now, it is clear that fundamental change is underway. Airports must be flexible enough to accommodate a changing airline marketplace, which may include consolidation and increased services from low-cost carriers.

- Future passenger and cargo needs will be addressed with a range of aircraft types, ranging from the 555-seat Airbus A380 to the smaller, long-range Boeing 787 Dreamliner, from regional jets with between 50 and 100 seats to 4-6 seat Microjets.
- More and more, airports are exploring creative solutions for managing growth, including expanding their boundaries or using lands outside current boundaries (such as off-site check-ins and other processes, or secondary airports).



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Long-Term Planning > 12 Long-Term Trends in Aviation

YVR GATEWAY STRATEGY AND ECONOMIC IMPACT

The Airport Authority's vision is to be a premier global gateway of choice, capitalizing on YVR's unique geographic location as the closest West Coast airport to Asia, and connecting the Asia-Pacific region and the Americas.

Being the international gateway of choice creates significant economic benefits along with opportunities for local business to participate in the global economy, tourists to visit B.C. and British Columbians to travel overseas. International flights create significantly more employment than domestic or transborder (U.S.) flights. According to the 2005 Economic Impact Study of the Vancouver International Airport distributed in March 2006, a twice-daily domestic flight generates 82 hours of employment per flight, or 38 person years annually. By comparison, a twice-daily international flight creates 795 hours of employment per flight. Over a year, this equals 369 person years of employment.



www.yvr.ca > Who We Are > YVR Economic Impact Study



A SUSTAINABILITY FRAMEWORK

Effective long-term planning is crucial to a successful future and the Airport Authority views good planning and sustainability as one and the same. Contributing to a sustainable and prosperous future while caring about the well-being of its surroundings, its people and its communities is fundamental to the Airport Authority's operating philosophy and central to its planning processes.

THE FOUR PILLARS OF SUSTAINABILITY

The Airport Authority's view is that there are four pillars to sustainability: economic, environmental, social and governance.

	<p>ECONOMIC: YVR is a major employment centre and economic generator. The Airport Authority's challenge is to sustain and promote economic growth while minimizing YVR's impact on its communities and the environment.</p>
	<p>ENVIRONMENT: The Airport Authority is committed to managing the airport in an environmentally sound manner and balancing potential environmental impacts with the need for safe and efficient air travel. To eliminate, reduce, mitigate or manage environmental impacts wherever possible, the Airport Authority has developed an Environmental Policy and implemented an Environmental Management Plan.</p>
	<p>SOCIAL: British Columbians frequently travel by air because of the unique geography of our province and our immigrant heritage. Affordable and accessible air travel allows people to stay connected and pursue personal interests. As an employer, the Airport Authority is committed to providing a quality work environment and the tools and resources to support a flexible, strong and capable team. Its commitment to accessibility recognizes the importance of meaningful access regardless of age or ability. The Airport Authority is also committed to engaging stakeholders, providing transparency in open, honest and timely communications to customers, business partners, the communities it serves and its employees.</p>
	<p>GOVERNANCE: The Airport Authority has added governance to its sustainability framework to recognize the importance of local accountability for economic, environmental and social issues, while meeting the business objectives of the Airport Authority and the communities it serves.</p>

< YVR's location as the closest major North American airport to Asia positions the airport as the ideal gateway connecting the Asia-Pacific Region and the Americas. In the coming years, the Airport Authority expects to add more Asian destinations and carriers as we continue to develop the YVR gateway.

EVALUATION CRITERIA

EVALUATION CRITERIA																											
GOVERNANCE				ECONOMIC																							
STRATEGIC				OPERATIONS								FINANCE		RISK													
MISSION / VISION / VALUES / OBJECTIVES				OPPORTUNITIES				PRECLUSIONS				CAPACITY	OPERATIONAL EFFICIENCY	REDUNDANCY	CUSTOMERS AND PARTNERS - PASSENGERS	CUSTOMER AND PARTNERS - BUSINESS PARTNERS	CUSTOMER AND PARTNERS - GOVERNMENT	CARGO	SECURITY / HEALTH	CAPITAL COST	REVENUE	DELIVERY TIME	TECHNOLOGY	FLEXIBILITY	FINANCIABILITY		
OPTIONS																											
AIRSIDE																											
A1				FORESHORE RUNWAY (RWY)																							
A2				SOUTH PARALLEL RWY (Short)																							
A3				SOUTH PARALLEL RWY (Long)																							
A4				NORTH PARALLEL RWY																							
A5				EXTEND NTH RWY WEST																							
A6				EXTEND NTH RWY EAST																							
A7				NORTH-SOUTH TAXIWAY																							
A8				DEMAND MANAGEMENT																							
TERMINALS																											
T1				TRANSBORDER SOUTH EAST																							
				INTERNATIONAL WEST SATELLITE																							
				TRANSBORDER WEST SATELLITE																							
				TRANSBORDER NORTH EAST																							
T3				INTERNATIONAL NORTH EAST																							
				INTERNATIONAL "Y"																							
T7				TRANSBORDER "Y"																							
T8				DOMESTIC "Y"																							
T9				TERMINALS "A" AND "B"																							
GROUND ACCESS & PARKING																											
G1				PARKING ON ISLAND																							
G2				PARKING OFF ISLAND																							
G3				DEDICATED ACCESS																							
G4				INCREMENTAL IMPROVEMENTS																							
G5				ONE-WAY COUPLT																							
G6				TEMPLETON-ARBUTUS CONNECTOR																							
G7				TEMPLETON-ALDERBRIDGE CONNECTOR																							
G8				TWIN ARTHUR LAING BRIDGE																							
G9				GRADE SEPARATED ACCESS TO HIGHWAY 99																							
G10				DEMAND MANAGEMENT																							
				CARGO																							
				UTILITIES																							
				TELECOM / IT																							

	SOCIAL	ENVIRONMENTAL
HABITAT - AQUATIC		
HABITAT - TERRESTRIAL		
AIR QUALITY - GLOBAL		
AIR QUALITY - LOCAL		
RARE & ENDANGERED SPECIES		
ENERGY CONSUMPTION		
WATER CONSUMPTION		
WATER QUALITY		
LAND-USE EFFICIENCY		
LOCAL TRAFFIC		
ARCHAEOLOGY/HISTORY		
RECREATION		
SOCIAL BENEFITS OF AIR TRAVEL		
FIRST NATIONS		
ECONOMIC IMPACTS		
NOISE		
COMMUNITY RESPONSE		

SUSTAINABILITY MATRIX

Sustainability is not just an abstract goal – it's integrated into the Airport Authority's day-to-day decision making and planning processes. As part of the master planning process, a sustainability matrix was created to measure the performance of the options identified for meeting YVR's medium-term needs against the Airport Authority's sustainability objectives. The matrix includes 34 different criteria based on the four pillars of sustainability.

Economic criteria included operational factors (capacity, efficiency, safety and health considerations), financial implications (costs and revenue) and risk factors (delivery time, flexibility).

Environmental criteria considered how each option would affect habitat, air quality, energy and water consumption, and impact water quality and land-use efficiency.

Social considerations included the impact of airport operations on the local community, economic impacts, noise and community response or input.

Governance criteria considered how well an option achieved the mission, vision and objectives of the Airport Authority and identified whether the option presented business opportunities or precluded other future development options.

SUSTAINABILITY MATRIX EVALUATION PROCESS

During the sustainability matrix evaluation process, each option was reevaluated twice. The first evaluation measured an option's performance against each criterion in the matrix (Option A will cost \$10 million, or Option B will impact 10,000m² of aquatic habitat). The second evaluation scored the option's performance relative to other available options (Option A will cost \$10 million and Option B will cost \$12 million). Therefore, Option A is the most affordable option, while Option B is the second most affordable).

3. Your Airport 2027: Consultation Process

In developing this draft 20-Year Master Plan, the Airport Authority undertook its broadest-ever consultation program to promote open discussions about the multiple futures available to YVR. A diverse range of stakeholders was engaged, including Airport Authority staff, community-based interest groups, community associations, the Lower Mainland business community, Sea Island business partners, First Nations, managers from regional airports, the next generation of users, transportation authorities, municipal, regional, provincial and federal governments and the general public throughout B.C.'s Lower Mainland.

To reach the widest possible range of stakeholders, the Airport Authority utilized a variety of tools including presentations and meetings to gather information, technical expertise and forecasts, workshops, working groups, large forum events, a media kit, multi-media presentations, a 20-Year Master Plan section on the website, visual displays in shopping malls, public buildings and at the airport, open house events and printed materials.

CONSULTATION PRINCIPLES

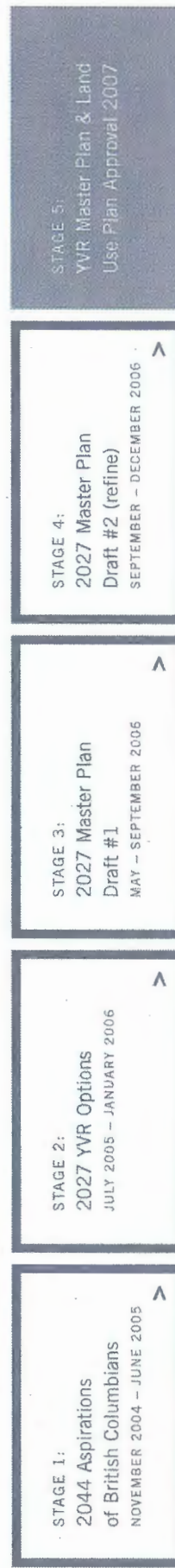
To promote stakeholder involvement and support, the Airport Authority was guided by a set of consultation principles, including:

- A commitment to transparency, involving open, honest and timely communications;
- A broad and inclusive consultation process;
- Remaining flexible and responsive, and regularly reviewing the consultation process to ensure it was meeting project objectives and that any concerns were addressed;
- Creating overall awareness and excitement within B.C. about YVR's future.

FIVE STAGES OF MASTER PLANNING

The 20-Year Master Plan is being developed in five stages. Stakeholder input gathered at each stage is being fed into the planning process to inform subsequent stages.

FIVE STAGES OF CONSULTATION FOR 20-YEAR MASTER PLAN



STAGE ONE: ASPIRATIONS OF BRITISH COLUMBIANS: LOOKING AHEAD 40 YEARS (NOVEMBER 2004 – JUNE 2005)

To ensure that recommendations in the 20-Year Master Plan did not preclude the vision and activities of YVR for future generations, the Airport Authority needed to understand the longer-term (40-year) aspirations and expectations of YVR's stakeholders.

Stage one of the 20-Year Master Plan process started off in 2004 by looking at potential futures for YVR and B.C. through to 2044. The Airport Authority held extensive meetings with municipal governments, business leaders, and industry experts to gain insight into the strategic planning and forecasting being undertaken by the aviation industry. YVR's business partners and B.C. communities. Stage one activities included:

- Forum '44 – Flying 40 Years into B.C.'s Future: A two-day event in November 2004 designed to launch the master planning consultation process, promote discussions and dialogue with a diverse range of stakeholders and key business leaders, gather information about how the community envisions its future and the role of YVR, and understand the trends, pressures and themes that will influence YVR's future. As part of Forum '44, a community session was held with local Sea Island businesses.
- Generation YVR and B.C. Communities 2045: Following the success of Forum '44, two subsequent forum events were held. Generation YVR – 30 and Under Flying 40 Years into B.C.'s Future, engaged younger British Columbians who will be the leaders of the future. A second forum, B.C. Communities 2045 – Flying 40 Years into B.C.'s Future, brought together community leaders and airport management from across B.C.

During stage one, the Airport Authority identified future airport facility requirements and potential expansion needs over a 40-year planning horizon. Studies were conducted to explore whether the existing lands leased by the Airport Authority provided sufficient space for the necessary systems and infrastructure.

Based on an examination of potential markets and growth patterns, the Airport Authority developed a scenario that suggested annual passenger traffic could be in the range of 45 million, and there could be as many as 600,000 aircraft takeoffs and landings each year by 2044.

STAGE ONE OUTCOMES:

Based on the studies and consultation conducted, the Airport Authority determined that:

- Stakeholders viewed YVR as a vital and growing part of their communities. YVR is B.C.'s airport and will need ongoing upgrades to support projected increases in passenger traffic, aircraft takeoffs and landings and air cargo.
- Sustainability was of vital concern to local and global stakeholders. The Airport Authority identified sustainability as a key goal of the master planning process and developed a sustainability matrix as a tool to measure options and inform decision-making.
- Sea Island could accommodate projected airport activity in 2044, and there was sufficient area for additional terminals and runways.
- All development strategies should incorporate demand management initiatives.
- Ground access to Sea Island would be an ongoing issue best addressed by rapid transit; vigorous demand management and initiatives to preserve bridge capacity for airport-related traffic.



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STAGE TWO: YVR 2027 OPTIONS (JULY 2005 – JANUARY 2006)

Based on preliminary stakeholder input and the range of internal and external considerations outlined in chapter 2 of this document, the Airport Authority developed low-, medium- and high-growth forecasts for passenger, aircraft and air cargo traffic through to 2027.

To meet this forecast demand, runway, terminal, ground transportation and other infrastructure needs were identified and options formed to meet those needs while supporting the long-term development possibilities noted in stage one. Details about these options can be found in chapters 5 through 13 of this document.

In fall 2005, a second comprehensive round of consultations was held to seek stakeholder input on these options. The Airport Authority continued its conversations with industry partners, government agencies and other interested parties and held a series of public information sessions, open houses and community meetings as well as providing information and feedback opportunities on YVR's website.

A display of potential options toured Lower Mainland shopping malls, public buildings and the Union of B.C. Municipalities conference to gather public input, and a brief questionnaire was made available to the public to elicit their feedback. Approximately 20,000 people viewed the displays and 680 people provided completed questionnaires and written feedback.

The Airport Authority then analyzed each development option using the sustainability matrix to determine how well each option performed against the criteria. Stakeholder input was incorporated into the matrix evaluation, where it played an integral role in informing Airport Authority decisions and recommendations.

STAGE TWO ACHIEVEMENTS:

- The Airport Authority developed a range of options that met YVR's medium-term needs, without precluding the longer-term vision;
- The Airport Authority consulted with thousands of stakeholders to obtain their input on the various options being considered;
- Each option being considered was evaluated to identify how well it performed in relation to key economic, environmental, social and governance criteria.

< Forum '44 brought leaders in business, community and government together for some thought-provoking conversation about the future of YVR in the context of the local and global environment in 2044, and examined the airport's role in supporting a sustainable future for the Lower Mainland, B.C. and Canada.

STAGE THREE: DRAFT 20-YEAR MASTER PLAN (MAY – SEPTEMBER 2006)

Based on the feedback and information received during stages one and two and the results of the sustainability matrix evaluation, the Airport Authority prepared a Master Plan Technical Report, which outlines the infrastructure and development necessary to meet YVR's needs to 2027, documents the process used to analyze and evaluate each option and presents the Airport Authority's recommended options. The Technical Report is available on YVR's website and sections are referenced throughout this document. See the website for more detailed information.

Based on the Technical Report, this draft 20-Year Master Plan was prepared to facilitate further stakeholder consultation and seek stakeholders' review and comments on the Airport Authority's recommendations. Once feedback has been received from stakeholder groups, this draft will be refined to create a second draft.

STAGE FOUR: REFINE DRAFT 20-YEAR MASTER PLAN (SEPTEMBER – DECEMBER 2006)

Stage four of the master planning consultation process is designed to seek final comments on the second draft of the 20-Year Master Plan. The necessity for, and extent of, stage four consultation activities will be determined by stakeholder feedback received during stage three. If required, stage four will take place during late fall 2006.

STAGE FIVE: COMMUNICATION OF THE APPROVED AIRPORT LAND USE PLAN (2007)

The final draft of YVR: Your Airport 2027: 20-Year Master Plan, including the proposed 2027 Airport Land Use Plan, will be submitted to the federal Minister of Transport for approval in early 2007. Once the Minister has approved the 2027 Airport Land Use Plan, stage five of this consultation program will involve communicating the highlights of the final 20-Year Master Plan to British Columbians.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Technical Report, Chapter 2

4. Your Airport 2027: Requirements and Recommendations

Increased numbers of passengers and cargo volumes at YVR will mean greater demand for airside capacity, terminals, cargo facilities and ground transportation access to Sea Island. Airport support services and utilities will also need to be upgraded to accommodate projected volumes through the planning horizon.

The following chapters outline key changes or upgrades that will be needed to meet requirements to 2027 based on demand scenarios and forecasts. Chapters include information about the forecasts and planning approach used, stakeholder feedback

received and the Airport Authority's recommendations as to how to proceed. A range of cost estimates for terminal and runway options is also included. It should be noted that these are order of magnitude cost estimates only.

Given the uncertainty inherent in forecasting and planning, the Airport Authority takes a conservative approach to development by building incrementally whenever possible, and only as demand for additional facilities is realized



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5. Airside System

YVR's existing airside system includes two parallel runways (the North and South runways), a Crosswind Runway and a network of connecting taxiways that enable aircraft to move between the runways, passenger terminals and other airport facilities.

In 2005, 275,000 aircraft used the runways at YVR, either arriving or departing. Current annual runway capacity at YVR is approximately 400,000 aircraft takeoffs and landings. Capacity could be increased to more than 450,000 takeoffs and landings by using each of the parallel runways simultaneously for arrivals and departures. This would require improvements to the taxiway system.

Projections indicate that by 2027, the airport will need to accommodate 484,000 takeoffs and landings annually. To accommodate this increase an additional runway will be required.

PLANNING APPROACH

The 20-Year Master Plan airside system analysis was preceded by long-term development studies that suggested approximately 600,000 runway movements would take place by 2044, and that a new runway would be required to accommodate the projected activity. The long-term study identified a number of options for meeting the forecasted long-term demand.

To identify airside needs to 2027, the Airport Authority created a projected fleet mix, using six broad categories of aircraft, to estimate the required number of

takeoffs and landings by passenger aircraft. This estimate was applied to runway capacity estimates developed using International Air Transport Association standards and benchmarks from selected airports. Both NAV CANADA and the Massachusetts Institute of Technology were consulted on projected gains in capacity that may result from future technologies.

The Airport Authority used the sustainability matrix to evaluate each runway option identified during the long-term development studies. Runway options were also evaluated for compatibility with the various passenger terminal options identified in chapter 6 of this document.

REQUIRED AIRSIDE IMPROVEMENTS FOR 2027

Above and beyond the airside projects specified in YVR's current 10-Year Capital Plan, improvements will be necessary to enhance the flow of traffic on taxiways and increase runway and taxiway capacity to 2027.

TAXIWAY IMPROVEMENTS

In order to derive maximum capacity from the runways, it is essential to have adequate taxiway capacity. The construction of a North-South Taxiway (NST) connecting the east ends of the parallel runways would add capacity while significantly reducing taxi distance, saving time, fuel and minimizing emissions.

RUNWAY CAPACITY

To defer the need for additional runways as long as possible, it is essential to maximize capacity of the existing runways.

MAXIMIZING EXISTING RUNWAY CAPACITY

Unlike the South Runway, which is used for both arrivals and departures, YVR's North Runway has been used primarily as an arrivals runway, other than when demand approaches capacity, such as during peak traffic periods. By using the North Runway for both departures and arrivals, YVR could increase runway capacity by 15%, double its departure capacity and better manage demand on both runways.

To enable both the North and South runways to be used efficiently for arrivals and departures, YVR's taxiway system must have sufficient capacity and flow paths to allow aircraft to move efficiently to and from the runways without congestion.

To realize the full capacity potential of YVR's existing runway system, the following options were identified and considered:

1. Build a North-South Taxiway to allow for simultaneous takeoffs and landings on both the North and South Runways.
2. Extend the North Runway by 600 m (2,000 ft) to enable long-range aircraft departures. This would improve efficiency, better balance departure demand between the parallel runways and reduce taxi distances.
3. Implement peak-hour demand management measures (such as pricing mechanisms, quotas, air traffic flow control) to shift arrivals and departures to off-peak periods and other airports.
4. In anticipation of future Transport Canada requirements for extended Runway End Safety Areas (RESA), extend the North and South runways accordingly. Anticipated extension range will be 150-300 m (500-1,000 ft).

ADDING RUNWAY CAPACITY

Depending on the success of demand management programs and the rate of passenger growth, capacity enhancement initiatives will provide relief to 2023-4 at best. At that time, a new runway may be needed to create additional capacity.

As part of its long-term development studies, the Airport Authority explored a range of new runway options, each providing sufficient capacity for YVR to accommodate up to

600,000 takeoffs and landings each year. After each option was assessed using the sustainability matrix, four possible runway options were retained.

1. The Foreshore Runway: This new 4,270 m (14,000 ft) runway, extending westward from the Sea Island dyke onto the foreshore of the ocean, would be used for arrivals and departures and would add capacity of approximately 210,000 takeoffs and landings to YVR's annual capacity at an estimated cost of \$1.2 billion. The Foreshore Runway would provide the required length for current and future aircraft. While it would impose a significant footprint into the foreshore with subsequent aquatic habitat impacts, it would also minimize aircraft noise impacts on the community.
2. The North Parallel Runway: A new, 2,740 m (9,000 ft) runway, parallel to and north of the existing North Runway, that would add capacity of approximately 148,000 additional takeoffs and landings at an estimated cost of \$310 million. This runway would be an arrivals only runway, with the existing runways serving departures. It would intrude into the Sea Island Conservation Area and Musqueam Lands, move noise closer to Vancouver residential areas and occupy lands previously designated for commercial development. The North Parallel Runway option would require changes to aircraft approach path zoning.
3. The South Parallel (Long) Runway: A new, 2,740 m (9,000 ft) runway, parallel to and south of the existing South Runway, that would add capacity of approximately 158,000 takeoffs and landings each year at an estimated cost of \$300 million. The South Parallel (Long) Runway would operate as an arrivals only runway, with the existing runway serving departures. It would intrude on, and create potential environmental impacts for, the Fraser River Middle Arm riparian area and increase noise exposure for Richmond residential areas. The runway would occupy land that is currently used for commercial activities and occupied by tenants at Airport South.
4. The South Parallel (Short) Runway: This modification of the South Parallel (Long) Runway option would be a new, 2,130 m (7,000 ft) parallel runway south of the existing South Runway. It would add capacity of approximately 158,000 annual takeoffs and landings at a cost of \$235 million. Although it would not penetrate the dyke or intrude on the Fraser River Middle Arm riparian area, this runway would operate as an arrivals only runway but could not accommodate all types of aircraft.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Technical Report, Chapter 5



STAKEHOLDER INPUT AND FEEDBACK

When asked for comments on the runway options, the public favored the Foreshore and South runways over the North Parallel Runway option. As expected, there was both positive and negative response to all options, although feedback on the Foreshore Runway option indicated greater support from respondents than the other options. Issues raised during consultation included cost, impact on the environment and existing facilities. There was, however, recognition that airspace capacity should be added to prevent congestion and delays.

AERONAUTICAL NOISE EVALUATION

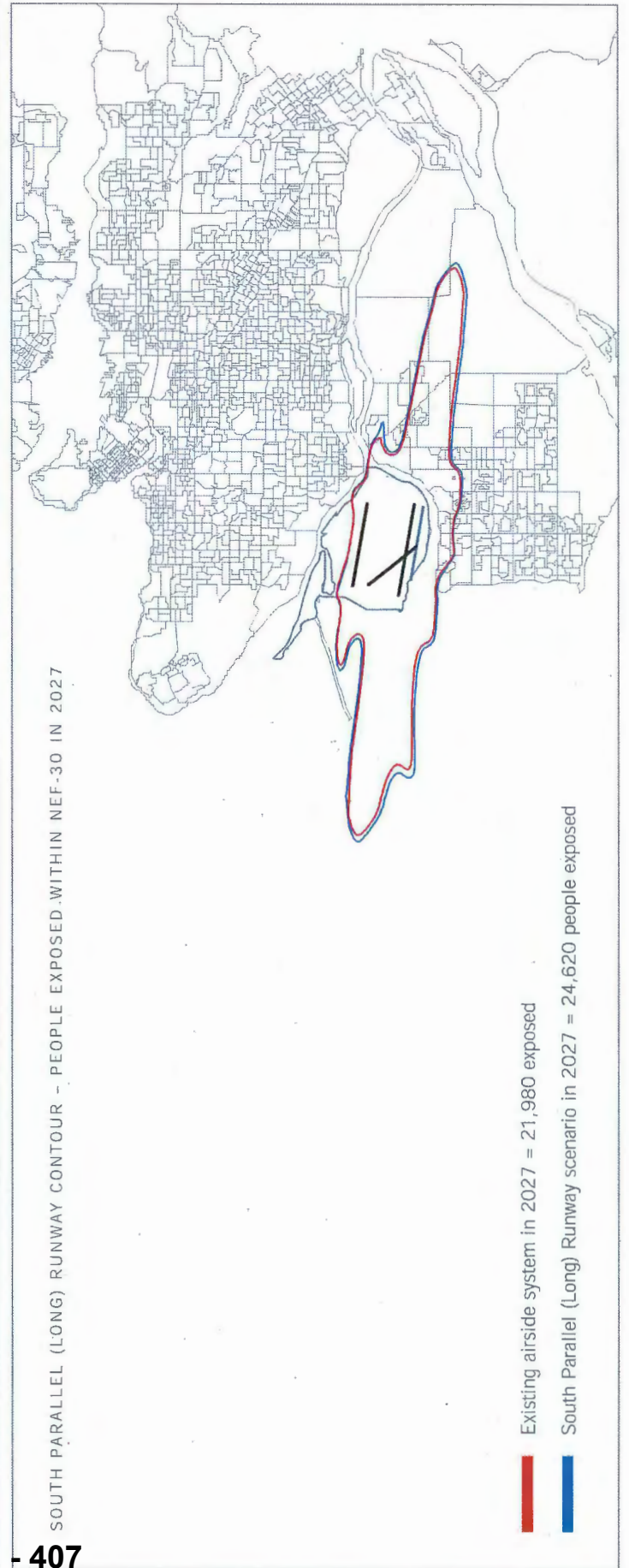
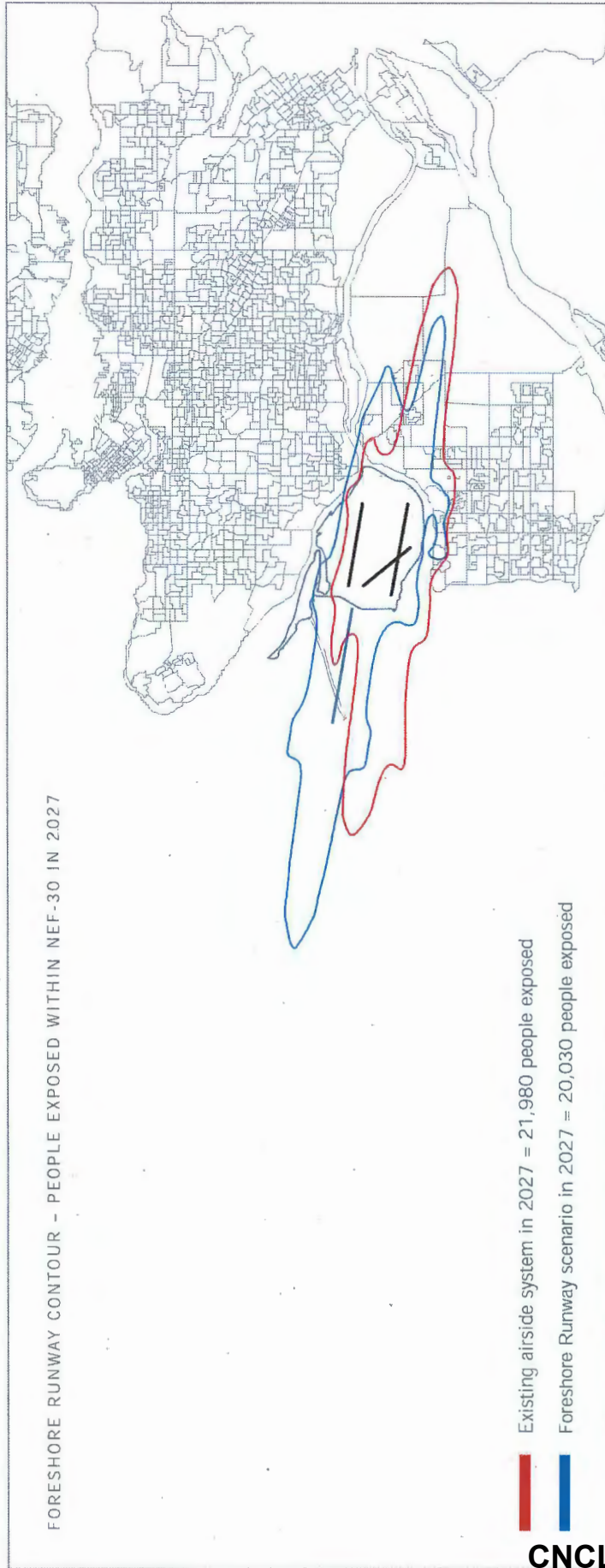
To compare noise impacts of the various runway options, the Airport Authority conducted an aeronautical noise management analysis. In Canada, the official metric for the assessment of aircraft noise is the noise exposure forecast (NEF). NEF contours are created using software developed by Transport Canada.

NEF contours are modeled by time-averaging the annual aircraft operations, with consideration given to the fleet mix, stage length, aircraft range, runway utilization, flight path and time of day.

Since Transport Canada guidelines prescribe that no new residential developments should occur in areas exposed to greater than 30-NEF, this 30-NEF benchmark was used in comparing master plan options. Forecasted populations of people living within the 30-NEF area for the years 2017 and 2027 were used to compare the NEF contours of the various runway options.

A base case forecast for 2027 population within the area of the existing runway system was used to measure the change in distribution of noise for each of the new runway options. The results of the new runway assessments indicate that only the Foreshore Runway decreased the number of people living inside the 30-NEF zone, achieving a 7.6% reduction. The North and South Parallel Runway options resulted in increases of those inside the 30-NEF zone ranging up to 12%.

Examples of NEF contours for the Foreshore and South Parallel (Long) runways are shown on page 21.



EVALUATION AND RECOMMENDATIONS

Based on sustainability matrix evaluation results, the Airport Authority recommends:

1. Implementing demand management measures to conserve YVR's airspace capacity.
2. Proceeding with the North-South Taxiway (NST) to augment the existing taxiway system and improve system efficiency. The NST should be completed prior to the opening of phase 1 of a new passenger terminal in 2015 or sooner.
3. Proceed with extending the North Runway to the east, in combination with implementing the anticipated Runway End Safety Area (RESA) requirements on the North and South runways. The Airport Authority recommends extending the North Runway to the east, because a western extension would generate greater environmental impact.
4. When taxiway improvements are complete and both parallel runways are being used for arrivals and departures, the Crosswind Runway will contribute no additional capacity and should be closed.

5. Protecting for the Foreshore, South Parallel (Long) and South Parallel (Short) runway options by allocating these areas to airspace operations use in the proposed 2027 Airport Land Use Plan, creating leasing policies that reserve the areas for future airspace operations and implementing the necessary aeronautical zoning regulation applications required to protect the South Parallel and Foreshore Runway options.

Land reserved for the airspace system is indicated in blue on the proposed 2027 Airport Land Use Plan on page 50.



www.yvr.ca > [YVR: Your Airport 2027](#) > [20-Year Master Plan](#) > [Map](#) > [Airside Reserve](#)

NORTH-SOUTH TAXIWAY



NORTH RUNWAY EXTENSION - EAST OPTION



FORESHORE RUNWAY



SOUTH PARALLEL (SHORT) RUNWAY



SOUTH RUNWAY - RUNWAY END SAFETY AREA (RESA)



SOUTH PARALLEL (LONG) RUNWAY



6. Passenger Terminals

Terminals are central to passengers' experiences at YVR and key to the success of the Airport Authority and its business and government partners. YVR's terminals are highly regarded by passengers and the community for their amenity, efficiency and distinctive sense of place. A record 16.4 million passengers passed through YVR in 2005 and medium-growth projections indicate that YVR will need to accommodate approximately 33.4 million passengers by 2027.

Passenger terminal planning is influenced by numerous factors including border and security policies, air carrier business plans and operations, technology and retail opportunities, all of which are subject to change. After the September 11, 2001 terrorist attacks, for example, more rigorous border checks reduced the passenger processing rate by almost one-third, impacting the space required for that function. In the domestic and transborder (U.S.) sectors, the check-in process has largely shifted from counters to automated kiosks, and the average size of aircraft flying between YVR and Asia fell by 22% since 2001, impacting aircraft gate utilization. Some developments, such as the advent of off-site kiosk check-ins, tend to reduce the footprint of passenger terminals while others, such as baggage screening and new border regulations, necessitate larger passenger terminal spaces.

There are currently three main passenger terminals at YVR: the International Terminal Building (ITB), the Domestic Terminal Building (DTB) and the South Terminal Building (STB), which serves intra-B.C. airline traffic on the airport's south side. There is also a common-use floatplane dock at Airport South.

As of 2004, the ITB and DTB offered 51 bridged gates and 16 ramp loading positions for smaller aircraft with a further eight ramp loading positions

at the South Terminal Building. Medium-growth forecasts indicate that a total of 73 bridged gates will be required by 2017 and 87 gates by 2027 together with an estimated 32 ramp loading positions, distributed between the ITB, DTB and STB. While adjustments to airport operations may be able to squeeze additional capacity out of YVR's infrastructure for a time, passenger traffic will likely exceed terminal capacity sometime between 2013 and 2015. Additional terminal facilities, beyond those already planned for, will be required.

PLANNING APPROACH

The 20-Year Master Plan passenger terminal planning process was designed to exceed safety and customer service requirements, meet the operational efficiency needs of facility users, provide maximum flexibility for expansion and change, protect adequate land to meet terminal expansion needs, and utilize sustainable building design and operation practices. It balanced terminal and airside system development to achieve maximum efficiency and capacity of the combined systems.

The terminal planning process incorporated an analysis of demand and capacity. It considered the Airport Authority's strategy of providing common-use facilities (check-in counters, aircraft gates and baggage carousels) and creating infrastructure that supports an effective link between passengers and baggage and allows for incremental expansion. The process factored in the seasonality of some airport operations and the understanding that external changes will continue to affect terminal development and operations.



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TERMINAL OPTIONS FOR CONSIDERATION

The Airport Authority identified three areas into which the existing terminal complex could be expanded: to the north east of the ITB, to the south east of the DTB and to the west of the existing terminal complex in either a satellite or a Y-shaped pier. Within each of these broad physical options were a number of alternatives for how the terminal would be utilized. For example, a north east expansion could accommodate transborder or international flights, both transborder and international flights, or flights of just one carrier or airline alliance. The terminal options evaluated were:

1. TRANSBORDER NORTH EAST: Expand the terminal complex to the north east of the ITB to accommodate transborder traffic.
2. INTERNATIONAL NORTH EAST: Expand the terminal complex to the north east of the ITB to accommodate international traffic.
3. INTERNATIONAL/TRANSBORDER NORTH EAST: This option is a variation of other north east terminal options, accommodating both international and transborder traffic.
4. TRANSBORDER SOUTH EAST: Expand the terminal complex to the south east of the DTB to accommodate transborder traffic.
5. INTERNATIONAL WEST SATELLITE: Construct an in-field satellite terminal west of the existing complex for international traffic, connected to the main terminals by a people mover.
6. TRANSBORDER WEST SATELLITE: Construct an in-field satellite terminal west of the existing complex for transborder traffic, connected to the main terminals by a people mover.
7. INTERNATIONAL Y: Construct a new international pier by western expansion of the existing Pier C.
8. TRANSBORDER Y: Construct a new transborder pier by western expansion of the existing Pier C.
9. DOMESTIC Y: Construct a new domestic pier by western expansion of the existing Pier C.
10. HUB CARRIER Y: Construct a new hub through incremental development and expansion of the existing Pier C complex.
11. TERMINALS A & B: Terminals allocated by airline carrier or alliance serving the necessary sectors.
12. CHARTER/LOW-COST CARRIER TERMINAL: This option reflects an emerging trend in terminal planning where terminals are organized by product type rather than by sector.

www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Technical Report > Chapter 6

ACCESSIBILITY

The Airport Authority is a world leader in creating accessible air terminal facilities. This commitment to accessibility recognizes the importance of meaningful access, regardless of age or ability, as a fundamental aspect of good customer service. Along with a facility design policy that utilizes the highest applicable building code requirements for access for people with disabilities, the Airport Authority retains an independent access consultant to review all new construction and retail projects. These rigorous standards for providing quality access for all would be reflected in any new terminal facility.

PEOPLE MOVERS

As YVR expands, so do walking distances for passengers. Public input shows that minimizing walking distances within terminals is a priority. To continue to provide a high level of service, the Airport Authority recognizes that some form of people mover (shuttles, buses or Skytrain-type technologies) will be required to facilitate movement within the terminals and to respond to the needs of the changing demographics of travellers.

Most types of people movers can be integrated into a terminal complex, although some may be more difficult to incorporate than others. Future terminal expansion and renovation projects will consider walking distances and consider the appropriate people mover technologies to minimize them.

SOUTH AIRPORT

SOUTH TERMINAL BUILDING (STB)

As long as there is demand from passengers and air carriers serving small regional destinations in B.C., the STB will continue to operate. It is not anticipated that significant STB expansion will be required, and the terminal reserve set out in the 1995 Master Plan should be adequate to 2027. Should the Airport Authority pursue a South Parallel Runway option, the existing South Terminal Building would be impacted.

FLOATPLANE TERMINAL

In the middle arm of the Fraser River, the Airport Authority's common-use floatplane dock is operated by a third party. Harbour Air also has its own passenger terminal and dock on the river. Assuming the floatplane terminal continues to operate on a common-use basis, sufficient space will need to be set aside for adjacent vehicle parking and terminal facilities. There may be an opportunity to combine the floatplane terminal and parking facilities within the STB, especially if floatplane passengers are required to undergo pre-board screening.



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TERMINAL FACILITIES AT CANADA LINE YVR STATION 1

During stage two consultations, the possibility of locating select terminal facilities, such as passenger and baggage check-ins, at Canada Line YVR Station 1 was identified. Under this system, passengers could choose to check themselves and their baggage in before riding the Canada Line to the main terminal for pre-board screening. This would help address the significant public demand for additional curbside pick-up and drop-off space, reduce emissions by shortening vehicle trips, relieve congestion at DTB and ITB curbs and parking facilities and maximize the Airport Authority's investment in the Canada Line. The Airport Authority believes this option offers numerous benefits and will discuss it with stakeholders during stage three of the 20-Year Master Plan consultation process.

STAKEHOLDER INPUT AND FEEDBACK

During the consultation process, feedback on the various terminal options was solicited from air carriers, government agencies, passengers and the general public.

The public primarily favored the South East and North East terminal options and also supported the Western Y terminal options. The separated Western Satellite Terminal option was least favored.

Air carrier business partners were primarily interested in operational efficiency and minimizing capital costs and disruptions during construction. Carriers also indicated a preference for consolidated operations wherever possible.

The need for additional passenger pick-up and drop-off curb space at the DTB and ITB was a recurring theme during consultation. This challenge will likely persist until YVR's terminals are expanded, although locating terminal facilities at Canada Line YVR Station 1 may offer some interim relief.

EVALUATION AND RECOMMENDATIONS

The Airport Authority evaluated the terminal options using the sustainability matrix. The West Satellite options were penalized because they were difficult to build incrementally, did not provide additional curb space and received negative public response. While the Western Y options performed strongly during analysis, their construction complexity and lack of curb space worked against their selection.

The Transborder South East option performed more strongly than western expansion options during evaluation, partly because of its location adjacent to the South Runway, which is used for transborder flights. This terminal option would require relocation of cargo operations on Miller Road, and Canada Line access would not be as direct or convenient as some other options.

The North East terminal options rely on the construction of the North-South Taxiway to provide an acceptable taxiing distance to the South Runway. Benefits of these options include ease of construction, short delivery times and the opportunity for incremental development. All reduce risk and financial exposure and provide adequate curb space and good access to Canada Line. Order of magnitude costs for the North East terminal options range from \$1.24 billion and \$1.34 billion.

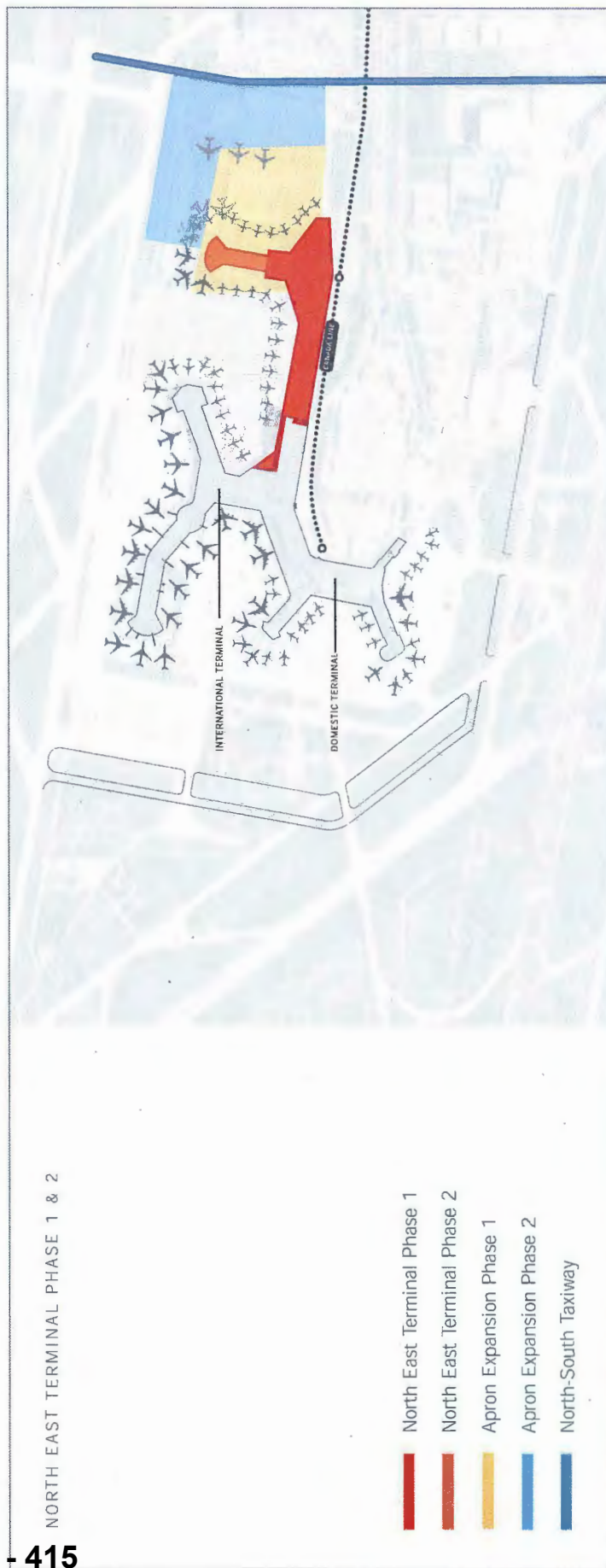
To meet YVR's forecast terminal needs, the Airport Authority recommends:

1. Selecting the North East location for the next phase of terminal expansion, maintaining the flexibility to service the international, transborder and/or airline alliance sectors.
2. Reserving land to the south east in the event that the passenger growth rate is high, or that terminal expansion to the south east is required for a discount/low-cost carrier terminal, or to accommodate special requirements associated with the 2010 Winter Olympics.
3. Considering placing select terminal facilities at Canada Line YVR Station 1 and allocating land for this purpose.

4. Maintaining the South Terminal Building (STB) as long as it is required by air carriers and passengers and protecting sufficient land to accommodate STB growth or address impacts of the proposed South Parallel Runway.
5. Protecting adequate land, including vehicle parking, for a floatplane terminal. Should implementation of the South Parallel Runway option mean a new STB is required, the Airport Authority should consider the feasibility of co-locating a floatplane terminal with a new STB.

Lands allocated or reserved for current or future terminal use are indicated in red on the proposed 2027 Airport Land Use Plan on page 50.

 www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Passenger Terminal Reserve



7. Ground Access and Parking

The proposed development is located on a site that is currently undeveloped. The site is located on the east side of the road, south of the intersection with the road. The site is currently undeveloped and is zoned for residential use. The site is currently undeveloped and is zoned for residential use. The site is currently undeveloped and is zoned for residential use.

YVR GROUND TRANSPORTATION SYSTEM

Planning the future of YVR's ground transportation system is challenging, since many routes are shared by airport-related users such as passengers, employees, cargo vehicles and airport visitors as well as non-airport-related users such as commuters. For example, roughly two-thirds of the vehicles using the Arthur Laing Bridge (the main link to Vancouver) are not airport-related. Furthermore, different governments or authorities have jurisdiction over different bridges and road systems.

An estimated 20.2 million airport-related vehicle trips were made in 2005. Forecasts indicate that, even with a projected 15% of passengers and 18% of employees using the Canada Line, the number of airport-related vehicle trips will grow to 25.9 million in 2017 and 30.6 million in 2027.

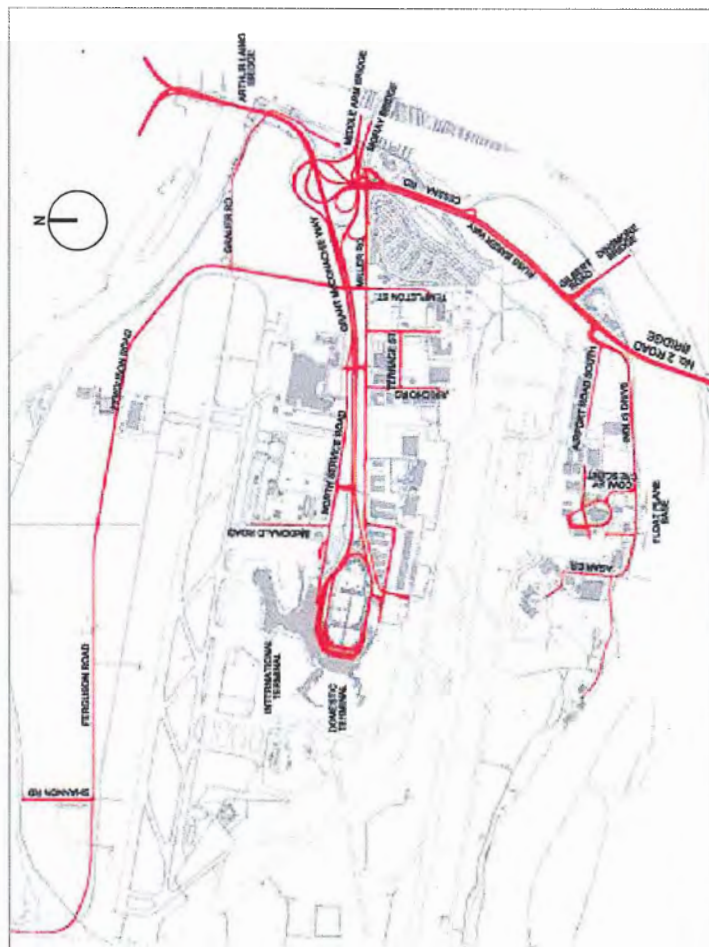
Detailed analysis shows the existing bridge infrastructure is adequate to serve airport-related demand to 2027 but this will displace non-airport-related traffic. Even with the implementation of the Canada Line, the Airport Authority will need to introduce measures to ensure easy access to the airport for passengers, businesses and employees.

PLANNING APPROACH

In developing and evaluating ground transportation solutions, the Airport Authority's objectives were to ensure a range of available access choices, to move people and goods safely and effectively, to ensure integration with the transportation plans of partner agencies and governments, to minimize environmental impacts (such as vehicle emissions) and to remain flexible to respond to changing demand over the planning horizon.

The Airport Authority's multi-agency planning approach included developing a transportation demand model for 2027 and integrating it into the regional transportation demand model, developing parking demand forecasts, conducting workshops with the cities of Vancouver and Richmond, the Greater Vancouver Transportation Authority and the Government of B.C. and consulting extensively with business partners, stakeholders and the general public.

GROUND TRANSPORTATION SYSTEM,
ACCESS TO AND FROM SEA ISLAND



OPTIONS FOR CONSIDERATION

The Airport Authority developed 10 ground access options for consultation with government agencies, stakeholders and the general public. Broadly speaking, the options fall into two groups – parking options and ground access. Ground access options are further divided into those that maximize existing capacity and those that add new capacity.

PARKING OPTIONS

1. Continue to provide parking for passengers and employees on Sea Island, with possible new long-term public and employee parking near Canada Line YVR Station 1.
2. Provide some public and employee parking off Sea Island (in Richmond and Vancouver) and bring passengers and employees to YVR using the Canada Line.

GROUND ACCESS OPTIONS ENHANCING EXISTING ROUTES

3. Dedicate a portion of existing routes and lanes to airport traffic only, or implement tolls for commuter traffic on routes such as the Arthur Laing Bridge.
4. Enhance the capacity of existing routes through improvements, such as building an overpass at the Templeton/Grant McConachie Way intersection, improving merge lanes at the south end of the Arthur Laing Bridge, or building a traffic bypass on SW Marine Drive.
5. Implement one-way systems, such as designating the Arthur Laing Bridge a southbound route and the Oak Street Bridge a northbound route exclusively.

ADDING NEW CAPACITY

6. Build a four-lane Templeton-Arbutus connector from the north end of Templeton Street on Sea Island to West Boulevard in Vancouver.
7. Create a Templeton-Alderbridge connector by extending Templeton Street south and twinning the Dinsmore Bridge to connect to Alderbridge and No. 3 Road.
8. Twin the Arthur Laing Bridge and dedicate the additional lanes exclusively to airport use.
9. Improve access between YVR and Highway 99 by replacing at-grade intersections with overpasses and replacing the existing Middle Arm Swing Bridge.

DEMAND MANAGEMENT

10. Maximize efficient use of existing routes and bridges with a combination of economic measures and traffic flow strategies. It should be noted that demand management alone will not be sufficient to satisfy traffic projections to 2027.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Technical Report > Chapter 11

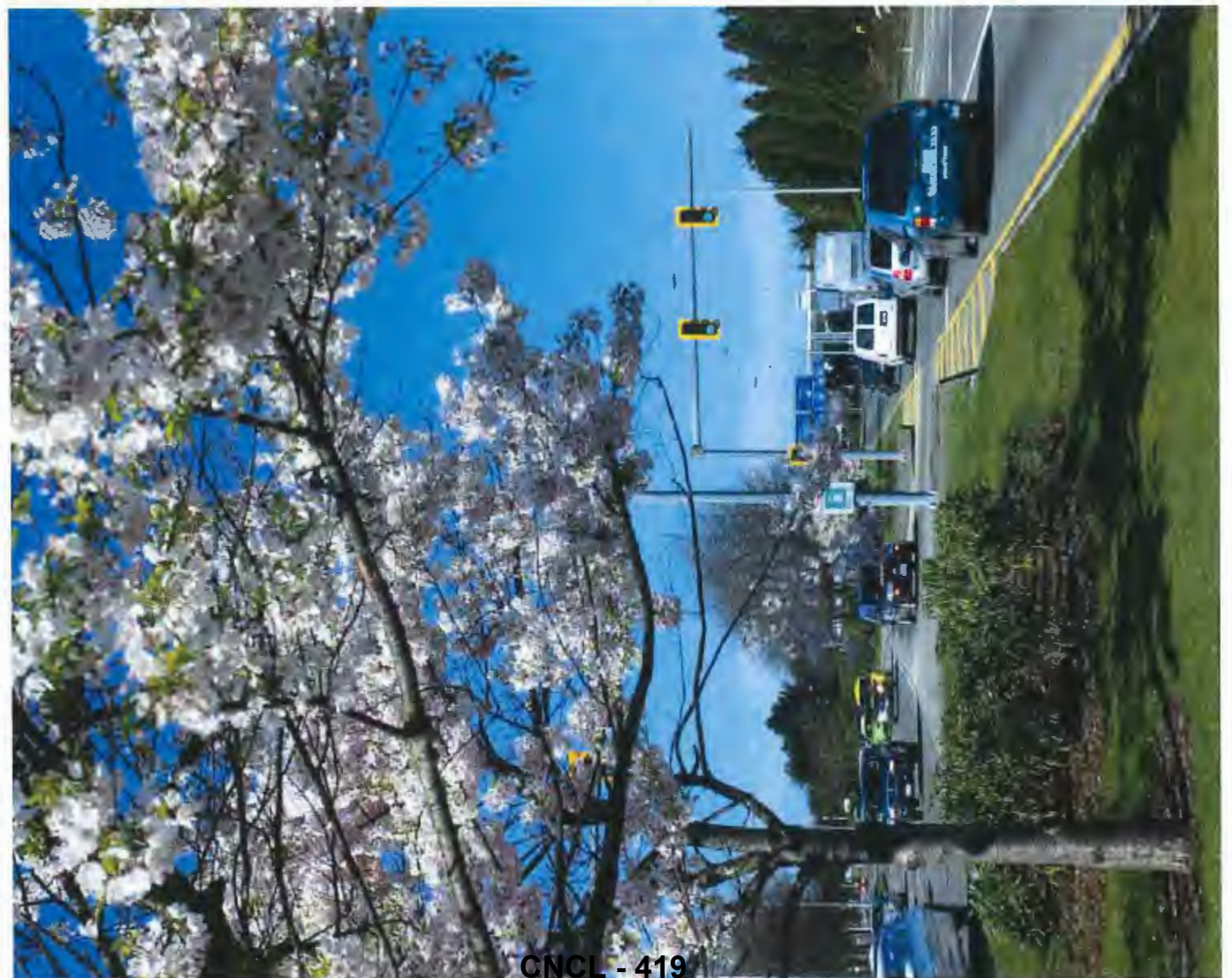
STAKEHOLDER INPUT AND FEEDBACK

Consistent with the feedback received from Airport Authority business partners, members of the public recognized that transportation on and off Sea Island posed a significant challenge in future planning. Business partners need access to a sufficient labour pool and, in the case of the cargo community, good access to Highway 99 is required. For the integrators (courier companies), timely access to downtown Vancouver and business parks is important.

The vast majority of stakeholders believe transportation demand management is a necessity. Many supported the idea of parking at facilities remote from the terminal (at a lower price) and riding the Canada Line to the airport, and some business partners pointed out that remote employee parking is common at other large airports. The City of Vancouver reiterated its policy that no new arterial road capacity into the city be added.

Most respondents supported building new roads and bridges, although they opposed some options, including the Templeton-Arbutus and Templeton-Alderbridge connectors. While dedicated airport access lanes received some support, some stakeholders had reservations.

Feedback from Lower Mainland residents and YVR passengers indicated substantial support for the Canada Line rapid transit link between the airport, downtown Vancouver and Richmond. Many also suggested encouraging alternative modes of transportation, such as adding bike lanes for airport access routes, particularly for airport employees.



EVALUATION AND RECOMMENDATIONS

In the sustainability matrix evaluation, options that utilized existing infrastructure performed better than those that added new capacity. Of the proposed new capacity options, an improved corridor between YVR and Highway 99 performed best.

The Airport Authority recommends:

- Pursuing a comprehensive demand management program which maximizes Canada Line rapid transit use, considers toll or dedicated access lanes and relocates some airport parking off of Sea Island;
- Working with partner agencies and governments to ensure priority for airport traffic as non-airport demands for bridge capacity intensify;
- Implementing a dedicated airport access lane northbound on Russ Baker Way;
- Not pursuing an extension of Templeton Street south to the Dinsmore Bridge;
- Protecting the Middle Arm Bridge access (Sea Island Connector/Moray Channel Bridge) from encroachment by non-airport traffic, working with government partners to replace the Moray Channel Swing Bridge and improving access to Highway 99;

- Offering an array of public parking products and accommodating the requirements of the car rental industry on Sea Island;
 - Adding capacity to and improving Sea Island road system intersections;
 - Reviewing commercial ground transportation policies to reduce unnecessary shuttling over bridges;
 - Ensuring that the business case for any non-airport-related commercial development on Sea Island considers the impact of incremental vehicle traffic on bridge capacity.
- The above recommendations are contingent on the Canada Line's actual impact on the demand for ground access to YVR, which will be closely monitored.
- Lands allocated to YVR's ground transportation system are indicated in grey on the 2027 Airport Land Use Plan on page 50.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Ground Access and Parking



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8. Cargo

Although YVR is primarily a passenger facility, cargo is a major business at the airport. Most air cargo facilities at YVR are located in an area known as Cargo Village on Miller Road. Other cargo facilities are located in the Jericho Road subdivision and Airport North.

Cargo processed at YVR is carried in the belly of passenger aircraft (belly cargo), by all-cargo aircraft (freighters), or by companies such as UPS, FedEx and Purolator, known as integrators because their operations include integrated "door-to-door" shipping services.

In 2005, 223,700 tonnes of cargo were loaded and unloaded from aircraft at YVR.

By 2027, the annual projected volume of cargo passing through YVR is 500,000 tonnes. The volume of cargo coming from international markets is forecast to increase significantly over the planning period, as is the percentage of cargo carried by freighters.

Due to the intermodal nature of cargo, significant volumes of cargo processed at YVR facilities arrive and depart by truck, and are therefore not factored into air cargo statistics.

This cargo does affect the planning process, and it has been considered on the proposed 2027 Airport Land Use Plan (under Airside Commercial) and in chapter 7 of the Master Plan Technical Report.

A considerable amount of YVR land is devoted to processing relatively small volumes of cargo. Over the planning period, the Airport Authority will work with its business partners to increase the productivity of cargo facilities.

In planning the future of cargo processing at YVR, consideration must be given to potential mandatory pre-board screening of belly cargo and the possibility that inbound cargo will need to undergo security and health inspections. Furthermore, the implementation of the North-South Taxiway and any future South East terminal expansion will affect future cargo operations at YVR.

PLANNING APPROACH

In evaluating YVR's future cargo needs, the Airport Authority considered the projected land, facility and circulation demands of YVR's cargo operations, identified alternative locations to accommodate projected growth of air cargo facilities and worked to reserve the necessary lands for cargo facility expansion and operations growth.



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CARGO OPTIONS

To accommodate projected cargo operations over the 20-year planning horizon, the Airport Authority will need to reserve land for a belly cargo campus with good airside road access to the international passenger aircraft ramp, and an integrator campus with good access to airside as well as the regional highway system. Saving valuable minutes in the delivery of packages is especially important in Vancouver because of the long distances from, and time-zone differences with, the main sorting hubs of the integrators. It will likely be necessary to relocate the existing Cargo Village to make room for terminal expansions and/or related ground access and parking facilities.

Three areas are available for the proposed cargo campuses: the Northlands, the West Infield and the Jericho/Templeton area south of Miller Road. The Northlands offer good highway and airfield access, especially if the North-South Taxiway is built. The eastern end of the Northlands area is within acceptable, industry-standard distance of the international passenger ramp.

Should the Crosswind Runway be decommissioned as part of airside improvements, a substantial parcel of suitable land in the West Infield could be developed, subject to the feasibility of a road access tunnel under the approach to the North Runway. Airside vehicle access to the passenger terminal and airfield access for aircraft would be very good, so the West Infield could be well-suited for a belly cargo campus.

Developing the Jericho/Templeton area would mean relocating the Airport Authority departments that operate out of the Templeton Building and consolidating the land immediately to the north. Highway and airside access is good from this location making this area well-suited to accommodate integrator growth.

The Canadian Air Transport Security Authority (CATSA) is currently developing policies and procedures related to the screening of outbound air cargo. While the integrators will be able to meet the requirements individually, smaller cargo handling companies and freight forwarders may find it too expensive to do so and the Airport Authority may need to examine the feasibility of a centrally located, common-use cargo screening facility.

STAKEHOLDER INPUT AND FEEDBACK

Extensive consultations were undertaken with the principal integrators, freight forwarders and brokers, facility developers, air carriers and government agencies such as Transport Canada, CATSA, and the Canada Border Services Agency (CBSA).

Given the rapidly changing nature of the cargo industry, stakeholders stressed the need for flexibility. Business partners processing belly cargo need facilities located reasonably close to the passenger terminal, preferably no more than 2.5 kilometres away. Integrators require self-contained facilities but also have business partners in Cargo Village.

During public consultation, concerns were raised about the compatibility of cargo facility development adjacent to residential neighborhoods.

EVALUATION AND RECOMMENDATIONS

To meet YVR's projected cargo needs, the Airport Authority recommends:

1. In consultation with cargo business partners, increasing the production efficiency of existing cargo buildings.
2. Approximately 70 hectares of cargo processing lands will be required in 2027, assuming an increase in the efficiency of cargo buildings. Depending on the availability of suitable land, and in consultation with the industry, greater efficiency rates may need to be realized.
3. Reserving approximately 15 hectares of airport Northlands for a new Cargo Village, to be created if existing facilities are displaced by terminal expansion. The new facility should be located within a distance of the passenger aircraft ramp acceptable to the industry. Freight parking positions would need to be developed adjacent to the new Cargo Village, which should also provide for the development of a centrally located, common-use outbound cargo screening facility.
4. Incremental integrator land requirements, estimated at 55 hectares, should be accommodated in the Jericho Road subdivision (including the site of the existing Templeton Maintenance Building) and in Airport North subject to further discussion with integrator business partners.

Lands allocated for cargo operations at YVR are included in the Airside Commercial allocation, indicated in yellow on the proposed 2027 Airport Land Use Plan on page 50.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Airside Commercial

9. Airport Support Services

A variety of airport services support safe and efficient aircraft operations at YVR, and the 20-Year Master Plan must allocate sufficient lands to allow for the expansion of these services to meet projected growth in passengers, aircraft and cargo demands.

AIRPORT OPERATIONS CENTRE

Equipped with communications and visual monitoring equipment, YVR's Operations Centre is the nerve centre that coordinates all airport operations. Operations Centre staff constantly monitor the spectrum of airport operations including passenger terminals and baggage systems, airfield status, roads and bridges and assistance calls. The Operations Centre is equipped with a dedicated facility to oversee the response to emergency situations at the airport.

AIR TRAFFIC CONTROL

A number of the recommendations in this draft document may impact NAV CANADA's air traffic control system and air navigation aid requirements. The detailed design of future facilities must consider control tower sight lines and radar as well as the potential for interference with navigation aids.

AIRCRAFT DE-ICING

As aircraft operations at YVR increase, the airport's de-icing capacity will need to be expanded. The required capabilities for de-icing and the environmentally sound

containment, recovery and recycling or disposal of de-icing fluids will be designed into the taxiway system and apron layout at appropriate locations.

WILDLIFE CONTROL

Wildlife can pose a significant threat to safe aircraft operations, and YVR's wildlife control systems capabilities will be configured to address wildlife hazards associated with increased aircraft traffic and airside development.

AIRCRAFT RESCUE & FIRE FIGHTING (ARFF)

YVR maintains aircraft rescue and firefighting (ARFF) services to the standards required by Transport Canada for aircraft in all categories, including those for the Airbus A380. Relocation of the Firehall may be required to accommodate new facilities. This will be undertaken without compromise to operational capability.

AIRPORT MAINTENANCE

YVR's Templeton Road maintenance facility is reaching the end of its useful life and will need to be replaced over the 20-year horizon. Further study will be undertaken to identify a suitable location for the various Templeton facility functions.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Technical Report, Chapter 8

10. Commercial Operations

Commercial operations at YVR fall under two categories: airside (commercial operations with direct access to airside system) and groundside (commercial operations without direct access to the airside system). This chapter provides the Airport Authority's recommendations for accommodating commercial operations to 2021.

AIRSIDE COMMERCIAL

Over the last twenty years, the Airport Authority has leased an average of 1.6 hectares of airside commercial land per year, including facilities for cargo processing. Excluding cargo, average leased land has been 0.5 hectares per year. YVR has sufficient airside land to accommodate the likely demand from non-air cargo airside commercial uses such as aircraft maintenance and Fixed Base Operators over the planning period.

 www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Airside Commercial



GROUND-SIDE COMMERCIAL

Groundside commercial land can be sub-divided into airport-related uses and non-airport related uses. The average amount of groundside commercial land leased over the last 20 years has been 0.7 hectares per year, the vast majority of which has been for aviation-related purposes.

FLIGHT KITCHENS

Two companies – Gala Operations and GLS Catering Services – provide flight kitchen services at YVR. Combined, their facilities occupy 57.1 hectares in Airport Centre on Miller Road. Given the airline industry trend toward limiting complimentary food services, the number of airline meals required has decreased. Even with forecasted growth in longer-haul flights, there is sufficient unused capacity in the current flight kitchen facilities to meet demand over the planning horizon.

NON-AVIATION-RELATED COMMERCIAL

Historically, very little airport land has been used for non-aviation-related development. However, local commercial real estate trends suggest that demand for suburban office and industrial space will remain strong, and the Canada Line rapid transit enhances the accessibility of Sea Island, which may open up new commercial development possibilities.

As part of the master planning process, the Airport Authority examined regional commercial and industrial real estate trends, assessed the potential implications of the Canada Line, non-aviation-related commercial practices at other airports, and, at a high level, reviewed the financial implications of development. Subject to meeting the needs of aviation-related uses, it is recommended that the Airport Authority pursue value-added, non-aviation-related commercial developments that are compatible with airport operations, consistent with regional and municipal plans and that do not generate a significant amount of additional non-airport-related traffic. Lands allocated as Airside Commercial are indicated in yellow and lands allocated as Groundside Commercial are indicated in brown in the proposed 2027 Airport Land Use Plan on page 50.

 www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Groundside Commercial



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11. Utilities

While not top-of-mind for most travellers, utilities such as electricity, heating, water, sanitation, telecommunications and information technology, dykes, storm water drainage and fuel services are vital to the safe, effective operation of YVR.

The master planning process sought to ensure continuity of service by estimating future demand for the various utilities, evaluating system capacities and identifying alternatives as necessary. A demand capacity analysis was prepared for each utility by Airport Authority staff, consultants and suppliers in a series of workshops that identified demand, deficiencies and proposed solutions. Detailed plans for these services have been developed to ensure that all systems have the required capacity to meet forecast demands.

RESOURCE EFFICIENCY PROGRAM

The resource efficiency program seeks to reduce overall energy consumption at the airport. Although the terminal buildings expanded in area by 44% between 1997 and 2003, total energy consumption increased by only 6% over the same period. The Airport Authority's Energy Reduction Team is a cross-departmental committee whose mandate is to identify and implement energy-reduction initiatives through energy-efficient work activities, purchasing choices and the design of future facilities.

UTILITY SYSTEM CORRIDORS

Major utility corridors have been established on the 2027 Airport Land Use Plan to ensure that right-of-ways are protected for future expansion. Areas allocated for utility corridors are indicated in orange on the proposed 2027 Airport Land Use Plan on page 50.

AVIATION FUEL SUPPLY AND STORAGE OPTIONS

Fuel for aircraft at YVR is provided by Vancouver Airport Fuel Facilities Corporation (VAFFC), a consortium of airline companies. By 2010, daily maximum aviation fuel consumption is forecast to exceed the daily capacity of the airport's fuel delivery system and Sea Island's existing fuel storage capacity will not be able to ensure the recommended four-day operational reserve.

The Airport Authority concurs with VAFFC's proposal that YVR's daily fuel supply capacity be doubled by 2017 and tripled by 2027, and that VAFFC's controlled storage capacity be increased to accommodate the corresponding four-day operational reserves.

VAFFC has been considering the options for increasing the supply of fuel to the airport. A list of possible options was developed for review and three options have been retained for further consideration. They are:

- Increasing pipeline capacity by replacing or twinning the existing pipeline;
- Delivering aviation fuel directly to Sea Island by ocean tanker or barge;
- Identifying a location on the main arm of the Fraser River for delivery by tanker or barge to a new on-site VAFFC tank facility with connecting VAFFC pipeline system to YVR.

The Airport Authority will continue to work with VAFFC to select a sustainable fuel-supply option that meets the needs of the airport and surrounding communities.

 www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Utility Corridor



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12. Recreational Areas

While Sea Island is home to YVR, it is also an area of recreational interest for local community residents; airport employees, airplane spotters, picnickers and wildlife enthusiasts. The Airport Authority will continue to work with the City of Richmond and local communities to ensure that, whenever possible, amenities such as bicycle paths, playing fields and public washrooms are provided to enhance the public's enjoyment of Sea Island.

Lands allocated for recreational areas are indicated in green on the proposed 2027 Airport Land Use Plan on page 50.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Recreational Area



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13. Regional Airport System

In addition to YVR, five other airports operate in B.C.'s Lower Mainland: Abbotsford International Airport, Boundary Bay Airport, Chilliwack Municipal Airport, Langley Regional Airport and Pitt Meadows Regional Airport. Each airport is operated by an independent body with a specific mandate and charter to cater to community needs.

While no formal structure unites the Lower Mainland airports into a defined airport system, it is widely recognized that growing populations and increasing aviation demands require a regional approach to airport planning. This view was frequently expressed at the Airport Authority's long-term planning forums and at various consultation events.

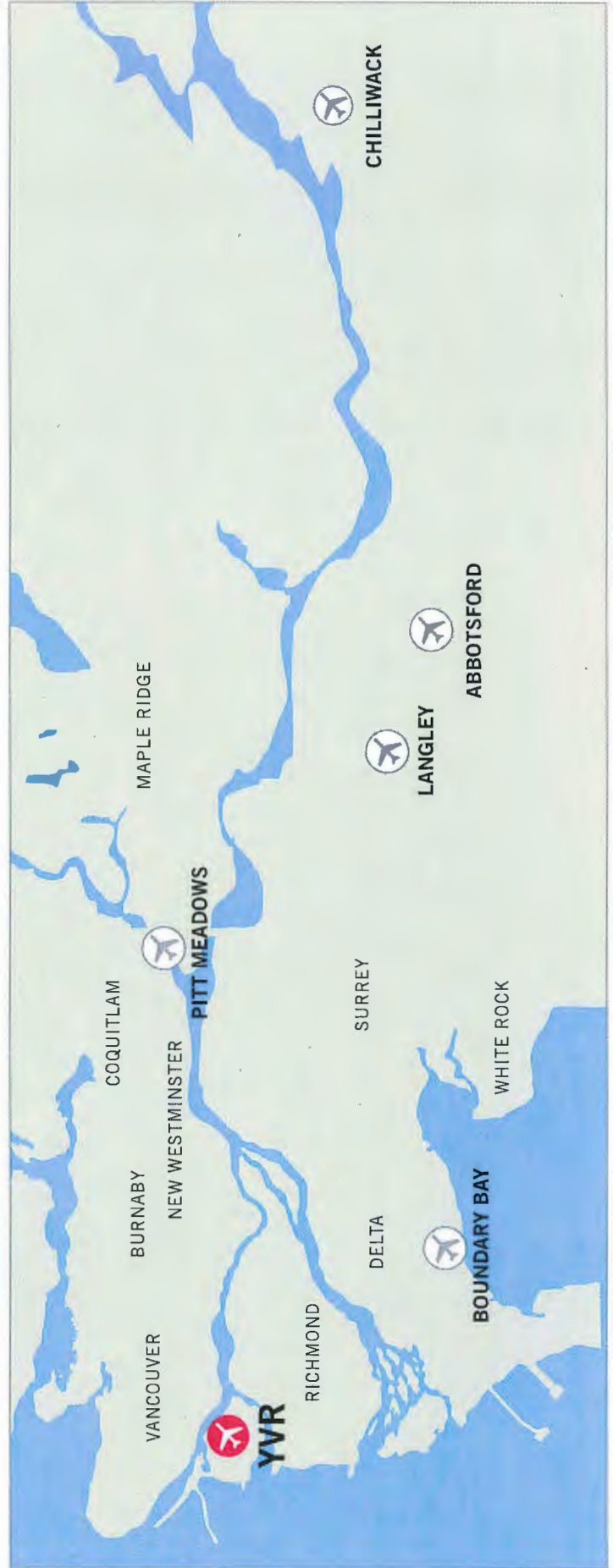
The Airport Authority has consulted with other airport operators in the Lower Mainland to work on consistency of plans for the future of the region.

To create the most effective and efficient airport system, the Airport Authority recommends establishing an ongoing mechanism for coordinating Lower Mainland airport activities and encouraging dialogue at both the operational and senior management/governance levels. The Airport Authority, perhaps in conjunction with the provincial government and Transport Canada, is prepared to play a key role in this initiative.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Technical Report, Chapter 13

AIRPORTS IN B.C.'S LOWER MAINLAND

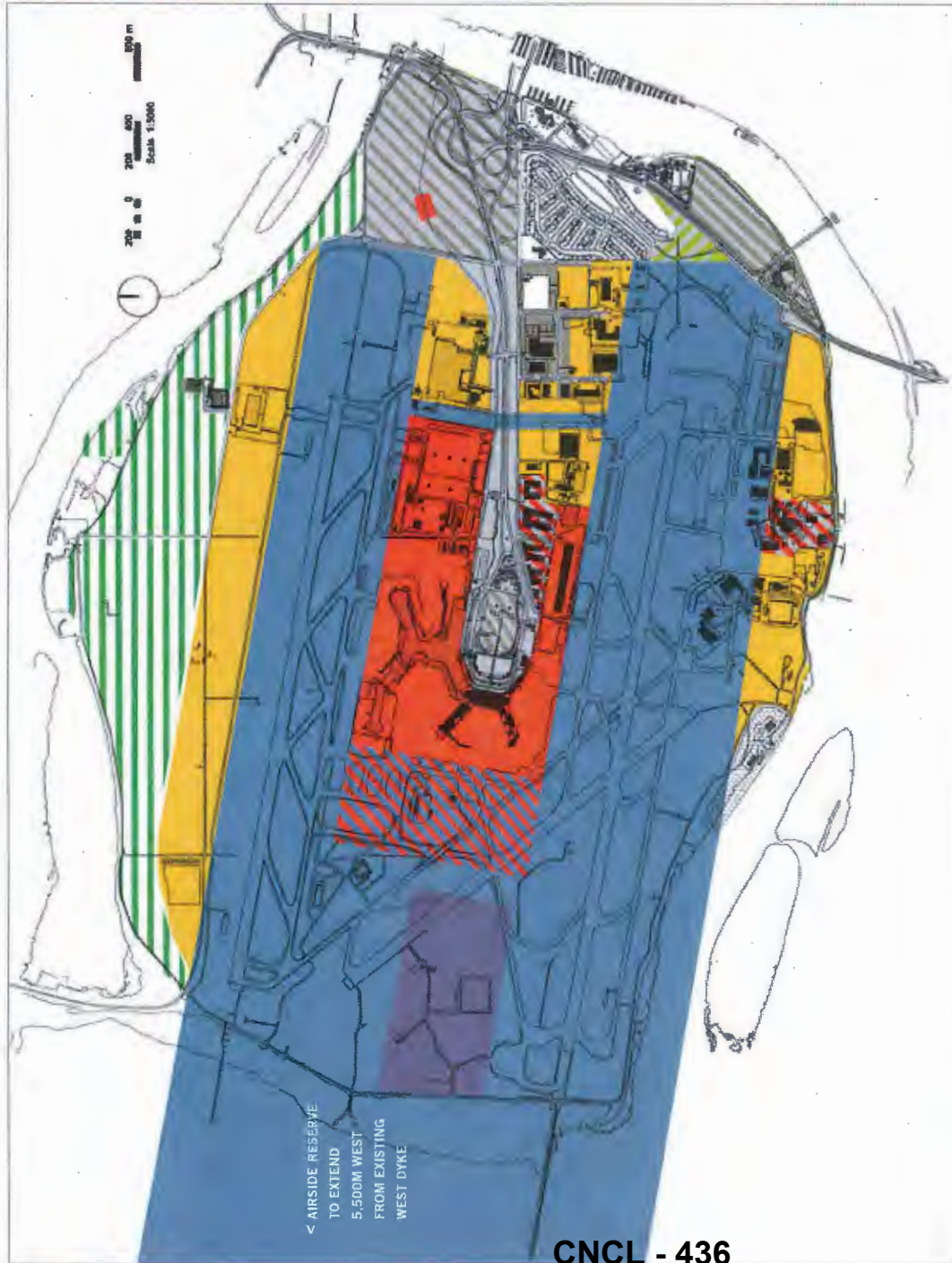


14. Proposed 2027 Airport Land Use Plan and Gateway Development Projects

2027 AIRPORT LAND USE PLAN

The Airport Authority must submit an Airport Land Use Plan to the federal Minister of Transport for approval. The 2027 Airport Land Use Plan protects existing operations areas and allocates sufficient land for the potential upgrades or expansions that may be required during the 20-year planning horizon.

To reflect changes to the current Airport Land Use Plan, necessitated by the gateway development recommendations outlined in this chapter, the Airport Authority has a proposed 2027 Airport Land Use Plan for consideration.



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AIRSIDE RESERVE
PASSENGER TERMINAL RESERVE
INFIELD OPERATIONAL SUPPORT
AIRSIDE COMMERCIAL
GROUNDSIDE COMMERCIAL
GROUND ACCESS & PARKING
RECREATIONAL AREA
PRIVATE LANDS
TRANSPORT CANADA RETAINED LANDS
SEA ISLAND CONSERVATION AREA (ENVIRONMENT CANADA ADMINISTERED)

Hatched areas denote two options of land reserve.
Un-coloured areas denote private lands. Non-conforming
interim uses may be permitted.

PROPOSED 2027 AIRPORT LAND USE PLAN FOR YVR

Key land use areas allocated on the plan include:

- AIRSIDE RESERVE: includes YVR's runways and the lands required for airside operations, including taxiways, airside roads and navigation aids.
- PASSENGER TERMINAL RESERVE: includes land required for terminal expansion in both the medium and long terms.
- GROUND ACCESS & PARKING: includes bridges, roads, the Canada Line, public and employee parking, commercial transportation and car rental facilities.

- AIRSIDE COMMERCIAL: includes those commercial lands that have direct access to the airside system (such as air cargo facilities, aircraft maintenance facilities, commercial and business aviation operators and commercial helicopter and floatplane services) and Airport Authority operational needs.
- GROUND SIDE COMMERCIAL: includes designated commercial land uses without airside system access (such as, flight kitchens, car rental service facilities, fuel storage facilities and other non-airport related, but airport-compatible commercial development activities).



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Hatched areas denote two options of land reserve.
Un-coloured areas denote private lands. Non-conforming
interim uses may be permitted. Concept drawings shown
are for planning purposes only.

- INFIELD OPERATIONAL SUPPORT: refers to lands in the infield that may in future be required for various "back-of-house" functions.
- RECREATIONAL AREA: designates lands for recreational uses. The proposed 2027 Airport Land Use Plan shows the recreational area south of Burkeville is also designated for possible ground access and parking uses in the future.
- SEA ISLAND CONSERVATION AREA: This land is managed by Environment Canada, and is not addressed by this draft 20-Year Master Plan.

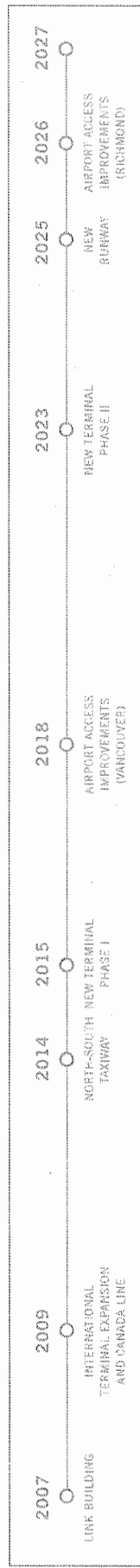
A conceptual drawing showing how key Airport Authority recommendations fit into the proposed 2027 Airport Land Use Plan is shown above. An interactive map is also available on the website.

www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map

GATEWAY DEVELOPMENT AND TIMING

As outlined in this draft plan, a number of major development projects are needed to support YVR's growth over the 20-year planning period. Brief descriptions and timing estimates of the Airport Authority's major recommendations are provided below.

ESTIMATED TIMELINE FOR GATEWAY DEVELOPMENT REQUIREMENTS



The timing for all recommendations is based on a medium-growth scenario. Actual timing will be subject to actual growth in demand.

GATEWAY DEVELOPMENT

- 2007 LINK BUILDING AND RUNWAY END SAFETY AREA (RESA) REGULATION: Completion of the current Link Building project and expected regulation changes by Transport Canada to extend runway end safety areas to the North and South runways.
- 2009 INTERNATIONAL TERMINAL BUILDING EXPANSION: Completion of current expansion project providing an additional nine aircraft gates.
- 2009 CANADA LINE: Completion of rapid transit connection between the airport, downtown Vancouver and Richmond.
- 2010 AVIATION FUEL SUPPLY: Additional supply and storage capacity required to meet growing demand and restore operational reserve to the required four-day supply.
- 2010 SEA ISLAND ROAD SYSTEM: Reorganize the Sea Island road system to accommodate the Canada Line and proposed North-South Taxiway.
- 2010 - Ongoing ARTHUR LAING BRIDGE CONGESTION RELIEF (GROUND ACCESS, VANCOUVER): Once the Canada Line is in service, the Airport Authority's transportation demand management program will build progressively to reduce the vehicle demand on Arthur Laing Bridge and other Sea Island bridges. A dedicated "YVR Access" lane could be introduced.
- 2014 NORTH-SOUTH TAXIWAY: This taxiway is required to enhance aircraft flow on the airfield, increase efficiency and reduce costs and aircraft emissions.
- 2015 NORTH EAST TERMINAL - PHASE I: Phase I of the proposed North East Terminal will include a new customs hall, provide 11 additional aircraft gates, a Canada Line station and an additional parkade if required.
- 2015 - 2020 AIRSIDE ENHANCEMENT PROGRAM: Once the North-South Taxiway is complete and both parallel runways are used for simultaneous takeoffs and landings, airside capacity will increase by approximately 12% and allow the Crosswind Runway to be closed.
- 2023 NORTH EAST TERMINAL - PHASE II: An additional 14 gates, providing a total of 87 jet gates at YVR, is expected to be required to meet demand.
- 2025 NEW RUNWAY: Medium-growth forecasts indicate that YVR may require an additional runway around 2025. The requirement will depend upon actual passenger growth and the size of aircraft in use. Also, it is assumed that non-essential air traffic will be moved to other airports to preserve YVR capacity. The runway options will be protected by implementing aeronautical zoning in the appropriate areas following the Minister of Transport's approval of the proposed 2027 Airport Land Use Plan.
- 2026 MIDDLE ARM (MORAY BRIDGE) CROSSING (GROUND ACCESS - RICHMOND): Increasing congestion on this YVR-Highway 99 link will have serious implications for commercial traffic. Along with transportation demand management, access between YVR and Highway 99 will need to be improved.

2007-2027 - AVIATION AND NON-AVIATION RELATED LAND DEVELOPMENT

In addition to the specific requirements mentioned above, a number of land development issues need to be considered.

Grauer Lands development will be driven by the construction of Canada Line YVR Station 1 and the associated facilities and services, which could include Airport Authority offices as well as some terminal and parking facilities.

The Jericho/Templeton area, located in the vicinity of Jericho Road (Airport Centre), has been designated for airside commercial development should YVR's Templeton maintenance facility and offices be relocated. Expansion of the electrical power substation complex located in this area is expected to require some additional land during the planning period.

The Northlands area has been designated as airside commercial with an emphasis on cargo facilities, particularly at the eastern end to accommodate a new cargo facilities complex, once existing leases in Cargo Village expire.

Airport South lands have been designated to recognize the need to protect for the South Parallel Runway option together with an expanded terminal reserve. To assist implementation, tenant leasing policies should be introduced early in the planning period recognizing that the closure of the Crosswind Runway will open up additional lands west of the Airport South terminal reserve for commercial development.

ENVIRONMENTAL IMPACT STUDIES

Under Airport Authority policy, all major construction projects undergo an environmental review prior to approval. Some projects may require review under the Canadian Environmental Assessment Act, particularly those projects that involve work in the Fraser River or on Sturgeon Bank, where federal Fisheries Act authorizations will also be required.

As of the publishing of this document, detailed environmental impact assessment studies have not been completed for the recommended projects, as they are still in the conceptual planning stage. In several cases, multiple options have been proposed to fill a single need.

The Airport Authority recognizes the need for, and commits to, conducting detailed environmental impact assessment studies for all recommendations outlined in the draft 20-Year Master Plan. For some larger projects proposed in this document, such as the new runway, environmental studies will involve separate consultation processes that may take years to complete. The necessary studies will begin well before projects are implemented.

What do you think?

This draft 20-Year Master Plan was created to facilitate further discussion with all those who have an interest in the future of YVR. It is the draft plan for Your Airport in 2027.

WHAT DO YOU THINK?

- Has the Airport Authority considered the correct issues?
- Are there areas the Airport Authority should consider that it hasn't?
- Do the recommendations include enough flexibility to meet your expectations?
- Has your previous feedback been accurately reflected?
- Is the Airport Authority heading in the right direction?

Visit the YVR website for more information and provide your comments to the Airport Authority online or by email, fax, phone or mail:

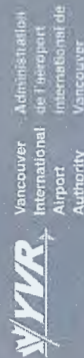


www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan

master_plan@yvr.ca

FACSIMILE 604.276.6565 TELEPHONE 604.303.3438

To enable the Airport Authority to meet the consultation goals outlined in chapter 3 of this document, please provide your comments by **August 31, 2006**.



YVR: YOUR AIRPORT 2027: 20-YEAR MASTER PLAN

PO BOX 23750 AIRPORT POSTAL BUILDING
RICHMOND BRITISH COLUMBIA CANADA V7B 1Y7

WWW.YVR.CA

MAY 2006

YVR responses provided in yellow highlighter, following review and clarification at meeting with City of Richmond on January 26, 2017

November 30, 2016

From: Terry Crowe, Manager Policy Planning, Richmond

To: Meg Comiskey, Manager, Policy and Research, Strategic Planning and Legal Services, YVR

Re: City of Richmond Staff Comments, YVR 2037 Master Plan

1. Purpose

The purpose of this report is to provide City of Richmond staff comments regarding YVR's upcoming 2017 - 2037 Master Plan (Master Plan) and request that it state how the following issues and concerns will be addressed.

The order of the comments reflects the structure of the YVR Master Plan's Phase 2 Discussion Guide.

2. Phase 2 Consultation Process

- As the host municipality to YVR, the success of the YVR Master Plan is important to the City and we appreciate your YVR's efforts to include Richmond in the planning process.
- As necessary, City staff will meet with YVR staff.
- Please provide Richmond specific comments on Phase 2 consultation findings when available.
 - *We will be providing a summary report but it should be noted that this report will not show a complete picture as the majority of consultation was conducted in person and therefore qualitative data was provided.*

3. Terminals

- City staff note that, based on YVR's current growth rate, the existing facilities will reach capacity by 2020.
- At this time, we have no concerns with the recommended airside terminal expansion Centre option.

4. Master Plan Forecasting Methodology and Airside and Airspace

- Methodology: We note that, for the Master Plan, YVR has switched, from traditional econometric forecasting, to risk-based forecasting methodology.

(1) An Additional Runway

- The updated YVR forecasts indicate that YVR will require additional runway capacity when 34 million annual passengers is reached.
 - *This is approximate and conceptual.*
- Page 19 of the YVR Discussion Guide states that, while the need for an additional runway before 2037 is unlikely, both runway options will be protected in the Master Plan.
- City staff request that the capacity of the existing runways be maximized before a new runway is added and the rationale for the proposed third runway be substantiated before pursuing it.

(2) A Regional Airport Strategy

- City staff understand that YVR has relocated some functions to other airports (e.g., flight training to Boundary Bay).
 - *Businesses have opted to move to other airports for their own reasons and the evolving business of YVR. YVR did not relocate them.*
- Page 19 of the Discussion Guide states, however, that relocating general aviation (e.g., corporate and private planes), to other airports, does not align with YVR's mission, vision and values, or with the aspirations of its business partners.
 - Correct, we support
- City staff request that the Master Plan state that YVR will lead (or assist, for example, having Metro Vancouver lead) the preparation of an Airport Strategy for the Metro Vancouver Region, in consultation with Richmond and other local governments and stakeholders, beginning in 2017.
 - *YVR meets regularly with regional airports and is also a member of the British Columbia Aviation Council*
- Some of the key issues which should, it is suggested, be considered as part of such a Strategy include clarifying:
 - YVR's role as the only airport the Region which accommodates all types of aircraft and routes, the impacts of its location within a growing urban region and the implications which this role may bring,
 - The future (e.g., 2037) cumulative regional and individual airport passenger / cargo splits, as they significantly affect cumulative regional and specific surrounding airport sustainability (social, economic, environmental) impacts (e.g., land use, development, public amenity, transportation, infrastructure [e.g., water, sanitary, drainage], parks, noise management and environmental matters).

- YVR will not be studying or providing this information for the other airports as they have their own master planning process. However, we will be addressing both YVR's role and addressing the regional airports role within the regional system. YVR is the hub airport and it is our business and most beneficial to maintain that hub as being within close proximity to a connecting flight is what airlines and passengers need and want. Abbotsford Airport will likely continue to support additional flights and this makes sense as that community continues to grow.

5. Ground Access

- The YVR 2037 Master Plan should complement Richmond's 2041 OCP, Chapter 8: Mobility and Access
 - (http://www.richmond.ca/_shared/assets/OCP_9000_mobility34182.pdf).
 - YVR has utilized this as a resource in our planning.
 - Staff do not support taking away existing transportation capacity for non-airport users on the Arthur Laing Bridge, Moray Channel Bridge, Airport Connector Bridge or Russ Baker Way, for the exclusive use of airport traffic.
 - YVR anticipates maintaining existing capacity for non-airport users on Sea Island roads and bridges.
- The Master Plan should address how airport growth can be accommodated, without the loss of the existing capacity and service for non-airport users.
 - YVR anticipates maintaining existing capacity for non-airport users on Sea Island roads and bridges.
- YVR activities and development should minimize traffic impacts on adjacent communities.
- The Master Plan should encourage off peak travel, as much as possible. For example, peak flight arrivals and departures is approximately between 10am and 2pm, meaning that with passengers arriving two hours prior to their flights, the peak coincides with the regional and City vehicular peak between 7 and 9 am.
 - YVR's current strategy is to be a connecting hub between Asia and the Americas and in order to grow as a hub and attract new services and carriers, YVR needs to be able to offer airlines the time of day for desired flights to land and take-off so they can connect to their global networks which takes into account different locations and time zones. Encouraging off peak travel does not fit within our current strategy.
- The Master Plan should indicate how YVR promotes and provides infrastructure, to support alternate modes of transportation (e.g., transit, carpooling, cycling and walking), as these modes will discourage the use of single occupant vehicles among employees and passengers. In particular, the Master Plan should provide details on how the following are or will be provided:
 - Pedestrian and cycling connections between Burkeville, BCIT and Templeton Station,
 - We are supportive of this and will be further discussed as part of a sub-area plan
 - End-of-trip cycling facilities (e.g. secure parking, showers and lockers), and
 - This is discussed in community amenities
 - Shared parking and electric vehicle charging stations.
 - We will continue to install electric vehicle charging stations
 - Car sharing, ride sharing and shared parking are considered in this Master Plan
- The Master Plan should include policies to encourage and maximize the use of the Canada Line in order to minimize road traffic which may include:
 - The Canada Line is free for anyone travelling to and from any of the Sea Island stations (Templeton, Sea Island and YVR Airport).
 - YVR employees are encouraged to take the Canada Line, cycle or carpool through our Green Commuter rebate program (this is separate of the Master Plan)
 - We will continue to advocate and work with regional transportation partners in support of more transit options within Sea Island and also regionally.
 - Improving bus service within Sea Island, to supplement the Canada Line,
 - Providing additional transit service, to support employees on Miller Road, and
 - Providing additional ground shuttles, to minimize passenger and employee traffic.
 - As demand supports this, it can be reviewed. The Master Plan allocates space for growth, but operation plans address plans for this
- The Master Plan should support connecting regional transit improvements to the Canada Line, to bring people in and out of Sea Island.
 - It will.

- City staff note that page 23 of the Discussion Guide raises the possibility of direct bus service between the South Surrey Park and YVR which is supported along with other routes.
-We have shared our concerns regarding regional transportation with Translink. At this point, a direct bus link between YVR and South Surrey Park and Ride would need to be funded by YVR. Further assessment and feasibility studies would need to take place if this were to continue as possibility.
- Any changes to Russ Baker Way should not adversely impact the existing and future commuting traffic to and from Richmond.
 - *Previously addressed above*
- City staff do not support extending Templeton Road, until a clear and valid rationale is provided.
 - If it is provided, the project benefits should be demonstrated to Burkeville and Sea Island residents.
- More studies would be conducted and additional consultation would occur as this is explored further
 - The separated pathway should be provided on the east side of Templeton Station and Burkeville, not the west side, as stated in the YVR Discussion Guide.
- The list of potential projects (page 23 of the Discussion Guide) should include a future Pedestrian / Bicycle Bridge across the Middle Arm of Fraser River, at the west end of Cambie Road, as per the City Centre Area Plan (CCAP); see page M-12 for the Specific Land Use Map: Aberdeen Village at http://www.richmond.ca/_shared/assets/city_centre556.pdf. This is also noted under Section 6, Amenities;
 - *YVR supports the possibility of a pedestrian/bicycle bridge across the Middle Arm of the Fraser River. YVR added this to the evaluation of potential amenities projects. This project can be discussed and considered as part of the development of a sub-area plan of the Sea Island East.*
- Richmond staff support cycling and pedestrian facilities on the Dinsmore Bridge, as noted in the list of future capital projects for ground access. We also request that the Master plan include cycling and pedestrian facilities.
- The Master Plan YVR should, it is suggested, also consider separated or off-road cycling infrastructure, particularly along high volume corridors such as the Grant McConachie Way.
 - *This is included in the amenities chapter. Many roadworks projects will take place through our capital infrastructure program.*
- The Master Plan should acknowledge the long term need to replace the Moray Channel Swing Bridge and make improvements to north-south waterfront trail connections on Lulu Island.
 - *We acknowledge the need to replace this bridge. It is under Provincial jurisdiction. The North-South trail connection has been included in the community amenities chapter.*
- It is noted that there is currently YVR – City work underway, to reconcile Sea Island roadway ownership and the results be factored into the Master Plan.

6. Amenities

- City staff support the inclusion of a specific chapter on Amenities in the Master Plan.
 - Further to the Amenities meeting, Richmond staff attended on August 16, 2016 and the October 21, 2016 Local and Regional Stakeholders Meeting, and request the following:
 - The McArthurGlen Designer Outlet (as noted on page 26 of the Discussion Guide) should be included in the Land Use Section (as it is not an amenity in the usual sense of the word),
-The 2037 Land Use Plan will identify that the land that the designer outlet centre is on is designated for groundside and ground access and parking, but the McArthurGlen Designer Outlet Vancouver Airport is also a community amenity.
 - As Amenities, the following should be included:
 - The playground at the north side of the Outlet,
 - The YVR Chester Johnson Park, walking trails and parks,
 - Wildlife viewing and other ecological opportunities along the Middle Arm, to enhance Sea Island public access, amenities, recreation, public realm, and
 - Protecting the Middle Arm Estuary.
- We will highlight current amenities but we will also highlight new opportunities in the Master Plan. We can provide educational opportunities about native species, but based on operational activity, wildlife viewing will not be promoted in and around the airfield. Ecological opportunities are supported.*

- Point 2 on page 27 of Discussion Guide: Note that 'SICA' in reference to the "Sea Island Conservation Authority" is also an acronym for the 'Sea Island Community Association'.
- Point 5 on page 27 of Discussion Guide: City staff recommend noting that jogging loops / pathways / cycling routes are also identified as Amenities for visitors using YVR.
- Proposed Pedestrian / Bicycle Bridge across the Middle Arm City
S
staff recommend including the future Pedestrian / Bicycle Bridge across the Middle Arm of Fraser River, at the west end of Cambie Road, as per the City Centre Area Plan (CCAP),
 - see page M-12 for the Specific Land Use Map: Aberdeen Village at http://www.richmond.ca/shared/assets/city_centre556.pdf.
 - *Noted above that this is something that we support and can be discussed as part of sub-area planning.*
- A City - YVR - Stakeholder - 360 Middle Arm Animated Area
 - For public benefit, Richmond wants to animate, with YVR and others stakeholders, the Middle Arm by preparing with them, a 360 Middle Arm Animated Area (i.e., both sides of the Middle Arm, between the No 2 Road and Sea Island Way Bridges).
 - The purpose of the Study would be to improve public, pedestrian and bicycle access and enjoyment, by providing a continuous 360 pedestrian, bicycle and rolling (wheel chair, scooter) access.
 - This initiative would include a new pedestrian / bicycle bridge over the Middle Arm, better connecting Burkeville to the City Centre, at Cambie Road and a range of public open spaces and placemaking activities (e.g., outlooks, storytelling and picnic spots),
 - City staff recommend that the Study jointly:
 - Identify objectives: for the location and development of future parks and public open spaces (e.g., the location at major nodes in the trails and cycling route system and at highly visible public locations), places that will serve the health and wellness of workers and the public, and which will contribute to the sense of place and cultural identity,
 - *YVR supports the opportunity for a joint study.*
 - Please provide a large copy of the Master Plan Potential Amenities Map for further review and discussion during the early stages of Phase 3.
 - *Potential amenities map provided in phase 2 was intended to facilitate discussion about what is possible for community amenities on Sea Island. We will share our amenities plan in Phase 4. Once a map is developed, we would be pleased to share with Richmond staff. Our amenities projects list includes developing universally accessible multi-use pathways. We welcome further discussions towards a study as part of our sub-area planning for that area.*

7. Environment

- GHG Targets:
City staff recommend that the Master Plan specify GHG emission reduction targets that are contained in the YVR Environmental Management Plan, for clarity and commitment,
-The Master Plan will not identify targets as the targets are updated every 5 years in our Environmental Management Plan which we consult with the Environmental Advisory Committee and is approved by our Board of Directors.
- Airport and Aircraft Noise:
 - Richmond staff support continued efforts by YVR to minimize airport and aircraft day and night time noise by encouraging newer aircrafts and discouraging an increase in night flights.
 - City staff understand that the current 2015 Noise Exposure Forecast (NEF) contours will be updated as part of the Master Plan.
 - City staff request that we review these contours with YVR, as soon as they are available, given the potential impacts on the quality of life and future development in Richmond.
 - *A meeting has been set up between CoR and YVR for February 16, 2017. YVR shared the N70 contour projections and flight path projections as part of phase 3. This is a more meaningful way to share noise to the public.*
 - City staff also recommend that the highlights and key directions of YVR's Five Year Noise Management Plan be appropriately referenced and noted in the Master Plan.
 - *Yes it will be.*
 - Richmond staff support continued efforts by YVR, to minimize airport and aircraft day and night time noise, by encouraging newer aircrafts and discouraging an increase in night flights.
- The Ecological Network
Please ensure that the YVR 2037 Master Plan considers the following:
 - Policies contained in 2041 Richmond OCP, Chapter 9, Island Natural Environment (an Ecological Network approach) - http://www.richmond.ca/shared/assets/OCP_9000_environment34172.pdf, and
 - The Richmond 2015 Ecological Network Management Strategy:

- http://www.richmond.ca/shared/assets/Ecological_Network_Management_Strategy42545.pdf.
- Existing and proposed wildlife viewing or other ecological opportunities should also be noted in the Master plan Amenities chapter.
- Invasive Species Management Plan: Please address how invasive species will be references in the Master Plan.
- Discussion between YVR and CoR environment teams took place on January 31 prior to Lesley Douglas' departure.
- Invasive species management was discussed at the recent joint environmental meeting between YVR and CoR. We have a draft Invasive Species Management Plan which can be discussed at the environment focused meeting. The YVR 2037 Master Plan will reference support of native species and drought resistant plants. Discussion between YVR and CoR environment teams took place on January 31 prior to Lesley Douglas' departure.
- Richmond will continue to coordinate efforts with YVR regarding the City's Invasive Species Management Plan.

8. Land Use

(1) 2037 Master Plan: Land Use

- Sustainability Theme: Staff support the Sustainability theme of the YVR Master Plan, as it will complement Richmond's 2041 OCP sustainability theme (e.g., accountability for social, economic, and environmental issues, while meeting the business objectives of the Airport and the communities it serves).
- Land Use Principles
City staff support:
 - Airport and airport related uses and avoiding non airport related uses.
 - Avoiding uses which generate non airport traffic (e.g., at the NE corner of the Dinsmore Bridge),
 - CoR will be included in consultation regarding a sub-area plan for this land
- Future YVR Sea Island land use should complement the following 2041 Richmond OCP Policy (page 6-12):
 - "Support YVR in promoting airport-related industrial and office development on Sea Island that enhances YVR as the Asia-Pacific Gateway hub of North America, minimizes City transportation and servicing costs, and expands Richmond's business tax base and employment growth" (see <http://www.richmond.ca/cityhall/bylaws/ocp/sched1.htm>)

(2) Master Plan Map Land Use Designations

- City staff recommend preparing a complete Plan map legend (e.g., include hatched areas).
- Page 35 of the Discussion Guide states that new Master Plan land use designations will remain the same (as the current plan); however, the colours (e.g., on page 34 of the Discussion Guide), are not the same, which makes cross referencing the 2027 Plan more time consuming.
 - o The changes in colours were the graphic designer's artistic perspective for the 2027 land use plan. We have reverted back to the core colours of the 2027 land use plan with slight revisions for clarity.
- Also, some land use designation titles have been changed (e.g., "Groundside Commercial" is now referred to as "Groundside").
 - o In the last Master Plan an incorrect version was shared (version control issue). The land use definition for groundside has been revised for further clarification.
- In keeping with standard municipal planning practice, City staff recommend that a series of map layers be created. These may include separate layers for Land Use, Amenities, Transportation ("ground access" components such as roads, trails, parking) and urban design framework.
 - o We will consider this for a way of sharing our plan once finalized in Phase 4.
- These suggested layers are aimed at enhancing the legibility and 'friendliness' of the Master Plan.
- Also, City staff recommend that areas subject to future "area plans" be shown on the Land Use Plan.

(3) Future Area Plans

Two potential future Area Plans were identified at the October 21, 2016 Local and Regional Stakeholders Meeting: (1) one for the area south of Templeton Station and (2) one between BCIT and the Dinsmore Bridge. It was suggested by Mr. Craig Richmond, YVR, CEO, that these are the two most valuable airport groundside areas. He also noted that the area south of Templeton Station could be considered for high-tech, manufacturing, hotel, research and headquarter functions.

City staff recommend that:

- These and any other future Area Plan areas be clearly labelled in the Master Plan Land Use section,
- The Land Use section of the Master Plan include reasons why these areas would be subject to a future area planning process and what guiding principles would be in place (e.g., focus on airport and airport-relates uses, minimize non-airport traffic, provide linkages to existing communities, create a strong urban design framework, address the Fraser River),
- The timing and development of the proposed YVR Templeton Business Park be clarified,
- YVR and the City of Richmond meet early in Phase 3 of the YVR 2037 Master Plan, to review desired land uses in these (and any other) sub areas,
- A strategic development framework be prepared which capitalizes on each area's assets and aligns with both YVR and City objectives,
- Metro Vancouver be involved in discussions related to land use.
- *Future sub-area plans will be addressed separately from the Master Plan, but the land uses are designated and shared as part of phase 3.*

(4) Urban Design

City staff recommend that an YVR Urban Design Framework be included as a chapter in the Master Plan which would:

- Build on YVR's Gateway role and established design vision,
- Establish desired YVR urban design standards, for both the public and private developments.
- Ensure an appropriate complementary design interface with adjacent municipalities (e.g., Richmond, Vancouver),
- Guide future development along the Fraser River (e.g., between BCIT and the Dinsmore Bridge), to require a high quality urban realm and capitalize on the proximity to Richmond City Centre,
- Incorporate wildlife viewing and other ecological opportunities along the Middle Arm.
- *The Master Plan does not delve into design standards but this work is being updated separately. Our permitting process includes design standards and recommendations and our RFP process for major projects includes specific design requirements. We maintain an objective of being universally accessible and to share our valued unique West Coast sense of place.*

9. Other (e.g., Engineering Concerns)

City staff recommend that the Master Plan contain an Engineering section to indicate how:

- YVR's water, sanitary, storm and drainage systems are compatible with Richmond's, and
- YVR will manage flood protection and dike plans, and how they are compatible with Richmond's.
- *Utilities will be addressed in the final plan and there is a technical report that has been developed. City of Richmond staff and Metro Vancouver staff were involved in a Sea Island Water and Sanitary Utility Planning Workshop.*
- *Where relevant, potential climate change risks and uncertainties, as they pertain to Sea Island infrastructure, are identified in the respective Master Plan technical chapters. In many cases the need for additional analysis is identified. The development of a Climate Change Adaptation and Risk Management Plan will enable climate change risks to be assessed and mitigated in a systematic manner, consistent with other jurisdictions in Metro Vancouver and in keeping with best practice guidance. Work on this plan is anticipated to begin in mid 2017.*

10. Related Master Plan Documents

Please clarify what matters will be addressed in separate documents from the Master Plan, for example the:

- Five-Year Airport Noise Management Plan (ANMP) which runs to the end of 2018 will subsequently be updated (for 2019 - 2023), regarding noise contours and more specific noise management strategies,
- *Correct, but Noise contours will be included in Master Plan documentation as well.*
- Five Year Airport Environmental Management Plan (AEMP) which runs to the end of 2019 will subsequently be updated (for 2020 - 2024), to include environmental targets and action plans to address greenhouse gas emissions, potable water, waste management and opportunities to improve ecosystem health,
- *Correct.*
- Airport Land Management Guidelines which will contain improved Building Urban Design Guidelines, and
- *Our land development manual will be updated with urban design guidelines*
- Airport Urban Design Guidelines which will incorporate Sustainable Design Guidelines (e.g., to address energy efficiencies, salmon safe practices).
- *Sustainable Design Guidelines is a separate document but will be referenced in our Land Management Guidelines and will be updated to be in alignment of current strategic objectives as well as to reference newer technology.*

11. Suggested Next Steps/ Phase 3

The following meetings or next steps are proposed:

- Section 1: Phase 2 Consultation Process:

- Please provide Richmond Phase 2 consultation findings:
 - o *Our consultants are working to put this together but because the majority of our consultation was in person and qualitative and summarized by group, the report will represent general themes.*
- Section 3: Master Plan Forecasting Methodology and Airside and Airspace:
 - Please convene a meeting with appropriate local and regional stakeholders to discuss a Regional Airport Strategy,
 - o *We meet with regional airports regularly for information sharing.*
- Section 5: Amenities:
 - Please provide a large copy of the Potential Amenities map for further review and discussion during the early stages of Phase 3,
 - o *Potential amenities in phase 2 were intended to facilitate discussion about what is possible for community amenities on Sea Island. We will share our amenities plan in Phase 4.*
- Section 6: Environment:
 - Please convene a meeting with YVR and City staff to further discuss the environmental items noted above, and
 - o *This is complete. Meeting occurred on January 31.*
- Section 7: Land Use:
 - YVR and the City of Richmond should meet early in Phase 3, to review proposed land uses in potential sub areas and prepare a strategic development framework that capitalizes on each area's assets.
 - o *YVR shared this at the meeting on January 26.*

We look forward to continue working with you on the Master Plan.

For clarification, please contact me at 604-276-4139.

Terry Crowe
Manager, Policy Planning



YVR 2037 Master Plan Phase 2 – Building A World Class Sustainable Airport

Consultation Summary Report of Richmond Residents' Feedback

September to November 2016



PREPARED
BY:





About this Report

Lucent Quay Consulting Inc. (Lucent Quay) prepared this report for Vancouver Airport Authority (YVR). Lucent Quay is a Vancouver-based communications firm specializing in community and stakeholder engagement. YVR retained Lucent Quay to develop, plan and implement YVR 2037, a multi-phase and multi-year consultation in support of YVR's new Master Plan.

As part of its scope of work, Lucent Quay develops consultation input tools and reports on findings, including analysis of all survey feedback and consultation input received. This consultation report summarizes survey input received from Phase 2 consultation participants who identified themselves as Richmond residents (as per question 33 of the feedback form). Phase 2 consultation took place from September 2 through to November 15, 2016.

The complete Phase 2 consultation summary report with feedback received from all members of the public and from stakeholders, including Richmond participants, is available at YVR2037.ca.

All feedback and input was sourced from YVR 2037's consultation website and its accompanying online survey. The website and online survey was hosted by EngagementHQ, a third-party online community engagement platform designed to help organizations connect with the public while protecting anonymity of responses. EngagementHQ, not YVR, stores personal information collected in connection with responses to the survey.

EngagementHQ stores all of its data in Canada and uses the latest firewall and encryption technology to protect private information. YVR's collection, use and disclosure of personal information is regulated by the Personal Information Protection and Electronic Documents Act (Canada), or similar privacy legislation applicable in the user's Province, as amended from time to time.





1 Consultation Summary Results

Vancouver International Airport (YVR) updates its Master Plan every 10 years as a requirement of the Airport Authority's Ground Lease with Transport Canada, and as a best practice for long-term planning for the future airport. The four-phase Master Plan consultation and engagement process develops a 20-year plan to guide land use decision-making while considering sustainability at each step of the planning process.

During Phase 1 in 2015, the Master Plan Team looked out 40 years (to 2057) and asked participants what their airport of the future looked like. The feedback received during Phase 1 consultation informed the Master Plan Team's review as it looked at the 20-year planning period (to 2037); all remaining phases of consultation will focus on the 20-year period to 2037.

Phase 2 consultation, which ran from September 2 to November 15, 2016, sought feedback on six key focus areas for discussion: Terminals, Airside and Airspace, Ground Access, Environment, Amenities, and Land Use.

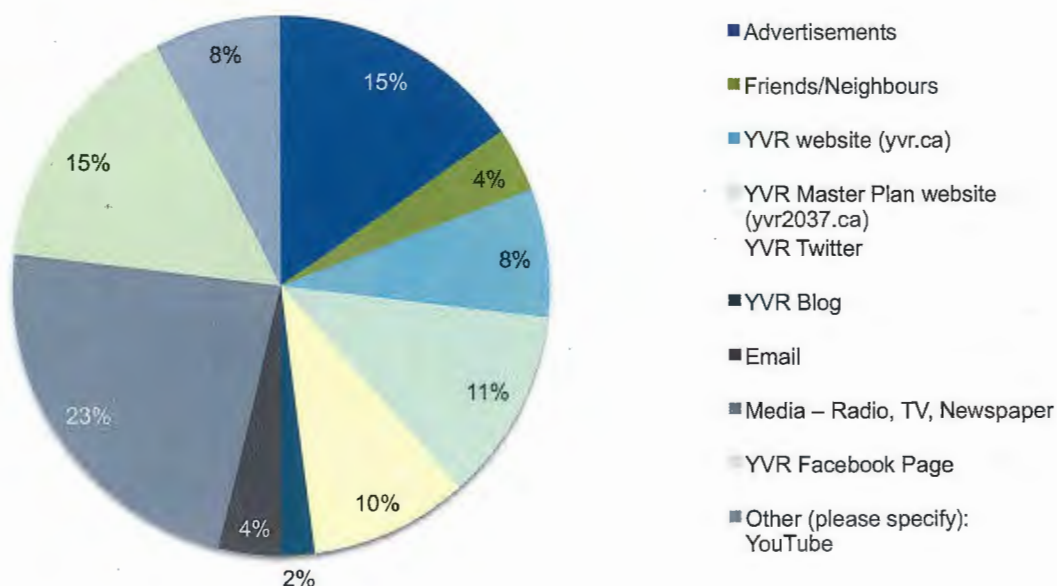
This report summarizes feedback from Richmond residents only during Phase 2 consultation. A comprehensive Phase 2 consultation summary report summarizing feedback received from all members of the public and from stakeholders is available under separate cover on the Master Plan website (YVR2037.ca).

A total of 162 feedback surveys were submitted for consideration during Phase 2, with 33 surveys representing Richmond residents. The reader is cautioned that the results presented reflect the views of a small sample of self-identified Richmond residents who opted to participate in the consultation, and may not be representative of the broader Richmond community.

1.1 FEEDBACK SURVEY RESULTS

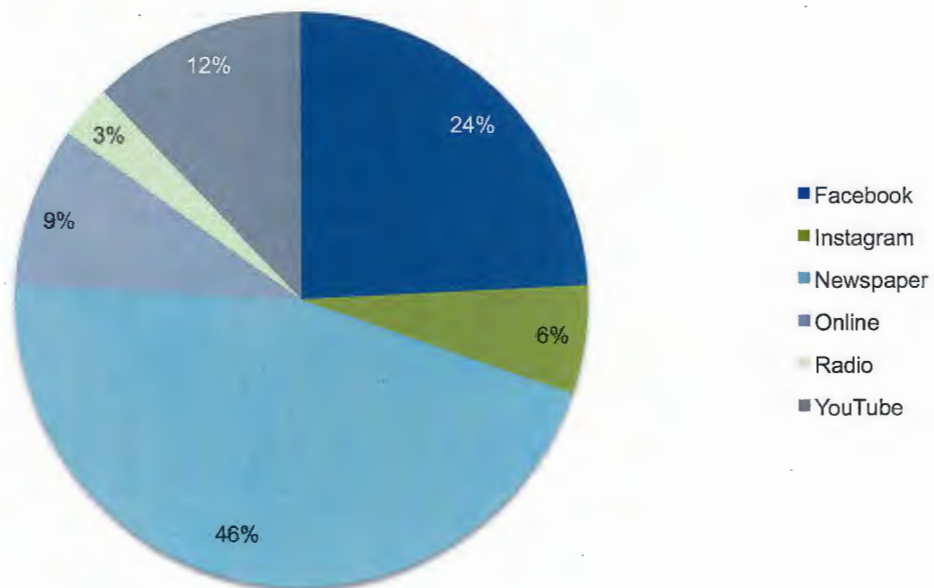
1. How did you learn about YVR 2037 Phase 2 consultation? Please check all that apply.
(N=33) Respondents could select more than one option.

Media and advertising played a significant role in informing Richmond residents about the consultation process.



2. Did you learn about the YVR 2037 consultation through any of the following advertisements? Please check all that apply. (N=28)

Respondents could select more than one option.



3. Did you participate in Phase 1 consultation for YVR 2037? (N=32)

Most Phase 2 participants (90 per cent) did not participate in Phase 1.



4. What comments, if any, do you have about the consultation process for YVR 2037 Master Plan? (N=19)

- Positive feedback on YVR's consultation process
- Suggestions for additional notification and advertising
- General comments on YVR's consultation process – request for more in-depth discussions and a desire for the public workshops to be longer in length
- General suggestions for sustainability initiatives, such as encouraging employees to use transit and more efficient aircraft
- Desire for designated areas for walking and electric carts in the terminal
- Comment about ground access congestion, such as on the Arthur Laing Bridge and Two Road Bridge
- General comment about consultation process
- Suggestion to include travelling public in consultation, such as those flying through YVR

“Very cool process to involve the community [in].”

“Well organized/ managed consultation process. Wish we had more time in the focus area discussions.”

5. How would you like to be engaged in future phases of consultation for YVR 2037? (N=24)

- Most respondents noted that they would like to be notified through email, social media or online engagement methods
- Many respondents noted a desire to participate at in-person meetings, workshops or community events
- Many commented that continued surveys are a good way to be engaged
- Some participants noted general positive comments about the consultation process
- Other engagement methods included traditional media advertisements and through the YVR newsletter

“Town hall meetings, especially for the residents of Northeast Richmond.”

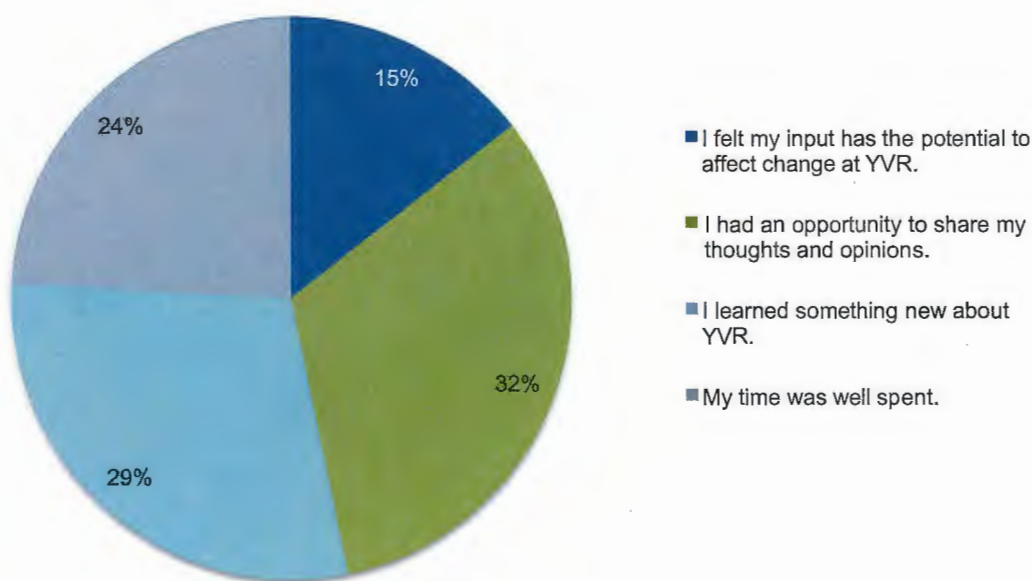
“[I] would be happy to participate in the future phases of Planning.”

Additional General Comments:

- Request to be engaged in future Master Plan consultation
- Suggestion to outline benefits to individual residents
- Suggestion to solve existing issues first
- Suggestion for increased capacity at YVR Canada Line station
- Request to consider impacts to nearby residents for future planning
- General comment about the consultation process

6. Please review the statements below and select the one(s) that best describe your experience with YVR 2037 consultation. Please check all that apply.
(N=26) Respondents could select more than one option.

Sixty-two per cent of all respondents selected more than one statement to describe their experience during the YVR 2037 consultation, with most noting the opportunity to share their views and to learn something new, as noted in the chart below.





7. Please provide your contact information if you would like to receive YVR 2037 Master Plan project updates. (N=31)

Almost three-quarters of respondents (74 per cent) expressed interest in receiving updates and provided contact information, as illustrated in the response detail below.



Terminals

8. What have you seen or experienced at other airport terminals that you would like to have at YVR? (N=29) Key theme responses include:

- Desire for activities, entertainment, play areas and quiet areas
- Positive support of existing YVR terminal
- Suggestions for arrivals and departures vehicle area
- Desire for layover accommodations such as showers and sleeping pods
- Desire for more shopping and restaurant options with mention of including cultural diversity that Vancouver is known for, and duty free shopping upon arrival, not at departures
- Comments about improving baggage services, queue management, and parking/shuttle service
- Desire for improved cycling access and bike storage
- Improved in-terminal amenities such as a passenger train, the number of moving walkways, and desire for improved viewing decks
- Desire for quieter nighttime operations, and related impacts on nearby residents
- Comments about streamlining airport security operations and reducing bottlenecks

"I think YVR is a worldwide leader."

"I would love to see a sit down restaurant beyond Milestones, perhaps something that reflects Vancouver like dim sum."

9. Please use the space provided below to share your comments or questions about the proposed centralized expansion plan for future terminal improvements at YVR. (N=14) Responses include:

- Desire for operational efficiency
- Suggestion for increased moving walkways
- Strong support for Centre terminal option and for a phased planning approach
- Support for status quo of terminals until change absolutely necessary
- Questions about runways, security area, and transportation between terminals
- Suggestion to improve International terminal

“The centralized expansion plan is good and practical. This will allow the normal operations to be smooth, even with the ongoing expansion.

[It is also] an opportunity to include more outlets for battery charging for mobile phones/computers and other gadgets, and virtual reality/interactive activities. YVR airport can double up as a tourist destination by showcasing art, cuisine and giving a glimpse of the rest of Canada.”

10. Please use this space to provide any additional comments you have about existing YVR terminals. (N=18) Key theme responses include:

- General positive comments on terminals
- Support for terminal expansion
- Desire for increased operational efficiency, including streamlined security and improved noise mitigation
- Suggestion for increased shopping, food options, and better value choices
- Desire for increased/improved seating
- Suggestions for terminal design, including support for terminal art
- General suggestion for improvement
- Comment about increased capacity at Arrivals greeting area

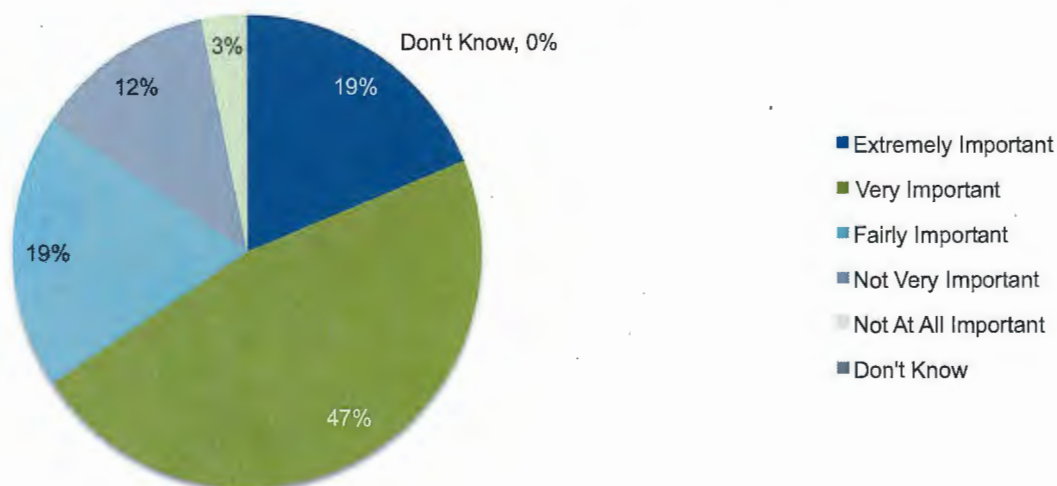
“The terminals are remarkably clean and well kept by North American standards. I believe the YVR team has much to be proud of.”

Airside/Airspace

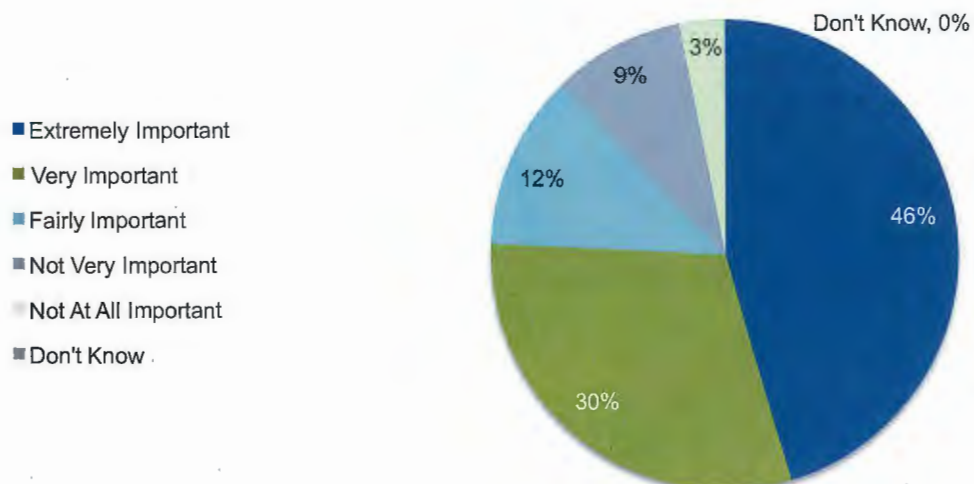
11. How important are each of the following airside activities to you, to achieve the vision of creating a world-class sustainable gateway between Asia and the Americas? Respondents could select more than one option.

Of the six airside activities, “Balancing the needs of the airport with those of the community environment and business” was seen as most important, while minimizing noise and expanding on existing environmental initiatives were seen as the most important overall. Results for each area are shown in the following charts.

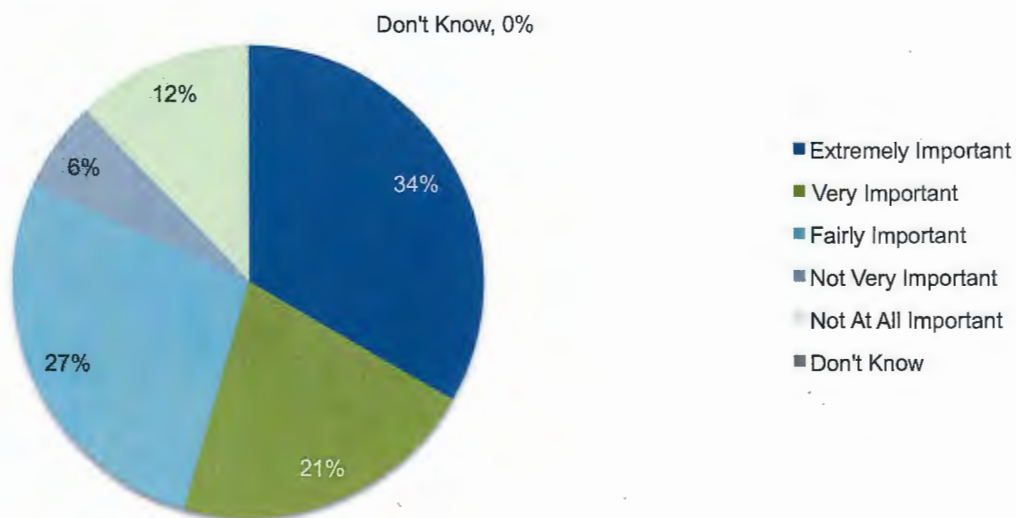
11.1 Reduce delay for airlines and passengers (N=32)



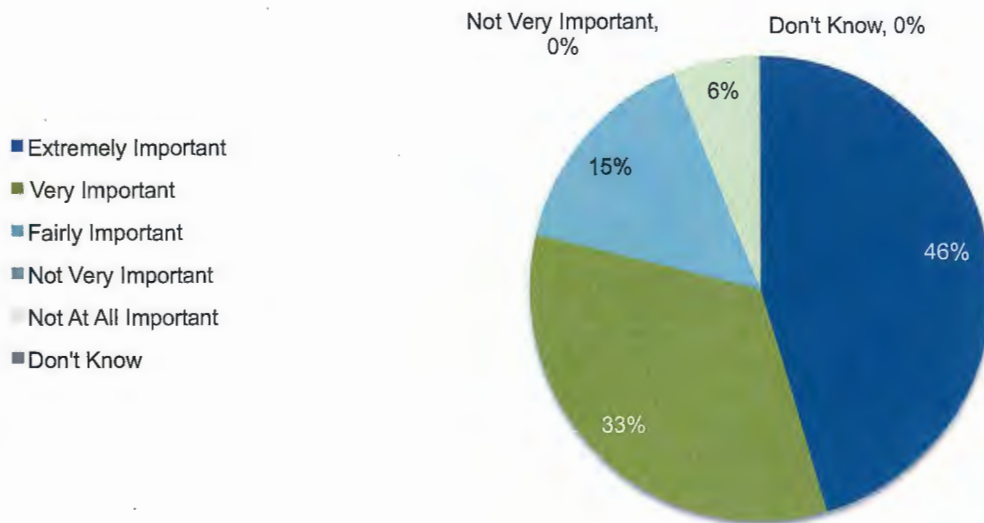
11.2 Minimize noise impacts to neighbouring communities (N=33)



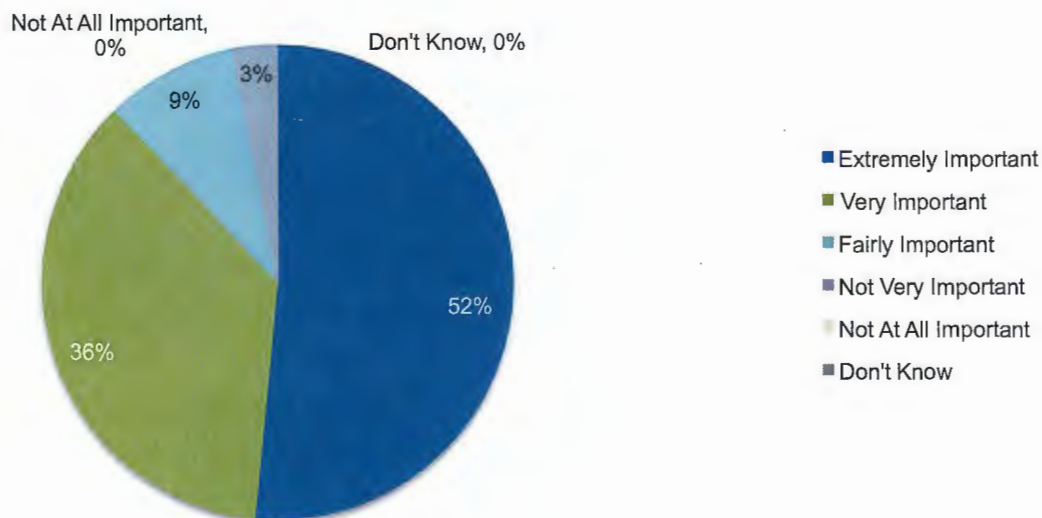
11.3 Expand airport operations to add more air service and connections to more destinations (N=33)



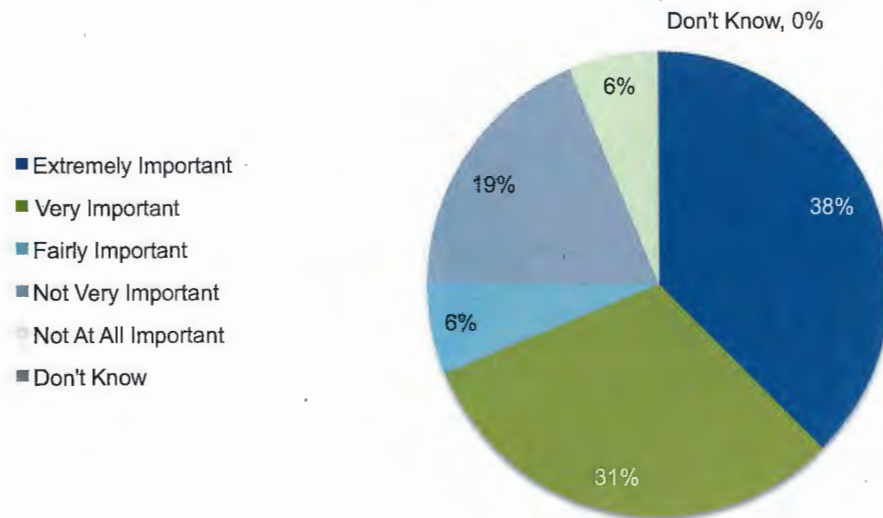
11.4 Build upon our existing environmental initiatives to reduce GHG emissions and conservation efforts (N=33)



11.5 Balance the needs of the airport with those of the community environment and business (N=33)



11.6 Improve our runways and other airside infrastructure to accommodate potential future growth (N=32)



12. Please use the space below to provide any comments or suggestions about airside operations at YVR (where aircraft operate on the ground, including runways, taxiways and aprons). (N=13) Responses include:

- Support for North-South Taxiway
- General support for improvements (e.g. taxiways, runway expansion)
- Concerns about noise impacts on nearby communities and residential areas, specifically related to seaplanes and nighttime operations
- Concerns about location of de-icing facilities
- Suggestion to maximize use of North Runway
- Suggestion for additional plane spotting platforms

"I generally travel internationally, so I know the proposed North-South Taxiway is long overdue. Time and fuel would be saved ..."

13. Please use the space below to provide any comments or suggestions about airspace operations at YVR (where aircraft fly when arriving and departing). (N=14) Responses include:

- Comments about noise impacts on nearby communities and residential areas, and recent improvements in this area
- General support for current airspace operations at YVR
- Comments about improved efficiency and safety
- Comment that consideration needs to be taken when designing flight paths over residential areas
- Comment that early morning and late night flights should follow flight paths with less noise
- Suggestion to maximize use of and expand North Runway
- Request for online radar tool showing incoming flights

"Noise abatement is a concern for parts of Richmond, however newer plane technology is helping here, plus people need to know living next to an international airport has drawbacks."

"Flight plans and hours of operation need to be sensitive to the needs of neighbouring residential areas."

14. Our growth forecasts indicate that the need for an additional runway before 2037 is unlikely, however, a new runway will require a long lead-time for planning, consultation, environmental assessment, approvals and construction, so it's important to think about it now. Please use the space provided below to provide your feedback about future runways at YVR. (N=18) Key theme responses include:

- General positive comments about an additional runway
- Concerns about noise impacts of a new runway on nearby communities and residential areas
- Suggestions to maximize existing runway capacity prior to building a new one
- Comments that a new runway is not yet needed
- Comments expressing opposition to a new runway
- Comments about the cost associated with building a new runway
- Concerns about environmental effects

"With the new runway not being needed before 2037, there is great importance to keep the existing runways being highly efficient."

15. Do you have a preference for either the Close-In South Parallel Runway or the Foreshore Runway? Please check only one. (N=27)



■ Prefer not to answer ■ Prefer the Close-in South Parallel Runway ■ Prefer the Foreshore Runway

Please explain your preference (N=18) Key theme responses for each include:

Foreshore Runway

- Suggestions that the Foreshore Runway would reduce noise for local communities, and reduce congestion
- Suggestions the Foreshore Runway will allow for future growth
- Concerns about environmental impacts associated with the Foreshore runway

Close-In South Parallel Runway

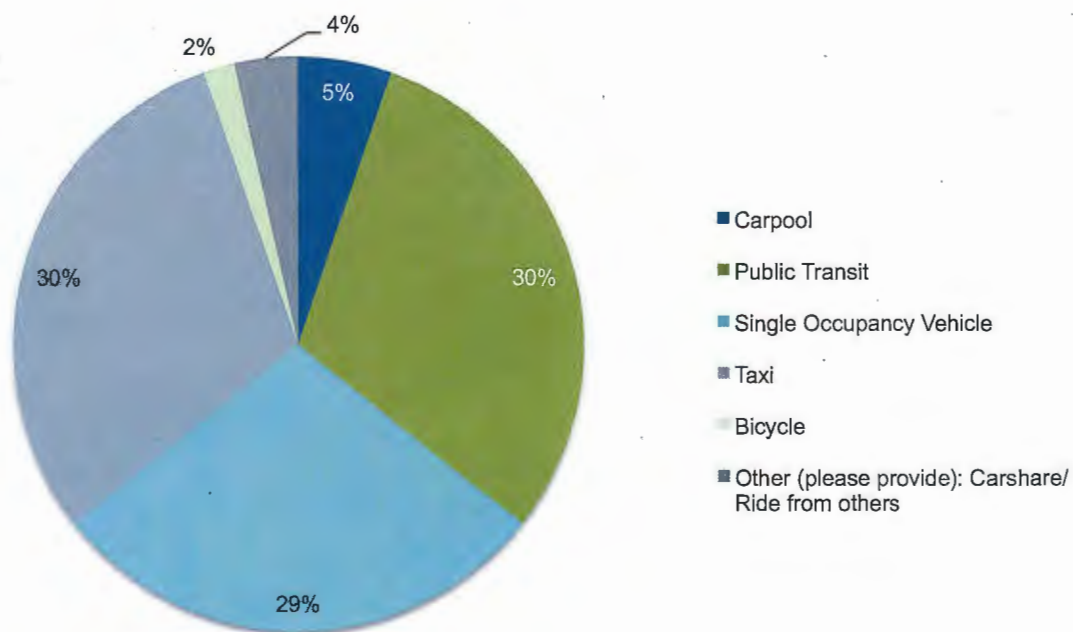
- Comment that Close-In South Parallel Runway would have safety risks due to crosswinds

General Comments

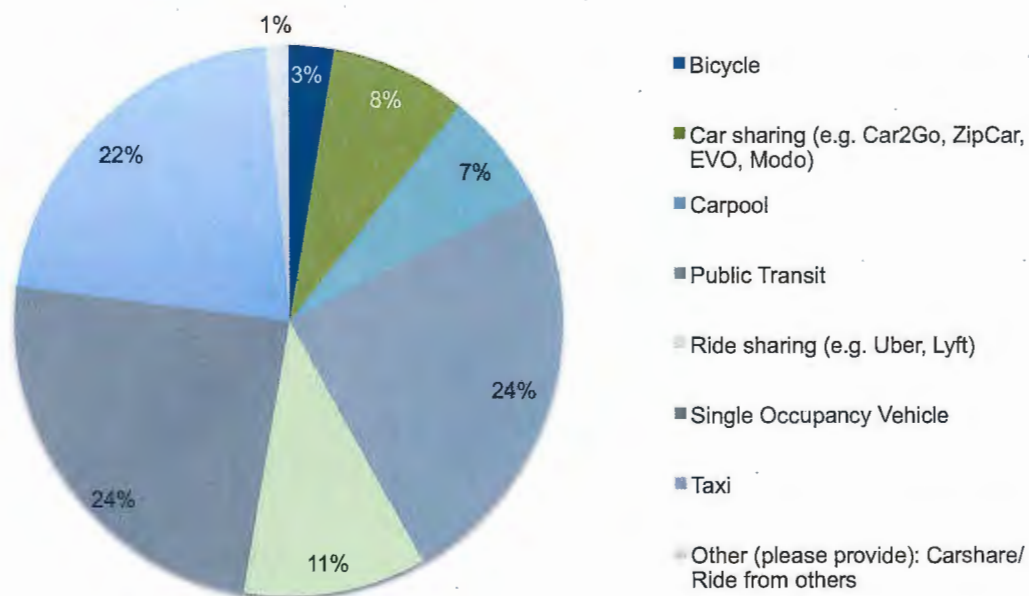
- Suggestion to maximize capacity on existing runways before building new ones
- The nearby community impacts should be considered
- Comment that there is not enough information to make a decision
- Comments that the preferred option is that which has least environmental impact

Ground Access

16. When travelling to YVR, currently which of the following modes are you most likely to choose? Please check all that apply. (N=33)



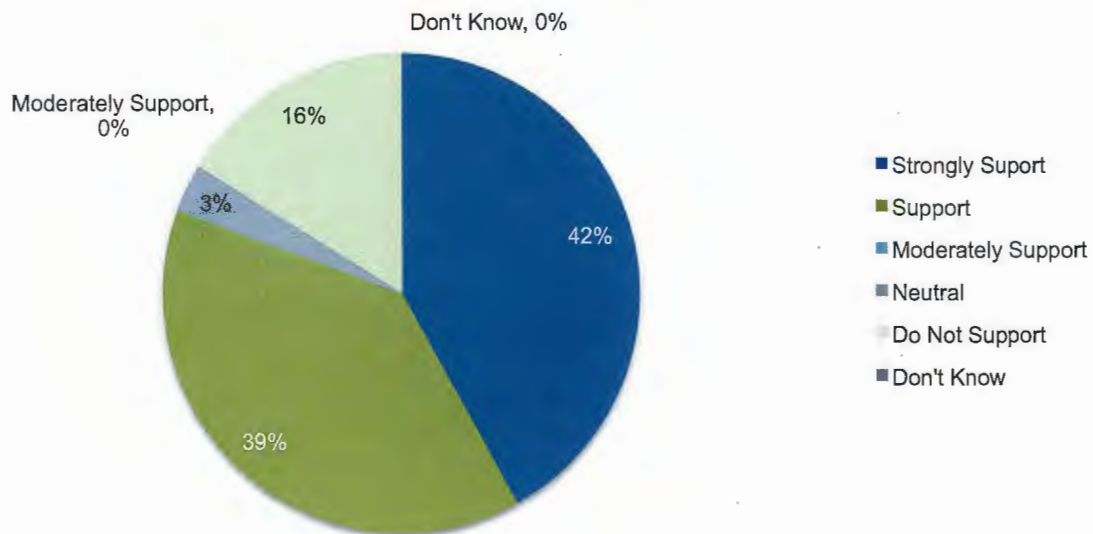
17. When travelling to YVR in the future, which of the following modes are you most likely to choose? Please check all that apply. (N=33)



18. YVR is considering a number of different projects to improve ground access to and from the airport in the future. How important to you are each of the following ground access considerations? Please select all that apply.

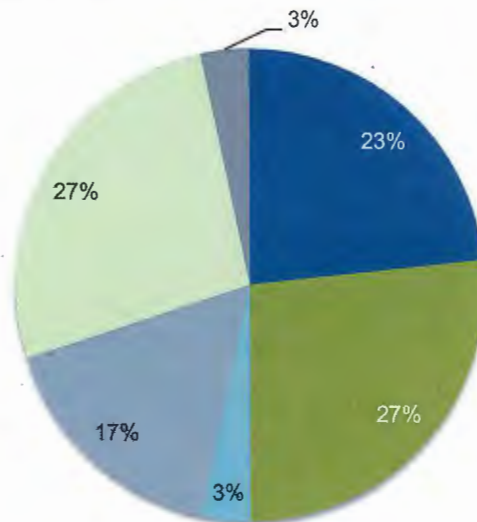
Of the four ground access considerations, a “priority lane on Russ Baker Way for airport bound traffic” was seen as most important consideration, followed closely by the other three, as illustrated in the charts below.

Provide a priority lane on Russ Baker Way for airport bound traffic to bypass Vancouver Richmond traffic (N=31)

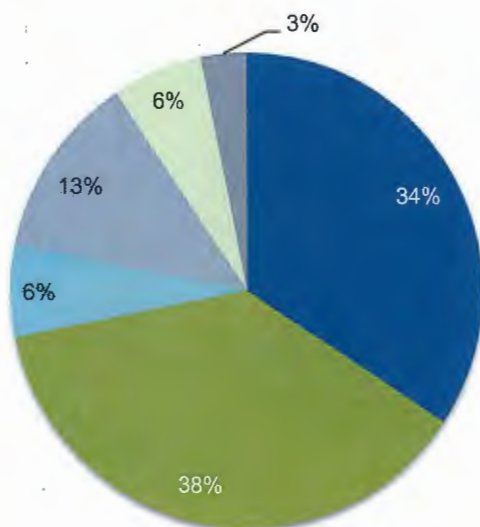


Construct a separated cycling lane on the Arthur Laing Bridge (N=30)

- Strongly Support
- Support
- Moderately Support
- Neutral
- Do Not Support
- Don't Know

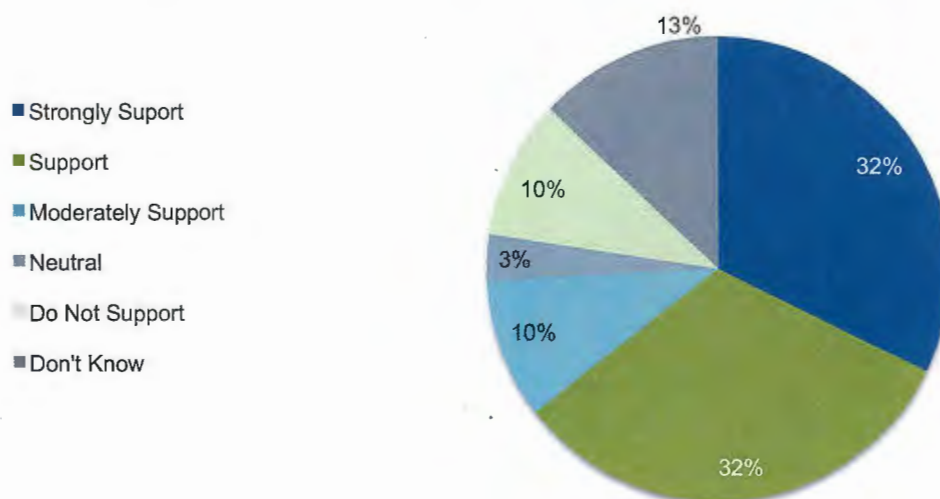


Extend Templeton Street between Grant McConachie Way and Russ Baker Way (N=32)



- Strongly Support
- Support
- Moderately Support
- Neutral
- Do Not Support
- Don't Know

Provide a fast bus service to and from the Surrey Park and Ride to YVR (N=31)



19. YVR has frequent rapid transit service (Canada Line). Please use the space below to comment on what, if anything, would make you more likely to take transit to and from the airport or other Sea Island destinations. (N=21) Key theme responses include:

- Remove TransLink addfare from Canada Line ticket cost
- Create connections to Canada Line from Fraser Valley (e.g. Surrey, Maple Ridge, etc.)
- Extended/24-hour Canada Line service times, and more frequent service
- Better transit connections to get to Canada Line from other areas of city
- Increase station size and accessibility for travellers
- Transit not convenient to use due to area of residence
- General positive comments about current Canada Line service
- Work with TransLink to add luggage racks and other related services to trains and buses
- Extension of Canada Line from Richmond Centre to Railway Avenue
- Add other Sea Island stations, such as McArthur Glen Outlet Mall, Delta Hotel, Harbour Air and the South Terminal

“YVR should consider working with TransLink to provide express bus service to YVR from areas that are not connected via the Canada line. Bus services are not designed currently for airport passengers.”

20. Please use the space provided below to share any comments or questions you have about ground access to and from YVR? (N=17) Key theme responses include:

- Improve infrastructure to local bridges, including Arthur Laing, Dinsmore and Moray bridges
- Add separated, paved bike lanes to improve cyclist accessibility to YVR
- General positive comments about current YVR ground access
- Support for Templeton extension to Russ Baker Way
- Improved design and safety of passenger pick-up area
- Suggestion to fine those who ignore signage and rules
- Comment that vehicles provide quicker access than transit
- Suggestion to maximize all roads on Sea Island prior to adding infrastructure

“A separated, paved cycling network already gets from Richmond to the Flight Path Park, then it dumps you onto the street again. Extend that along Templeton up to the Outlet Mall... and ideally bring it all the way up along the north end of Sea Island to Iona.”

Environment

21. Based on your experience, do you have any recommendations of innovative environmental management practices or initiatives that YVR should consider? (N=19) Key theme responses include:

- Support for alternate energy sources such as solar panels, wind turbines, kinetic energy collection
- Some noted energy conservation initiatives
- Recycling initiatives; reduce use of paper
- Some mentioned tree planting
- Support for rain water capture
- Positive comments on current environmental initiatives
- Comments about reduction noise and air pollution
- Suggestion to follow industry standards, such as Platinum LEED standard
- One respondent noted that they do not have enough information to comment
- Suggestion to install ground power for aircraft

“There is a huge roof area that could be used for solar panels. YVR should aim to be (as an airport terminal) a zero emission building through various initiatives in 20 years.”

22. We are considering several new projects for environmental planning in the future. Please use the space provided for any comments you have about these projects or environmental management at YVR. (N=13) Key theme responses include:

- Overall strong support for all new projects listed for YVR’s environmental planning
- Positive comments about environmental initiatives
- Support for in-terminal composting facility
- Support for increasing number of gates with pre-conditioned air units so that aircraft can turn off their engines and reduce idling
- Support for rainwater capture and reuse in the terminal
- Support for District Energy Geoexchange, if affordable
- Support for recycling initiatives, such as reducing paper use
- Solar panels, wind turbines, kinetic energy collection
- Suggestion for recycling awareness education, to help people learn how to properly recycle
- Suggestion to use shore power for RCMP vehicle at terminal to reduce idling

“All good. Let’s make YVR sustainable as much as possible.”

“I applaud your efforts to minimize any negative impact future expansion of the airport will have on the community at large. Some will be more practical than others.”

Amenities

23. What amenities on Sea Island do you use today? (N=17) Key theme responses include:

- Many indicated they visit the McArthur Glen Designer Outlet Mall
- Many indicated they use the food court and restaurants
- Many indicated they used plane spotting locations at YVR
- Some indicated they use Iona Beach and Park
- Some respondents noted that they primarily use the airport and parking facilities, without any specific amenities
- Some said they use the walking trails and bike paths
- Some respondents indicated they do not use Sea Island amenities
- Some respondents said they use Larry Berg Flight Path Park
- Other responses included: Flying Beaver, hotel restaurants and airport lounges

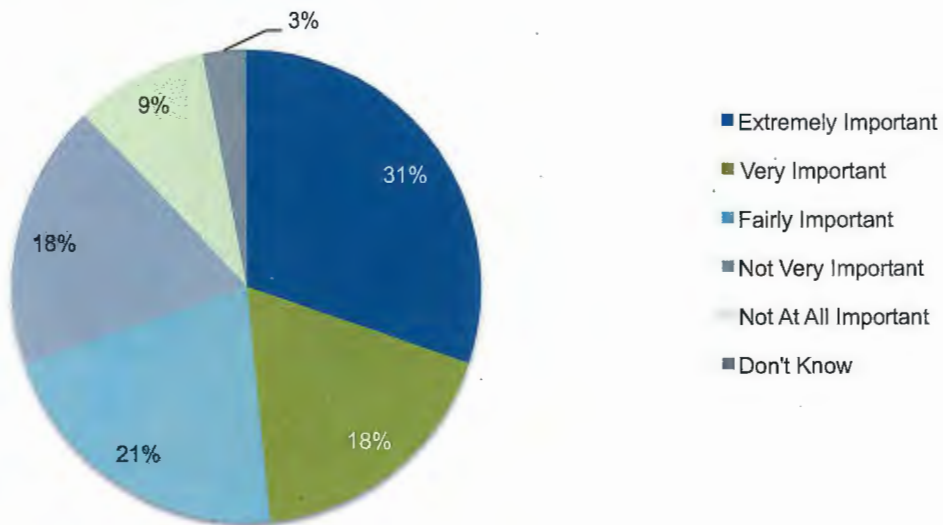
"I frequently cycle to Iona Beach. I would use the plane spotting area north of the runway, but there is limited parking there."

"I take my son on the train to the terminal viewing platform and McArthur Glen. [I'm also a] frequent user of bike paths and Flight Path Park."

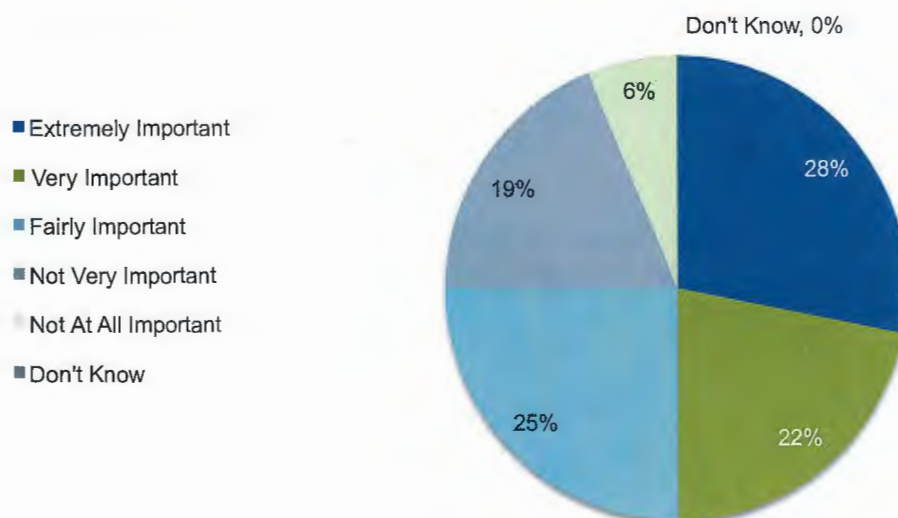
24. How important are each of the following amenities to you? Please select all that apply.

Of the six types of amenities, natural areas, a plane spotting platform and walking trails were seen as the top three priorities, as illustrated in the charts below.

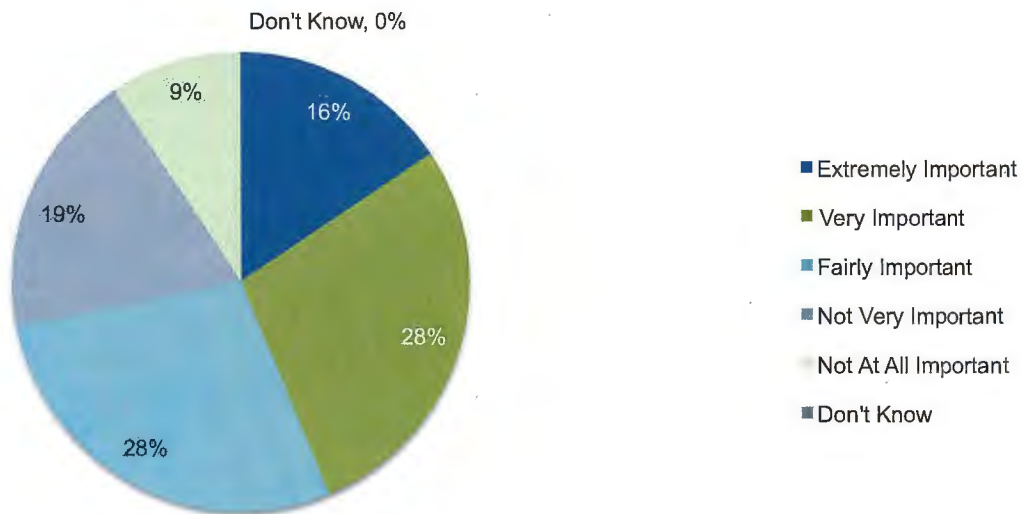
Plane Spotting Platform (N=33)



Walking Paths (N=32)

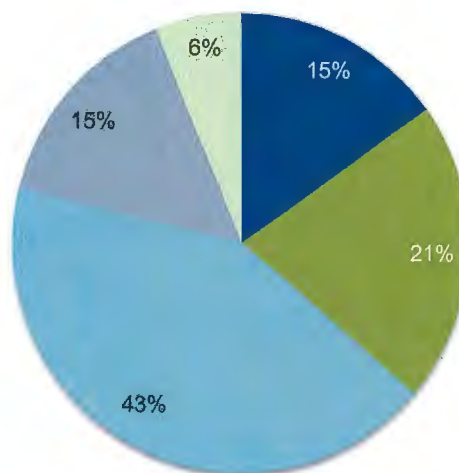


Road Improvements for Commuter Cycling (N=32)

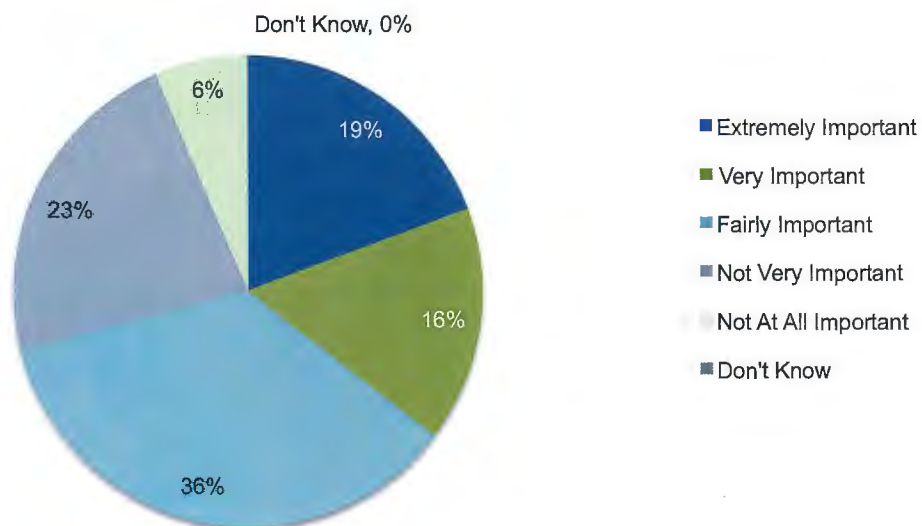


Recreational Cycling (N=33)

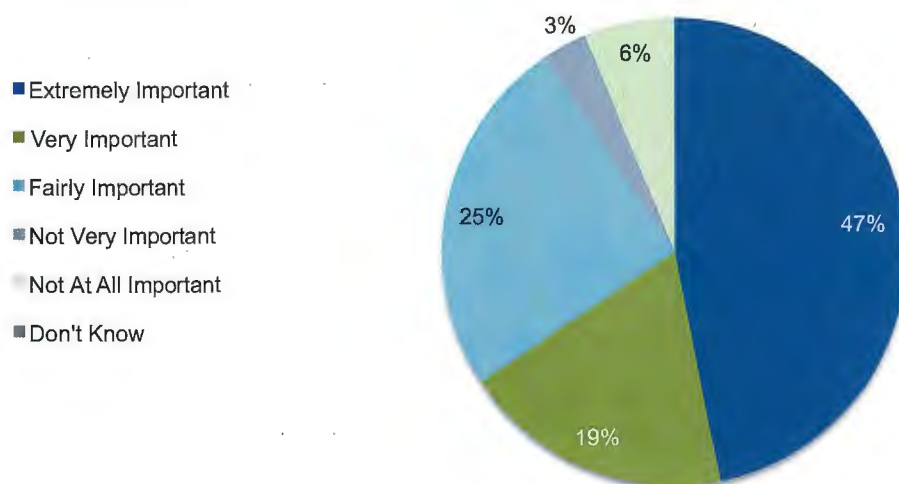
- Extremely Important
- Very Important
- Fairly Important
- Not Very Important
- Not At All Important
- Don't Know



Multiuse Pathways (N=31)



Natural Areas (N=32)



25. YVR offers a variety of amenities on Sea Island and at the airport and has plans to introduce new amenities in the future. What would increase your interest in using amenities at YVR? (N=18) Key theme responses include:

- Many indicated a desire for a separated cycling network
- Many people noted increasing accessibility
- Support for more plane spotting locations
- Some said YVR should focus on its operational efficiency instead
- Some noted food court and restaurant options, including food trucks at outdoor venues on Sea Island
- Desire for additional park and recreation areas on Sea Island, including more walking trails
- Other responses included: sports facilities, employee discounts and quiet areas.
- Comment noting unfamiliarity with existing amenities
- Suggestion to remove airport fee on Canada Line
- Suggestion to showcase B.C. and Canadian art and products in airport
- Suggestion to make airport feel like “community hub”

“Offer more local BC and Canadian products. Include nicely designed products that will showcase the creativity of people.”

26. In order to improve amenities at YVR, what other recreational opportunities should YVR consider? (N=15) Responses include:

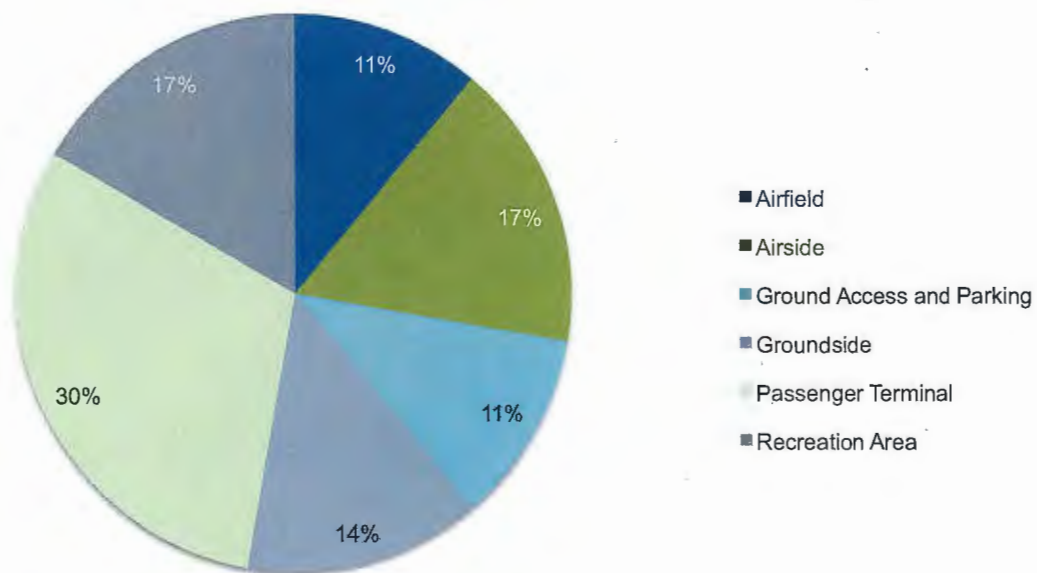
- Support for interactive and recreational activities for children
- Some suggested fitness facilities or sporting venues
- Some respondents said tree planting and park creation, including park benches and outdoor seating areas
- Some said to focus on operational efficiency instead
- Some focused on access, specifically to Iona Park
- Amenities mentioned included golf courses, gym, multi-use observation platform and grocery store
- Suggestion to improve/pave multi-use pathways around Sea Island

“Tree planting and park creation of lands south of BCIT to match Richmond’s future river-front park. Perhaps with a board and/or pedestrian and cyclist bridge connection.”

Land Use

27. We recommend maintaining the existing land use designations. Among the six land use designations, please indicate if you are interested in any of the areas, and if yes, why. Please check all that apply. (N=20)

Respondents could select more than one option.



28. As part of our work in the future, we will develop sub-area plans for each land use designation. What comments or questions, if any, do you have related to the development of sub-plans? (N=8) Responses include:

- Comments about improving ground access
- Comments indicating interest in public consultation for the area sub-plans
- Suggestion to work with community groups such as Richmond Active Transit Committee, HUB-YVR

“Airfield, ground access and recreational areas all interest the public and we should be consulted.”

29. How would you like to be informed and engaged as we develop these sub-area plans? (N=14) Key theme responses include:

- Majority indicated they would like to be informed by email and online
- Other respondents indicated a preference for public meetings and events and newspaper advertisements
- Suggestion to publish meeting minutes for public review and understanding of decision-making process
- Suggestion to notify through the Richmond Active Transit Committee

Additional general comments included:

- Increase staffing in security lines to move more efficiently
- Questions about changes to ground access for YVR

30. Please use the space provided below for any additional comments or questions you have about land use at YVR. (N=9) Responses include:

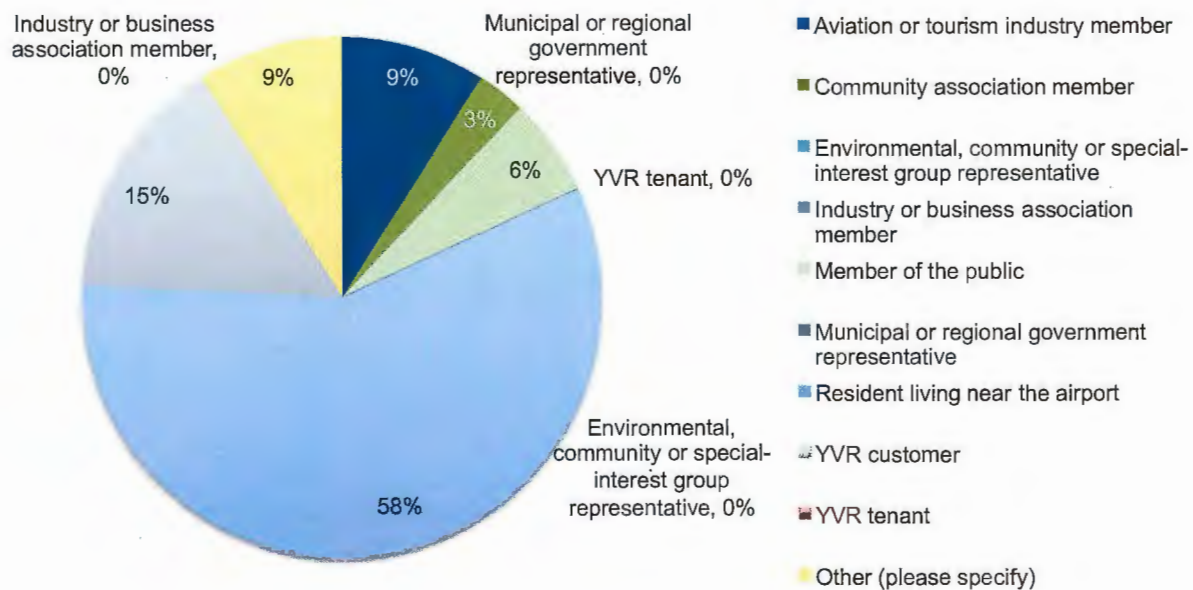
- Improving customer experience
- YVR is already too large for Richmond
- Introduce use of virtual reality technology to visualize proposed land use amendments/changes
- Improve/pave multi-use pathways around Sea Island
- Question about how far expansion plans extend into water

“Pave the path from
McArthur Glen to Iona.”

General

31. Which of the following best describes you? Please check only one. (N=33)

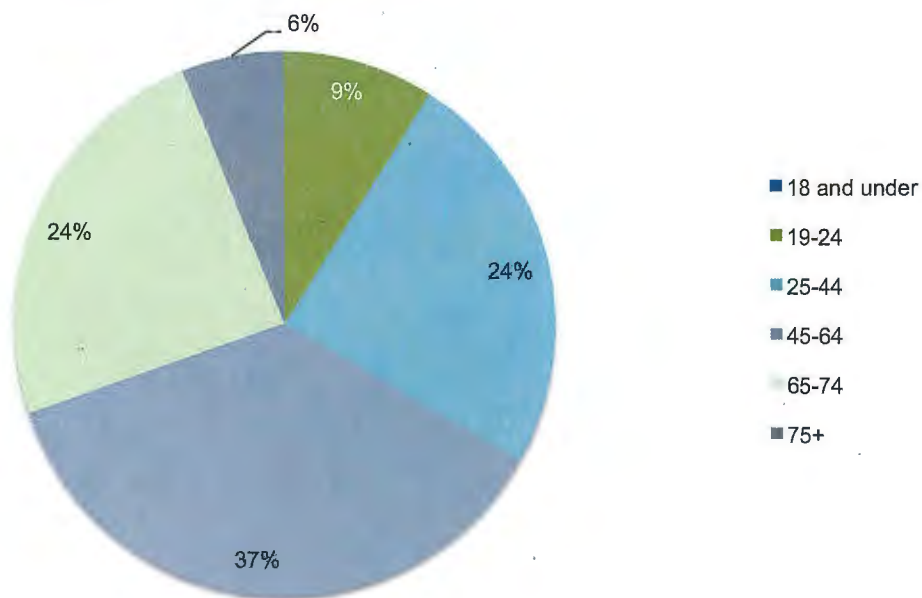
Residents living near the airport represented the majority of respondents (58 per cent), followed by YVR customers (15 per cent).



Other (please specify):

1. Canadian Voter
2. Very frequent flyer

32. Please indicate your age range. (N=33)

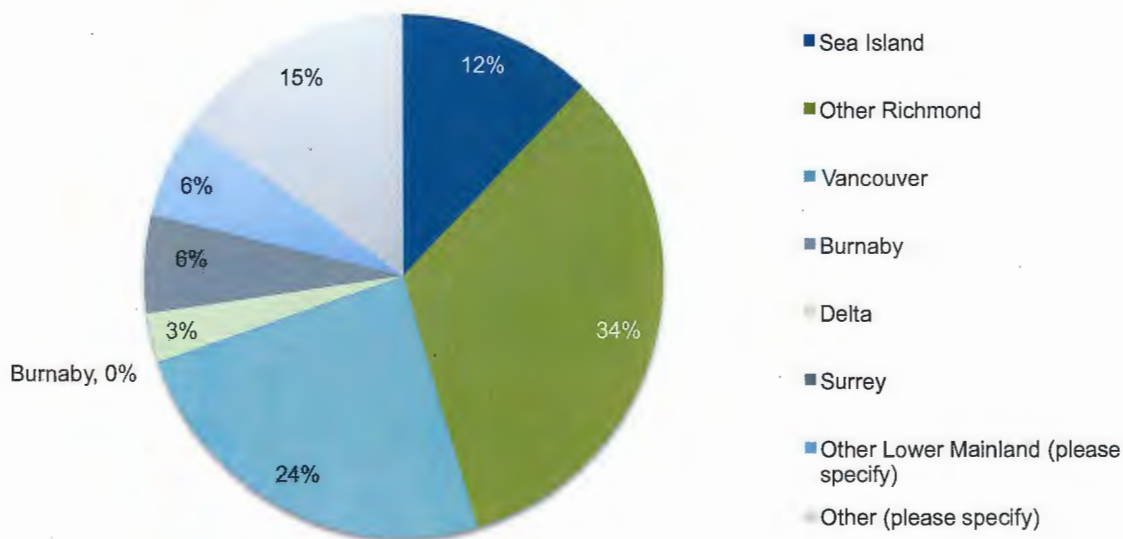


33. Where do you live? (N=33)

This report is based on feedback received from Richmond residents only.

34. Where do you primarily work/attend school? (N=33)

Majority of respondents indicated that they work on Sea Island (12 per cent), or elsewhere in Richmond (34 per cent), followed by Vancouver (24 per cent).

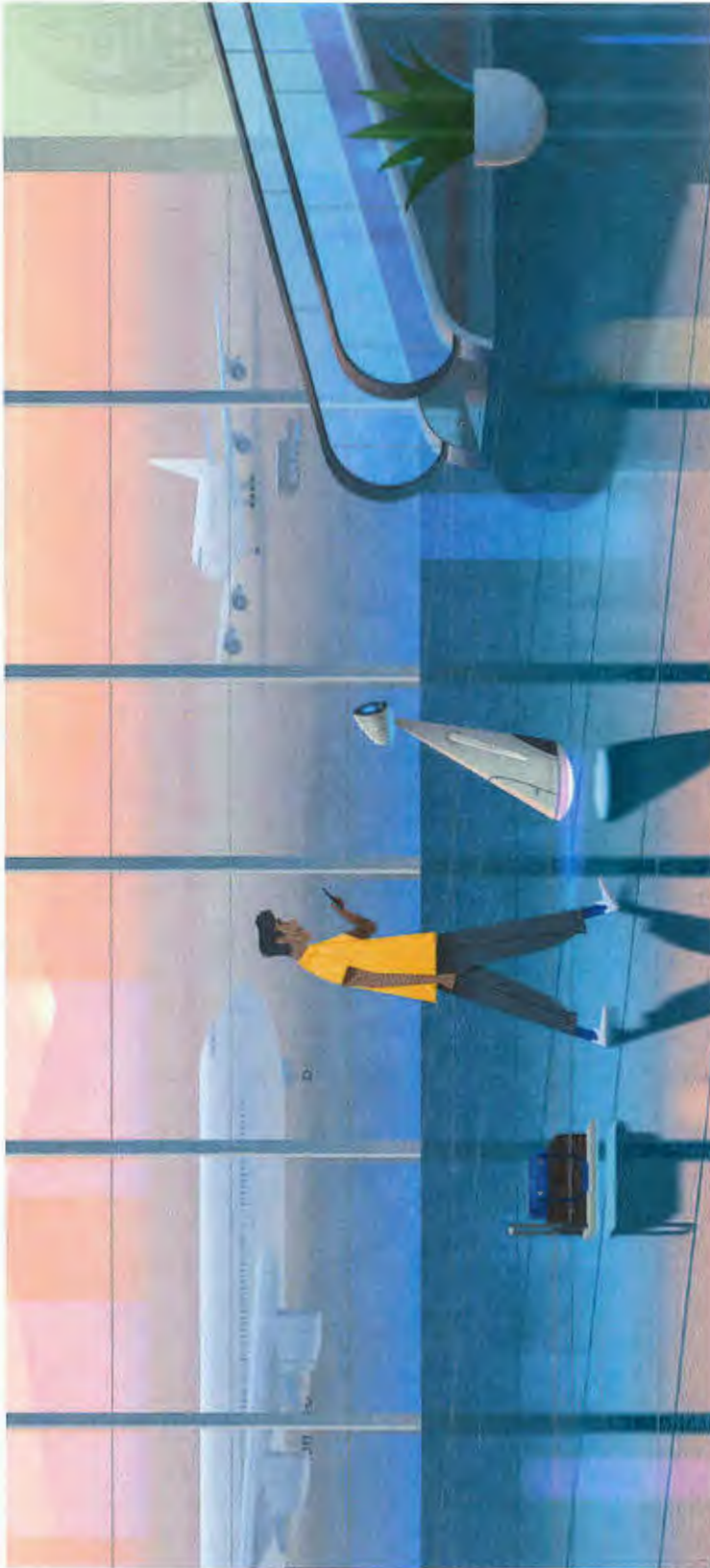


Other Lower Mainland (please specify)	
New Westminster	1
Retired	1

Other (please specify)	
Another city (work for airline and "commute")	1
Retired	3
Work from home (Steveston)	1



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MASTER
PLAN YVR
2037

YVR 2037 MASTER PLAN HIGHLIGHTS

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ABOUT VANCOUVER INTERNATIONAL AIRPORT (YVR)

Vancouver International Airport (YVR) is Canada's second busiest airport, managed by Vancouver Airport Authority—a community-based, not-for-profit organization. Our Board of Directors, nominated by municipalities and organizations in the community we serve, sets the strategic vision for the future and provides accountability and oversight for the management of the Airport Authority and YVR. As there are no shareholders, we reinvest all profits back into airport operations and development to maintain the highest level of safety and efficiency.

Between 2013 and 2015, YVR passenger numbers increased by over one million per year. In 2016, those numbers grew by another two million. By year's end, we served a record-setting 22.1 million travellers who arrived, departed and connected, via 55 airlines, to more than 122 destinations worldwide.

YVR is committed to being a leader in sustainability. We're also committed to creating an airport that British Columbia can be proud of—a premier global gateway, a local economic generator and a community contributor. We are your airport and we take pride in managing it for you.

CONSULTATION

CONSULTATION

YVR has developed Flight Plan 2037, a 20-year plan that ensures that Vancouver International Airport is prepared to meet anticipated growth, stay competitive and maintain our position as one of the world's leading airports.

Flight Plan 2037 includes a Capital Plan, Financial Plan and the YVR 2037 Master Plan—the plan that we are currently undertaking which helps guide land use decisions while considering sustainability at each step in the planning process. These plans will help us meet the needs of our communities, business partners and employees. We recognize that effective planning takes a range of views and options into consideration.

We implemented a consultation process for the YVR 2037 Master Plan that used a variety of tools and methods to gather information and facilitate meaningful engagement with business partners, employees, passengers and our community.

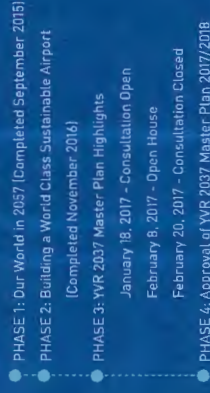
In **Phase 1** (2015), we sought feedback on your long-term vision for the future. You told us that you wanted YVR to maintain our excellent, personable customer experiences. You asked us to utilize technology for greater efficiency and increase travel connections and direct destinations. And you insisted on us retaining a focus on sustainability.

In **Phase 2** (2016), we shared some of the possibilities for key elements of the Master Plan. You provided insightful feedback which helped us prioritize and select a preferred state for each of the six focus areas.

We were encouraged by your supportive comments and constructive feedback. Key themes that emerged included significant interest in the terminal, specifically around amenities that would help make the travel process more streamlined and enjoyable. Environmental initiatives and accessibility were also themes that resonated with our stakeholders and the community.

Thank you for your involvement and sharing your insights, questions, opinions and vision for the future in Phase 2. We are pleased to share how your input has influenced our plan for the future. In **Phase 3** (2017), we are looking for you to confirm that our plan reflects the needs of our stakeholders, business partners and the community and identify any final elements for consideration.

- PHASE 2 CONSULTATION**
- 700 people engaged in person
 - 16,900 visitors to our website
 - 40 million impressions
 - 22 stakeholder meetings
 - 4 public meetings
 - 5 roadshow stops across Metro Vancouver



TERMINALS

During Phase 2 consultation for the Master Plan, we heard from participants about their support for our recommended centralized terminal expansion. Our proposed terminal configuration is designed to accommodate 35 million passengers and can be incrementally updated and adapted in response to our growth. We will maintain operations at the South Terminal Building and protect adequate land for the ongoing operation of the float plane terminal which supports our regional connectivity. Looking beyond our 35 million passenger movements, there is a potential need for another terminal. Therefore, we will protect land within our airfield for a satellite terminal.

We received many innovative ideas and suggestions from experiences at other airports around the world to incorporate into our terminal design. Participants spoke about more diverse food options and restaurant experiences, layover amenities such as sleeping pods and showers, opportunities for bringing the West Coast outdoors into the terminal—and the integration of a comprehensive mobility plan to ensure passengers move through our terminal safely and efficiently. We have shared this wealth of ideas with our terminal planning team and look forward to showing you how some of these ideas will be implemented as our terminal is expanded.



TERMINAL EXPANSION

Our current terminal can accommodate 25 million passengers. We have had exceptional growth, greeting a record-breaking 22 million passengers in 2016. We are already planning and designing our next expansions, starting with Pier D and the East Concourse.

AIRSIDE & AIRSPACE

As an international airport, YVR provides the infrastructure and operational services to meet evolving industry technology and standards while balancing the need for a sustainable airport for our community. In Phase 2, we heard that it was important to reduce delays for airlines and passengers and to improve runways and airside infrastructure for future growth. We will address these matters thoughtfully while maximizing our current resources to delay the need for an additional runway. A new runway requires extensive planning, consultation, environmental permitting and regulatory requirements which can take upwards of 10 years to complete. Given the long lead time, we anticipate that planning for an additional runway will occur during the timeframe of the 2037 Master Plan.

In Phase 2, we asked if there was a preference for the Foreshore or Close-In South Parallel Runway. The feedback we received was split down the middle, with one third of respondents undecided. We understand that this is a complicated and important decision, we acknowledge that there are concerns relating to noise impacts and the proximity to the City of Richmond for the Close-In South Parallel Runway and we recognize that there are environmental and cost concerns relating to the Foreshore Runway. This is an important issue for our community and stakeholders. We value your input and will consult with you as we explore options in the future.

Within the next 10 years, we will build the North-South Taxiway (NST)—an above-grade taxiway where planes will taxi over Grant McConachie Way and the Canada Line.

On the horizon since our 2027 Master Plan, this resulted in constructing the Canada Line at ground level at Templeton and Sea Island stations. Building the NST provides a direct link between the runway ends and the terminal, enabling a more balanced use of the parallel runways and an airport that is more efficient. It also means shorter taxiing distances for aircraft, thereby reducing greenhouse gases, and taxiing time for passengers and airlines.

In the near term, we will explore expanding the use of the North Runway for departures to delay the need for an additional runway. We will also begin planning for the

construction of the North Runway End Safety Areas and potential runway extension. We look forward to getting out and engaging the community, sharing information and discussing this aspect of the project in 2017.

Innovation in aviation has led to the development of planes that are quieter and more efficient. As we grow, we will continue to strive to minimize noise impacts for our neighbouring communities.



GROUND ACCESS



CNCL - 489

Enabling safe, efficient, convenient and reliable ground access is a key priority of the Master Plan. We own and are responsible for the majority of the road network on Sea Island, as well as two main bridges that provide access to it—the Arthur Laing and Dinsmore bridges. We also invested \$300 million in the Canada Line extension to Sea Island and YVR now has some of the highest transit ridership of any airport in North America—about 25 per cent, an achievement that makes us proud.

In Phase 1 and 2, we heard that regional connectivity was of the utmost importance for municipalities and the public, with public transit being the most recurring theme in all of our meetings and feedback surveys. We are committed to being active in discussions and in collaboration with regional agencies and authorities in transit, transportation and policy development relating to transit access and mobility pricing.

Large numbers of people expressed a desire to travel to YVR on transit. TransLink is implementing their 10-Year Infrastructure Plan which includes initiatives to expand capacity on the Canada Line. We will monitor and proactively address YVR Airport Station capacity constraints in an effort to provide a seamless experience getting on and off the Canada Line.

We will work with TransLink and regional agencies to improve transit options for air passengers, employees and cargo. We will also work with the British Columbia Ministry of Transportation and Infrastructure and the City of Richmond to enhance the connection between Highway 99 and Sea Island, including the replacement of the Moray Channel Bridge and network improvements.

In Phase 2, we learned about your level of support and feedback on various ground access and road infrastructure options. There was strong support for the Russ Baker Way high priority vehicle lane and the extension of Templeton Street to Russ Baker Way. Both options will be explored further. We will also implement upgrades or replacement to various other infrastructure such as the Dinsmore Bridge, YVR's parkade, the Sea Island road network and include cycling and pedestrian infrastructure in upcoming road work projects.

We will prepare for ridesharing, carsharing, peer-to-peer car rental and autonomous vehicles at YVR and will consult with government and stakeholders, as appropriate, to develop the necessary regulations and permitting processes, ensuring that adequate curbside infrastructure and staging areas are allocated.



Sustainability is embedded in YVR's corporate culture and is intrinsic to our strategy and business practices. We strive to be a world class sustainable airport that values excellence in environmental management. We do this by reducing our impact on Sea Island and the surrounding environment through a variety of methods. These include the management of wildlife to keep birds and planes safe, management of storm water and protecting water quality, management of waste with diverse recycling and organics programs. We recently became the world's first Salmon-Safe certified airport which acknowledges our ongoing efforts and commitment to transform our land and water management practices. These practices and standards will guide our operation and development in the future as we strive to innovate and improve the way we manage our airport and Sea Island.

Feedback in Phase 1 consultation highlighted that we share a similar vision with our communities. We learned about the region's desire for sustainable travel options that reduce carbon emissions and for YVR to be a self-sustaining airport with a reduced environmental footprint. Phase 2 consultation built upon this foundation—here, you provided us with specific suggestions on potential infrastructure, projects and programs that could be implemented and that could help balance the diverse environmental aspects of managing an airport.

We received innovative ideas for initiatives to implement at the airport. The good news is that many of these suggestions are programs that we have well underway such as:

- Installation of additional electric vehicle charging stations.
- Increasing availability of pre-conditioned air for aircraft at gates. Planes plug-in to YVR's power.
- Rainwater capture and reuse in terminal.
- Increasing drought resistant plants in landscaping.
- More solar panels.
- Developing a coordinated strategy for waste management on Sea Island.
- Alternative energy sources such as a District Energy Geoechange System.

As our airport grows, we will continue to seek opportunities to integrate alternative energy sources, initiate the capture and reuse of rainwater, and minimize our waste. We will continue to update our Environmental Management Plan every 5 years which will identify specific programs and initiatives to achieve environmental sustainability. It includes a framework to guide sustainable environmental management of the airport, key strategic environmental priorities and goals, targets and actions to advance environmental performance and ecosystem health.

COMMUNITY AMENITIES

In coordination with other organizations responsible for land use on Sea Island, we will work to complete a continuous, universally accessible, multi-use pathway around the island on the dyke from the Sea Island Conservation Area to the Coast Guard facility. We will endeavor to communicate the various leisure opportunities on Sea Island to promote active recreation and access to nature so our community can enjoy the incredible, diverse offerings of Sea Island.

We are committed to being a good community steward—and that includes helping to provide recreational amenities on Sea Island. In Phase 2, we learned that Sea Island's history and public spaces are important to the local community. We respect this and will ensure that adequate green space and other amenities are incorporated into projects as we continue to grow. YVR 2037 will include a plane spotting location for the North Runway and develop a continuous pathway system from the Terminal to the Templeton Canada Line station and from the Designer Outlet to Flight Path Park along Templeton Street.



LAND USE

CNCL 492

As infrastructure initiatives and developments will be guided by our 2037 Land Use Plan for the next 11 years, we will ensure that the new plan is approved. The plan will outline how we build and how we use airport lands in a way that respects our operations, our environment and our community. The land use plan provides clarity as to where and what types of development can take place.

We are required to update and submit our land use plan every 10 years to the Federal Minister of Transport for approval.

In Phase 2, the majority of people we heard from wanted to remain informed and engaged as we developed our area plans. We are committed to sharing information and consulting with affected stakeholders and interested parties as we develop these plans.

The YVR 2037 Land Use plan is based on the 2037 Land Use Plan and has been modified to incorporate consideration to potential uses and development beyond the 20-year planning horizon. When reviewing the Land Use Plan, the areas that are highlighted as two different colours represent land that is multi-use within the same area.

The airport is essential to the airport's core function of enabling aircraft to take off and land safely and efficiently. Therefore, establishing airport space takes precedence over all other land uses on Sea Island.

Allocating land required for terminal expansion is our next highest consideration. This Land Use Plan has been updated to identify a potential location for an infield terminal. The infield terminal is important for long-term

planning beyond the 20-year lifespan of this plan as the potential location will play a role when considering future airfield improvements that last beyond 2037.

Airside land is extremely valuable and is considered beach front property in the airport world. Suitable uses of these airside lands are for business and development with specific aircraft maintenance and cargo-related functions. Ground access and parking were common discussion points at our public meetings. Ground access is our fourth priority and includes roads, transit, parking, curbside and other supportive infrastructure that enables access for passengers, employees and cargo to and from the airport. In Phase 2, we discussed the importance of cycling and pedestrian infrastructure. As a result, we have revised our definition to support active transportation.

Groundside and recreational areas are areas of land use that support our core airport business. Our previous Master Plan called this designation Groundside Commercial. We have revised this for YVR 2037 to ensure that it reflects uses for the land that fit within the airport use framework but may not be specifically commercial. Although small amounts of recreational areas have been designated, it is our intention that recreational opportunities will be integrated throughout Sea Island.

LAND USE PLAN 2037 MAP

AIRFIELD

Land for existing and future airfield to support the safe movement of aircraft. Includes runways, runway end safety areas, taxiways, airside roads, navigational aids and other facilities. Interim uses are permitted.

TERMINAL

Land for existing and future passenger terminal facilities, airside roads, and ancillary commercial and operational uses. Interim uses are permitted.

GROUND

Land for existing and future uses that require direct access to the airfield. Priority to be given to those uses requiring access to aircraft cargo buildings, aircraft maintenance, etc.) and then to those uses requiring vehicle access to the airfield. Interim uses are permitted.

GROUND SIDE

Land for uses not requiring direct access to the airfield. Uses can be:

1. Aviation Related: Uses that are directly related to ongoing airport operations.
2. Aviation Dependent: Uses that benefit from close access to aviation services.
3. Aviation Compatible: Uses that support the ongoing development of YR as a sustainable gateway and connecting hub.

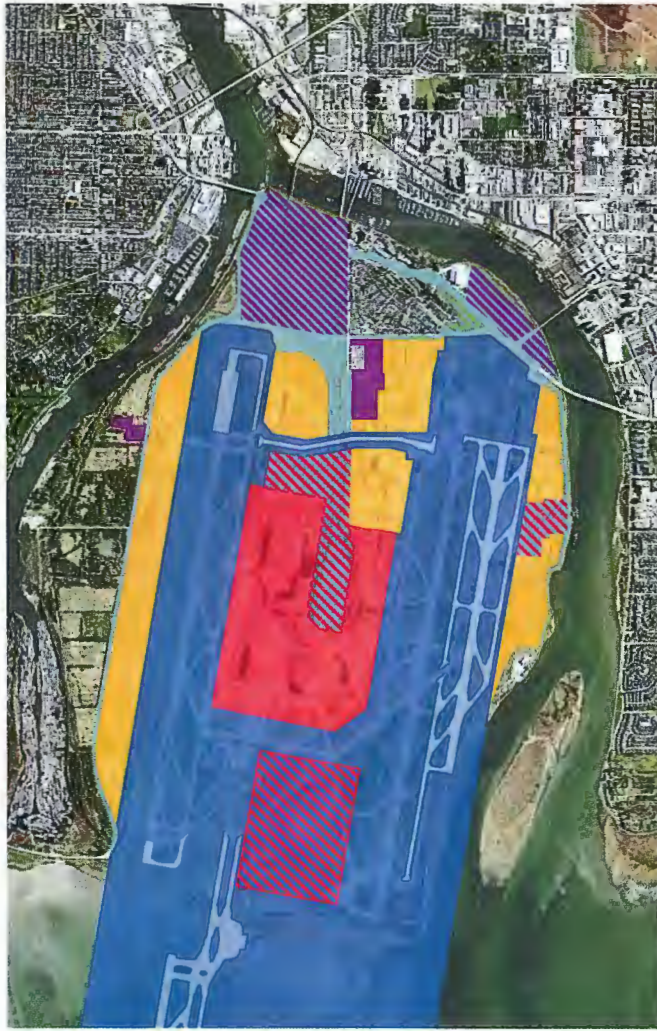
Interim uses are permitted.

GROUND ACCESS AND PARKING

Land that enables the flow of goods and people to, from and around Sea Island. Includes bridges, roads, the Canada Line, cycling and walking corridors, public and employee parking, commercial transportation and car rentals. Interim uses are permitted.

RECREATIONAL AREA

Designate lands for recreational uses.



CNCL - 494 NEXT STEPS

We want to ensure that our plan aligns with your vision of YVR 2037. Please provide your feedback online at www.YVR2037.ca.

You can also download a feedback form online and mail it to:

P.O. Box 23750
Airport Postal Outlet
Richmond, BC
Canada

Phase 3 consultation will be open from January 18 to February 20. We hope to see you at our Open House on Wednesday, February 8, 2017 from 5 p.m. to 7 p.m. at Vancouver International Airport.

At the culmination of this phase we will be sharing YVR 2037 with the Federal Minister of Transport for approval. We look forward to sharing our official plan with you once it is approved.



YVR's Planning Document Hierarchy

1. **Flight Path 2037** (released on January 18, 2017): YVR's overarching blueprint for the future includes a Capital Plan, Terminal Plan, Financial Plan and the YVR 2037 Master Plan;
2. **YVR Five Year Strategic Plan**
3. **YVR Annual operating Plan**
4. **YVR 2037 Master Plan (Current Focus)**
 - includes Utility chapter (e.g., utilities, water, sanitary, storm drainage)
5. **YVR Sub - Area Plans**
 - YVR anticipates that the 1st one will be the YVR Templeton Office Park, east of the Templeton Station, and the lands between BCIT and the Dinsmore Bridge.
6. **Sea Island Infrastructure Upgrade Plan (not public)**
 - addresses utilities, water, sanitary, storm drainage)
 - YVR will update it over the next couple of years
7. **YVR Airport Land Management Guidelines** which will:
 - A.) improve YVR's Airport Building Urban Design Guidelines (e.g., design standards, universal accessibility, West Coast uniqueness), and
 - B.) incorporate Sustainable Design Guidelines, to address energy efficiencies and salmon safe practices.
8. **YVR Five-Year Aeronautical Noise Management Plan (NMP)** which:
 - A.) YVR's latest 2037 Airport Noise Exposure Frequency (NEF) Study does not change its existing 2015 NEF contours or their noise impacts which the City uses to manage its 2041 Official Community Plan (OCP) Aircraft Noise Sensitive Development (ANSO) uses (e.g., residential, provincially approved K - 12 school and day care facilities, and hospitals);
 - B.) YVR's The Current Five-Year Aeronautical Noise Management Plan (NMP):
 - runs to the end of 2018, and
 - will subsequently be updated (for 2019 - 2023), as necessary regarding noise contours and more specific noise management strategies.
9. **YVR Five Year Environmental Management Plan (EMP)** which:
 - A.) runs to the end of 2019, and
 - B.) will subsequently be updated (for 2020 - 2024), to address:
 - environmental targets and action plans, and
 - greenhouse gas emissions,
 - potable water,
 - waste management and
 - opportunities to improve ecosystem health;
10. **YVR Invasive Species Management Plan.**
11. **YVR Climate Change Adaptation and Risk Management Plan,**



City of Richmond

Report to Committee



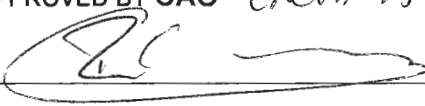
To: Planning Committee
From: Joe Erceg
General Manager, Planning and Development
Date: May 15, 2017
File: 01-0100-30-HCOM1-
01/2017-Vol 01
Re: **Richmond Heritage Commission 2016 Annual Report and 2017 Work Program**

Staff Recommendation

1. That the staff report, "Richmond Heritage Commission 2016 Annual Report and 2017 Work Program", dated May 15, 2017, from the General Manager, Planning and Development, be received for information; and
2. That the Richmond Heritage Commission 2017 Work Program, as presented in this staff report, be approved.


Joe Erceg
General Manager, Planning and Development

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

The Richmond Heritage Commission (RHC) was established on May 9, 2005 upon Council approval of Richmond Heritage Commission Bylaw No.7906. A primary role of the RHC is to provide advice from a heritage perspective to Council, City staff and other stakeholders on issues and projects that impact the heritage value and special character of historic places in Richmond.

In accordance with the Terms of Reference for the RHC, this report summarizes the activities of the Committee in 2016 and recommends a 2017 Work Program for consideration and approval by Council. The RHC developed the work plan in a series of meetings in early 2017.

Summary of 2016 Annual Report

The detailed 2016 Annual Report is contained in Attachment 1. Highlights are as follows:

- Reviewed and provided comments on a total of 3 development proposals affecting or related to the heritage value and special character of Steveston Village.
- Received regular updates on various City policies and initiatives (e.g., staff work on Steveston Area Plan amendments and the Heritage Inventory Update).
- Approved a design for the Richmond Heritage Commission logo and launched its use.
- Received four (4) nominations for the annual Richmond Heritage Awards and selected two (2) recipients.
- Participated in Open Doors Richmond for the first time and provided sponsorship to the event as well as Richmond Heritage Fairs.
- Provided assistance to Museum & Heritage Services, most notably with the successful nomination of the Chinese Bunkhouse at Britannia Shipyards National Historic Site for inclusion in the Provincial Heritage Register as part of the Province of British Columbia's Chinese Historic Places Recognition Project.

Summary of Proposed 2017 Work Program

The detailed 2017 Work Program is contained in Attachment 2. The following is a summary of highlights for the proposed work plan for 2017.

- Review and provide recommendations on planning, and other proposals (e.g., public art), in Steveston Village Development Permit Area and Heritage Conservation Area as forwarded to the RHC from staff and Council.
- Review and provide recommendations on proposed amendments to Steveston Area Plan as part of a community engagement process.
- Participate as a stakeholder in both the Heritage Inventory Update and the Museum Models Evaluation Study.
- Establish a nomination form and evaluation and selection criteria for the Richmond Heritage Awards with guidance from staff.
- Receive nominations for the Richmond Heritage Awards, and select and honour the winners.

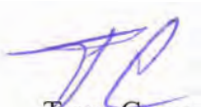
- Provide sponsorship to Doors Open Richmond and Richmond Heritage Fairs, as well as the Richmond Historical Society for their multi-year Oral Histories Project.
- Continue to participate in staff-led workshops to expand and enhance knowledge and expertise related to heritage, and pursue other educational opportunities as they arise.

Financial Impact

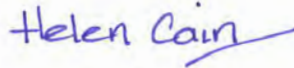
None.

Conclusion

The 2016 Annual Report for the RHC is submitted for information and the 2017 Work Program is recommended for Council approval.



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



Helen Cain
Planner 2, Heritage
(604) 276-4193

HC:cas

Attachment 1: Richmond Heritage Commission 2016 Annual Report

Attachment 2: Richmond Heritage Commission 2017 Work Program

ATTACHMENT 1

2016 ANNUAL REPORT
RICHMOND HERITAGE COMMISSION

Richmond Heritage Commission 2016 Accomplishments		
Projects	Results Expected	Accomplishments and Comments
Development Proposals	Heritage perspective and advice to Council	<ul style="list-style-type: none"> Reviewed and provided comments on a total of three (3) development applications forwarded by staff. Projects covered issues related to: the appearance of an enclosure of outdoor utility equipment at Steveston Museum; the form, massing and general character of a residential commercial mixed-use building on the Rod's Lumber site; and the final proposed design of a mixed-used building adjacent to the heritage-protected United and Methodist Church.
Heritage Policy	Heritage perspective and advice to Council	<ul style="list-style-type: none"> Received information on progress on Council referrals related to Steveston Area Plan amendments. Received information on the pending Heritage Inventory Update to be co-led by Museum and Heritage Services and Policy Planning.
Richmond Heritage Awards	Receive nominations and select recipients	<ul style="list-style-type: none"> Received a total of four (4) nominations and selected two (2) winners including a teacher for years of service to Richmond Heritage Fairs, and a film company for a documentary series on Japanese-Canadians in Steveston.
Richmond Heritage Services and Sites	Receive information and help support and promote the City's services and sites	<ul style="list-style-type: none"> Received information from staff on programs, initiatives and projects related to City-owned historic places and museums. Contributed to the Annual Heritage Update publication and each issue of the <i>Mouth of the Fraser</i> newsletter. Nominated the Chinese Bunkhouse at Britannia Shipyards National Historic Site to the Province of BC Chinese Historic Places Recognition Project. This application was successful.
Community Heritage Partners and Projects	Sponsor and support community initiatives	<ul style="list-style-type: none"> Provided \$1,000 in sponsorship to Doors Open Richmond and participated in this event for the first time. Provided \$2,000 in sponsorship to Richmond Heritage Fairs.
Capacity Building	Raise profile of RHC and build knowledge	<ul style="list-style-type: none"> Approved the design of a logo for communications. Received an orientation binder for commissioners from staff. Attended a staff-led orientation to heritage policy in Richmond, Canada and internationally, and the BC legal toolkit for heritage. Attended a staff-led orientation to Museum & Heritage Services.

List of Proposals Reviewed in 2016		
Application No.	Address of property	Application Purpose
DP 16-723753 HA 16-723754	3811 Moncton Street	Addition of an enclosure for mechanical equipment in front of the Steveston Museum.
RZ 15-710852	3471 Moncton Street 12040/12060 3 rd Avenue, and 3560/3580/3600 Chatham Street	Rezone to permit a new "Commercial Mixed Use (ZMU33) – Steveston Village" zone to develop a mixed-use building with 2,358 m ² of commercial space and 35 apartment units (total of 4,459 m ²)
DP 16-740024 HA 16-744661	3735/3751/3755/3771 Chatham Street	Design of a commercial residential mixed-use building

ATTACHMENT 2

**2017 DRAFT WORK PROGRAM
RICHMOND HERITAGE COMMISSION**

Richmond Heritage Commission 2017 Draft Work Program		
Projects	Results Expected	Accomplishments and Comments
Development Proposals	Heritage perspective and advice to Council	<ul style="list-style-type: none"> Continue to review and provide recommendations on planning, and other proposals (e.g., public art) in Steveston Village DPA and HCA.
Heritage Policy	Heritage perspective and advice to Council	<ul style="list-style-type: none"> Review and provide recommendations on amendments to the Steveston Area Plan as part of community engagement. Participate as a stakeholder in the Heritage Inventory Update to be co-led by Museum and Heritage Services and Policy Planning.
Richmond Heritage Awards	Receive nominations and select recipients	<ul style="list-style-type: none"> Establish a nomination form and evaluation and selection criteria under the guidance of staff. Receive award nominations, and select and honour the winners.
Richmond Heritage Services and Sites	Receive information and help support and promote the City's services and sites	<ul style="list-style-type: none"> Participate in the Museum Models Evaluation Study. Receive information from staff on programs, initiatives and projects related to City-owned historic places and museums. Contribute to each issue of the <i>Mouth of the Fraser</i> newsletter.
Community Heritage Partners and Projects	Sponsor and support community initiatives	<ul style="list-style-type: none"> Provide \$750 in sponsorship to the Oral Histories Project of Richmond Historical Society. Provide \$1,000 in sponsorship to Doors Open Richmond. Provide \$2,000 in sponsorship to Richmond Heritage Fairs.
Capacity Building	Raise profile of RHC and build knowledge	<ul style="list-style-type: none"> Attend Canada 150 events, as possible. Further develop the orientation binder for commissioners. Participate in staff-led workshops to expand and enhance knowledge and expertise related to heritage and pursue other educational opportunities.



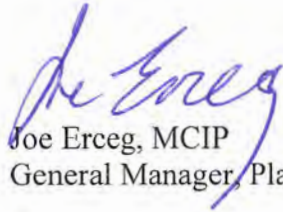
City of Richmond

Report to Committee

To: Planning Committee
From: Joe Erceg, MCIP
General Manager, Planning and Development
Date: May 3, 2017
File: 01-0100-30-ACEN1-01/2017-Vol 01
Re: **Advisory Committee on the Environment 2016 Annual Report and 2017 Work Program**

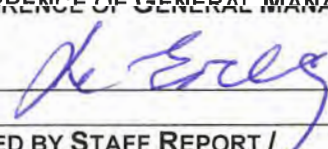

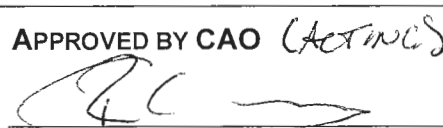
Staff Recommendation

1. That the staff report titled "Advisory Committee on the Environment 2016 Annual Report and 2017 Work Program", dated May 3, 2017 from the General Manager, Planning and Development, be received for information; and
2. That the Advisory Committee on the Environment 2017 Work Program, as presented in this staff report, be approved.



Joe Erceg, MCIP
General Manager, Planning and Development

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

The Advisory Committee of the Environment (ACE) was originally formed by Council in 1993. The role of ACE is to advise Council on environmental issues of concern to the community, and to promote effective means to achieve a sustainable environment. In accordance with the Terms of Reference for ACE, this report summarizes the activities of the Committee in 2016 and recommends a 2017 Work Program for consideration and approval by Council. ACE reviewed and endorsed the proposed work program at its meeting held on February 15, 2017.

Summary of the 2016 Annual Report

The detailed 2016 Annual Report is contained in Attachment 1. Highlights are as follows:

- Reviewed and commented on the Metro Vancouver Food Action Plan.
- Regular updates from Parks Department staff about the status of the Garden City Lands Project.
- Presentation from Environmental Sustainability on energy programs and initiatives, and the status of Richmond Official Community Plan greenhouse gas reduction targets.
- George Massey Tunnel Replacement Project – Received regular updates on Council's position/comments on the project, and discussed Committee members opinions on the project and approval process underway.
- ACE members provided comments and recommendations to City Tree Protection and Parks staff on the importance of trees in the City.
- Received regular updates from the Council liaison (Councillor Day) to the Committee on various Council initiatives.
- Received regular updates on the Agricultural Advisory Committee (AAC) through the appointed ACE member to the AAC.

Summary of the Proposed ACE 2017 Work Program

The detailed 2017 Work Program is contained in Attachment 2. Highlights are as follows:

- Education and awareness – receive information and provide feedback on City initiatives and programs about local food production, sustainable energy practices and restricting cosmetic pesticide use/purchase.
- Projects – Presentations to ACE from City Engineering and Parks staff about upcoming works and plans in preparation for information and comment purposes (i.e., Updates on the Garden City Lands Project).

- Provincial Projects – Monitor and discuss the George Massey Tunnel Replacement project and progress, and continue to support Richmond City Council’s position on the matter.
- Trees in the City – Continued work by Committee members about education/awareness and regulations focused on tree preservation in the City, as well as tree retention during redevelopment.
- Information Sharing – Obtain regular updates from the Council and staff liaison to the Committee, the ACE member appointed to the AAC and representatives to the YVR Environmental Advisory Committee.

Financial Impact

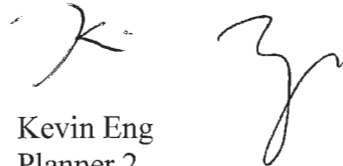
None.

Conclusion

The 2016 Annual Report for ACE is submitted for information and the 2017 Work Program is recommended for Council approval



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



Kevin Eng
Planner 2
(604) 247-4626

TTC/KE:cas

- Att. 1: Advisory Committee on the Environment 2016 Annual Report
2: Draft Advisory Committee on the Environment 2017 Work Program

**2016 ANNUAL REPORT
ADVISORY COMMITTEE ON THE ENVIRONMENT**

Advisory Committee on the Environment 2016 Accomplishments		
Projects/Initiatives	Results Expected	Accomplishments and Comments
Garden City Lands Project	Obtain information on the project through presentations, reports and tours (if applicable) and provide comments	<ul style="list-style-type: none"> • Parks presentation on the findings of the hydrological study of the site to inform the proposed concept and the arrangement of uses in the park plan. • Parks presentation on the proposed works to be undertaken on the Garden City Lands project in 2016 and feedback ACE provided. • Some members participated in a tour of the Garden City Lands organized and hosted by the Garden City Conservation Society.
Metro Vancouver Food Action Plan	Receive information and provide comments	<ul style="list-style-type: none"> • Parks staff presented information on the draft Metro Vancouver Food Action Plan. <ul style="list-style-type: none"> ◦ ACE provided comments on the overall regional action plan. ◦ ACE provided comments on local initiatives identified in the action plan that are most relevant to Richmond and how these initiatives can best be advanced.
Sustainable Energy Programs and Initiatives	Receive for information and comment on sustainable energy initiatives and practices	<ul style="list-style-type: none"> • Environmental Sustainability staff presented information on sustainable energy initiatives and practices in Richmond. • ACE provided comments and feedback on existing available programs and potential initiatives applicable to single-family home retrofits to improve energy efficiency gains.
George Massey Tunnel Replacement Project	Obtain project updates and Richmond City Council comments on the proposal and provide comments when necessary	<ul style="list-style-type: none"> • Received the following information/updates: <ul style="list-style-type: none"> ◦ Richmond City Council recommendations and reports on the George Massey Tunnel Replacement Project. ◦ Some members attended a Richmond Chamber of Commerce hosted luncheon event to obtain more information on the project directly from the Minister of Transportation and Infrastructure. ◦ Some members attended Ministry hosted public information sessions and reported out to ACE on activities and comments. • ACE supports Council's position, recommendations and comments to date on the George Massey Tunnel Replacement Project.
Ecological Importance of Trees in the City	Improved education and awareness about the importance of trees in the City and provide feedback on City regulations	<ul style="list-style-type: none"> • Formed a working sub-committee group of ACE to review and provide comments to the City regarding the importance of trees in the City (on private and public land), suggested revisions to City regulations (i.e., Tree Protection Bylaw) and the benefit of prioritizing the retention of trees when redevelopment occurs. • Parks and Tree Protection staff presented and provided information about how trees are managed, the process

Advisory Committee on the Environment 2016 Accomplishments		
Projects/Initiatives	Results Expected	Accomplishments and Comments
		<p>when considering trees for retention/removal and upcoming tree information sessions planned for late 2016 and early 2017.</p> <ul style="list-style-type: none"> Invited members of the community to provide additional resource information to ACE about the ecological importance of trees in an urban context.
Green House Gas Emission Targets	Receive updates from staff to understand current and future trends	<ul style="list-style-type: none"> Environmental Sustainability staff presented information on Green House Gas emission data and trends observed generally between 2005 and 2014.
Environmental Education and Awareness	Improved education and awareness on environmental issues identified by ACE	<ul style="list-style-type: none"> Concerns about the continued sale and application of pesticides in the City, despite an existing City bylaw that prohibits the use and application of "non-essential"/cosmetic pesticides in Richmond.
Information Sharing	Receive updates from the Council and City staff liaisons and other members of the Committee	<ul style="list-style-type: none"> Regular monthly updates provided by the ACE Council liaison (Councillor Carol Day) on related Richmond City Council activities/initiatives. Regular monthly updates provided by the ACE staff liaison on related Planning and Development initiatives and projects. The ACE member appointed to the Agricultural Advisory Committee (AAC) provided updates on AAC activities and initiatives. Information sharing on the activities and initiatives of the YVR Environmental Advisory Committee.

**DRAFT 2017 WORK PROGRAM
ADVISORY COMMITTEE ON THE ENVIRONMENT**

ADVISORY COMMITTEE ON THE ENVIRONMENT ROLE IN THE WORK PROGRAM

The following draft 2017 Work Program for the Advisory Committee on the Environment was developed by members of the Committee, with the support and guidance from City staff.

Advisory Committee on the Environment Draft 2017 Work Program	
Projects/Initiatives	Objectives and Deliverables
Food Action Plan – Local and Regional Initiatives	<ul style="list-style-type: none"> • Receive information and provide comments on local and regional food initiatives and plans. • Education and awareness – review and provide comments on existing and potential programs and initiatives. • Request information from Parks Dept. staff about programs and infrastructure oriented to local food awareness and production.
Sustainable energy policy and initiatives	<ul style="list-style-type: none"> • Provide comments on sustainable energy best practices. • Coordinate with Environmental Sustainability staff to provide feedback on existing/proposed energy initiatives.
Proposed City works and capital projects	<ul style="list-style-type: none"> • Provide comments, from an environmental perspective, on City works and capital projects presented to ACE as needed.
Parks Department – Projects and Plans	<ul style="list-style-type: none"> • Receive information about the Garden City Lands Project construction progress and provide comments as needed. • Provide comments on upcoming Park projects and plans when requested.
Environmental Sustainability – Projects and Plans	<ul style="list-style-type: none"> • Coordinate with staff about managing invasive plant species in the City. • Riparian Management Areas – Receive updates on the City's Riparian Compliance Strategy and provide feedback as needed. • Presentations from Environmental Sustainability staff about recent projects (i.e., Bath Slough revitalization plan; Pollinator Pasture) and how to have input.
Trees in the City	<ul style="list-style-type: none"> • Continued work by Committee members to provide information on the ecological and economic benefits of preserving trees in the City and work with Tree Protection and Parks staff to follow-up on initiatives and recommendations provided by ACE.
George Massey Tunnel Replacement Project	<ul style="list-style-type: none"> • Continue to monitor and discuss project updates and progress as they become available. • Continue to support Richmond City Council's position, recommendations and comments on the George Massey Tunnel Replacement Project.
Cosmetic Pesticides – Sale and Use	<ul style="list-style-type: none"> • Discuss the issue of cosmetic pesticides (application and sale of products) in Richmond. • Discuss the issue with Environmental Sustainability staff in the context of the City's existing regulations prohibiting the use of cosmetic pesticides and the City's Enhanced Pesticide Management Program.
Discuss the issue of light pollution	<ul style="list-style-type: none"> • Presentation of information by interested ACE members to the Committee on the issue, to determine key issues of environmental concern and impacts.
Information Sharing	<ul style="list-style-type: none"> • Receive regular updates from member and staff liaisons to the YVR Environmental Advisory Committee. • Receive regular updates at monthly ACE meetings from Council and Staff liaisons and the ACE member appointed to the AAC.



City of Richmond

Report to Committee

To: Planning Committee
From: Victor Wei
Director, Transportation
Terry Crowe
Manager, Policy Planning

Date: May 30, 2017
File: 08-4045-20-04/2016-
Vol 01

Re: **Update: Proposed Steveston Area Plan Village Conservation Changes and Long-Term Streetscape Visions for Bayview, Moncton and Chatham Streets**

Staff Recommendation

That Council direct staff to undertake public consultations regarding the proposed Steveston Area Plan Village Conservation changes and the proposed long-term streetscape vision for Bayview Street, Moncton Street and Chatham Street, to be completed by July 31, 2017 as outlined in the report, and report back to Planning Committee in October 2017 on the feedback and recommendations:

Victor Wei, P.Eng., Director
Transportation (604) 276-4131

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

Att: 46

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering Arts, Culture and Heritage Services Development Applications Building Approvals	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

In 2009, Council adopted the Steveston Village Conservation Strategy and supporting Steveston Area Plan (SAP) amendments. After subsequent discussions with Planning Committee (Attachment 1), residents, community groups, property owners and developers, and after considerable review, staff present the following proposed recommendations for consideration:

- Part A: refinements to the SAP land use and heritage policies and design guidelines. and,
- Part B: refinements to the long term streetscape vision for Bayview and Chatham Streets.

The purpose of this report is to provide updated information, analyses, options and recommendations regarding the proposed SAP heritage and urban design policies, guidelines, and related parking policy, as well as options for Bayview Street and Chatham Street streetscape enhancements.

City staff's recommendations are their best advice at this time and after consultation, staff may reconsider their recommendations based on feedback.

Analysis

For clarity, to better manage Steveston Village's heritage and non-heritage properties, the following terms are defined for the various Village areas, as different changes are proposed for each Village Sub-Area and type of Village property:

1. Village Sub-Areas, as identified in the SAP (Attachment 2):
 - Core Area (Bayview Street north to Chatham Street) where lots are small, and
 - Riverfront Area (Bayview Street south to the River) where lots are larger.
2. Heritage and Non-Heritage Properties:
 - 17 protected heritage properties, and
 - 73 non-heritage properties.

Consistent with the SAP, this report uses the Village Sub-Areas as the framework for proposed changes to the heritage and urban design policies and guidelines, parking policy and streetscapes.

The review considered changes to the SAP and the streetscape options, and includes a chart that compares the pre-2009 Area Plan, the 2009 Area Plan policies and the previously proposed 2013 recommendations (Attachments 3 and 4).

Part A for each issue raised at Planning Committee, the report addresses the following concerns, options and presents a recommendation:

- a. Density and height along Moncton Street and Bayview Street (Village Core),
- b. Geodetic height measurement,
- c. On-site parking requirements,

- d. Exterior cladding, window treatments (including brick, metal siding),
- e. Rooftop structures – access points, and
- f. Managing renewable energy infrastructure on building exteriors (e.g., solar panels or air source heat pumps).

In addition, staff also recommend addressing the following land use and design concerns to better manage community and Council concerns:

- a. Rooftop structures – barrier railings,
- b. Riverfront Area (south of Bayview Street):
 - i. Density, Form, Massing, Height – Large vs. Small Buildings,
 - ii. Roofscape – Flat vs. Pitched Roofs
 - iii. Flat roofs, and
- c. View Corridors and the Location Pedestrian Connections – Bayview Street to the Riverfront
- d. Completion of the Waterfront Walkway - Developers Contributions and Design Principles
 - Highlights – Waterfront Walkway, and Street and Lane Connecting
- e. South of Bayview - Large vs. Small Lots.

Part B of the report presents the proposed streetscape vision for Bayview Street, Chatham Street and Moncton Street, and a management strategy for Village parking, specifically:

- a. Streetscape enhancement options for Bayview Street, Chatham Street and Moncton Street,
- b. Sidewalk and boulevard surface options,
- c. Potential funding strategy and timing of implementation for streetscape enhancements,
- d. Parking review on 4th Avenue, and
- e. Long-term off-street parking strategy.

Part A - Land Use and Design-Related Issues

1. Issues raised at past Planning Committee meetings were related to the following land use and design topics:

(a) Density and height along both sides of Moncton Street (Village Core)

Currently: Most buildings along Moncton Street may be 1.2 FAR and two (2) storeys and 9 m in height. One building in three (1 in 3) may be three (3) storeys and 12 m.

Issue: There have been recent community concerns about the size, scale and height of Moncton Street development and a desire for two (2) storey buildings has been raised.

Option 1: Status Quo.

Option 2: RECOMMENDED: On both sides of Moncton Street allow a maximum of 1.2 FAR, and two (2) storeys and 9 m in height.

(b) Density and height along the north side of Bayview Street (Village Core)

Currently: Buildings may be 1.6 FAR and up to three (3) storeys over parkades.

Issue: There have been recent community concerns about the size, scale and height of Bayview Street development and a desire for lower building heights has been raised.

Option 1: Status Quo.

Option 2: RECOMMENDED: On Bayview Street, reduce the FAR and height to allow:

- for the north 50% of any lot depth, up to 1.2 FAR and two (2) storeys over parkades, such that building forms appear as three (3) storeys), and
- for the south 50% of any lot depth (nearest to Bayview Street which is the dyke) up to 1.2 FAR and two (2) storeys over parkades, such that building forms appear as two (2) storeys).

The recommended options for (a) and (b) would better respond to public comments by achieving more human-scale in buildings and a gentle transition in built form moving north from Bayview Street to Moncton Street.

(c) "Geodetic point" in the Village for measuring the height of buildings and structures

Definition: A "geodetic point" is a reference point on the earth from which to calculate the heights of buildings and structures (e.g., the maximum height of a concrete slab or parkade structure). It enables consistency in determining building heights and public safety requirements (e.g., flood protection).

- The geodetic point in Steveston Village is not currently identified as the universal unit for measurement of height in the Area Plan or all zones in Steveston. More specifically, the SAP makes no references to geodetic point and only the "Commercial Mixed Use (ZMU22) – Steveston Commercial" zone for 3531 Bayview Street applies the following geodetic point for measuring building height; for the main building, the maximum height for buildings is three storeys at the north face of the building and two storeys on the south face (Bayview Street) but not to exceed a height to roof ridge of 15.0 m Geodetic Survey of Canada (GSC) datum, and the maximum height for accessory buildings and accessory structures is 8.0 m Geodetic Survey of Canada (GSC) datum.

Issue: Without a common reference point for baseline elevation(s), there is a lack of clarity among designers, engineers, property owners and City staff about the maximum permitted height of buildings as identified in SAP and the Zoning Bylaw. However, it should be noted that this is a technical issue as differences in height between building elevations measured from grade versus geodetic height are minor (i.e., inches) and barely visible to the human eye at street level.

Option 1: Status Quo.

Option 2: RECOMMENDED: Staff recommend the following geodetic points:

- For properties in the Steveston Village Core, north of Bayview Street, the higher elevation of 1.4 m GSC or an existing adjacent sidewalk. The proposed 1.4 m GSC baseline is the elevation at the intersection of 3rd Avenue and Moncton Street which is a unique, historic feature of the Village Core that should be retained. For comparison, for the redeveloping Rod's Building Supply site, the adjacent sidewalk GCS is between 1.4m - 1.8m.
- For properties located south of Bayview Street, the higher elevation of 3.2 m GSC or existing adjacent sidewalks (e.g., the sidewalk in front 3531 Bayview Street ranges from 3.2m to 3.4m).
- The recommendation is a clarification of the existing policy and does not change the maximum permitted heights of buildings.
- Attachment 5 illustrates the measurement of building height from geodetic points.
- Geodetic height may be different at every point along a sidewalk. The same is true for buildings. The height would be determined for each section of the sidewalk at the time of the application or the engineering works (by a certified land surveyor).

The proposed Geodetic Points would help ensure that infill development reinforces and enhances the special character of Steveston Village, while continuing to meet all necessary public safety requirements.

(d) On-Site Parking Requirements

Currently: The SAP allows up to a 33% reduction in on-site vehicle parking for new development in Steveston Village, where a rezoning application is required.

Issue: To address Council feedback regarding the need to maintain an adequate supply of on-street parking in Steveston Village, a lesser vehicle parking reduction can be supported for future residential development(s).

Option 1: Status Quo.

Option 2: RECOMMENDED: To retain the available on street parking:

- Decrease the allowable reduction for on-site parking to 13% for new residential development, and
- Maintain the allowable reduction for on-site parking at 33% for new non-residential development.

The recommended option will minimize the negative impact of new developments on on-street parking.

(e) Exterior Cladding and Window Treatments

Currently: The SAP has General Design Guidelines for exterior materials and window treatments in new and upgraded non-heritage buildings and Special Guidelines for these features for the Village Core (Attachment 6) and Riverfront Sub-Areas.

Issue: General

- Without clarity, new exterior materials and window treatments for new and upgraded non-heritage buildings may be incompatible with the historic area.
- The Development Permit Area (DPA) General Design Guidelines for exterior cladding and windows in the Village Core and Riverfront Sub-Areas, in summary include:
 - An emphasis on horizontal wood siding as the primary exterior material, with complementary glass, concrete, stucco and metal siding, and wood detailing.
 - New buildings may have brick.
 - Vinyl siding is prohibited.
 - Wood window frames are encouraged, and
 - Vinyl window frames are discouraged but not prohibited.

These General Design Guidelines exclude vertical wood siding treatments (e.g., board and batten, channel board) and wood shingles. However, these exterior materials were used historically in Steveston and previously the 'Sakamoto Guidelines' (Attachments 7, 8, 9, 10) included them as appropriate exterior cladding throughout Steveston Village.

Existing Brick in Protected Heritage Buildings

- The HCA guidelines are applicable and these are the National Standards and Guidelines for the Conservation of Historic Places in Canada, which support the preservation (retention and repair) of bricks that are character-defining elements of an individual building, or the historic district taken as a whole.
- The Hepworth Building (c. 1913) at 3580 Moncton Street) is the only protected heritage property that is brick masonry.

Brick in New and Upgraded Non-Heritage Buildings:

- Currently the HCA and DPA guidelines generally support the use of brick.
- Currently, there are the following 13 non-heritage buildings in the Village Core that have exterior brick detailing and/or building elements:
- These buildings were constructed between the 1910s and 1970s, and the visible brick has a variety of colour and texture. Some bricks are painted.

1. 3571 Chatham Street	8. 3400 Moncton Street
2. 3631 Chatham Street	9. 3420 Moncton Street
3. 3671 Chatham Street	10. 3460 Moncton Street
4. 3740 Chatham Street	11. 3651 Moncton Street
5. 3800 Chatham Street	12. 3680 Moncton Street
6. 3880 Chatham Street	13. 3991 Moncton Street
7. 3891 Chatham Street	

Issue: Some Planning Committee members have indicated that they do not want the use of brick for new buildings and existing non-heritage buildings, to protect the uniqueness of brick in protected heritage buildings (i.e., the Hepworth Building at 3580 Moncton Street).

Option 1: Status Quo.

Option 2: Revise the SAP, Development Permit Area, (DPA), Heritage Conservation Area (HCA) guidelines, to:

- For new buildings and new additions, prohibit the use of brick for elements and detailing.
- For façade improvements to existing buildings, require any existing brick that is removed to be replaced with similar brick.

Option 3: Revise the SAP, Development Permit Area, (DPA), Heritage Conservation Area (HCA) guidelines, to:

- For new buildings and new additions, prohibit the use of brick for elements and detailing.
- For façade improvements to existing buildings, require any existing brick that is removed to be replaced with similar brick or a different brick that would improve the aesthetics of the building and the area character.

Option 4: Revise the SAP, Development Permit Area, (DPA), Heritage Conservation Area (HCA) guidelines, to:

- For new buildings and new additions, prohibit the use of brick for elements and detailing.
- For façade improvements to existing buildings, allow any brick that is removed to be replaced with similar brick, or a different brick, or a different material that would improve the aesthetics of the building and the area character. Stucco is prohibited.

Option 5: Revise the SAP, Development Permit Area, (DPA), Heritage Conservation Area (HCA) guidelines, to:

- For new buildings and new additions, allow the use of brick as a secondary treatment for elements and detailing, as long as that brick is clearly distinguishable from the brick colour and texture of the Hepworth Building.
- For façade improvements to existing buildings, require any brick that is removed to be replaced with similar brick, or a different brick that would improve the aesthetics of the building and the area character. Stucco is prohibited.

Option 6: RECOMMENDED: Revise the SAP, Development Permit Area, (DPA), Heritage Conservation Area (HCA) guidelines, to:

- For new buildings and new additions, allow the use of brick as a secondary treatment for elements and detailing, as long as that brick is clearly distinguishable from the brick colour and texture of the Hepworth Building.
- For façade improvements to existing buildings, allow any brick that is removed to be replaced with similar brick, or a different brick, or a different material that would improve the aesthetics of the building and the area character. Stucco is prohibited.

It should be noted that there is a variety of colour and texture in the existing brick of non-heritage buildings and that the brick of the Hepworth Building is unique in the Village. The recommended option would conserve the uniqueness of that brick as a special feature of the HCA while allowing the special character of Steveston to continue to include a diversity of materials in exterior cladding.

Use of Metal Siding in the Village

Currently: Metal siding is an option in the Village Core for industrial buildings and along the Riverfront for all buildings.

Issue: Recently, some Planning Committee members have indicated that metal siding is not acceptable in the Core Area north of Bayview.

Option 1: Status Quo.

Option 2: RECOMMENDED: Revise the SAP DPA/HCA guidelines to prohibit the use of metal siding in the Core Area north of Bayview. The recommended option would best reflect community preferences (see recommendation below).

Specifically, staff are recommending the following OCP amendments to the design guidelines for exterior cladding and windows treatments (Attachment 11):

- Amend SAP Steveston Village General Design Guidelines, Section 9.3.2.1(g) by removing that section and replacing it with new wording: "Using horizontal siding as the primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco and delicate timber details. Siding is encouraged to include historical treatments such as ship lap, flat lap horizontal wood, board-and-batten, and wood shingles. In keeping with the special character of the two sub-areas, the use of metal for exterior cladding or architectural detailing is not permitted in the Village Core except to replace existing metal materials with similar metal finishes in any existing building. The use of brick is not permitted in the Riverfront precinct except to replace any existing brick with similar brick."
- Amend SAP Core Area (north of Bayview) Design Guidelines Section 9.3.2.2(a) by adding the following bold wording: "High quality materials that weather gracefully. Preferred cladding materials to be **historic materials such as horizontal wood siding, board and batten, vertical channel board, wood shingles**, 150mm wide by 19mm wood trim boards, or **contemporary** materials that provide effect (e.g., cementitious beveled board that replaces the appearance of bevelled wood siding). **The use of brick is permitted as a secondary treatment for architectural elements and detailing in new buildings and new additions if that brick is clearly distinguishable from the Hepworth Building's brick in colour and texture. For façade improvements to existing buildings, any brick that is removed should be replaced with similar brick, or a different brick or materials that would improve the aesthetics of the building and the area character. Stucco is prohibited. The use of brick or metal for exterior cladding or architectural detailing is not permitted,**

except to replace existing brick or metal materials with suitable brick, or similar metal, finishes in any existing building.”

- Amend the SAP Riverfront Area (south of Bayview) Design Guidelines by adding a new design guideline with the following wording: **“Metal or wood frame windows are preferred, or contemporary materials that offer a compatible look, but not vinyl framed. Vinyl siding is not permitted. Cementitious boards may be considered.”**

The recommended amendments to the design guidelines for exterior cladding and window treatments would better reflect the historical mix of materials in Steveston. They would also reintroduce exterior finishes from the Sakamoto Guidelines for the Village commercial area that are not currently incorporated into the SAP guidelines.

(f) Rooftop Structures – Access Points (applicable to flat roofs only)

Rooftop living spaces are common and enjoyable amenities within historic districts. Currently, the SAP does not have DPA design guidelines for structures that provide universal access to rooftops (i.e., elevator shafts, mechanical penthouses, stair entry points for individual units or common access points) for new buildings or existing non-heritage buildings.

Issue: In Canada, and internationally, it is best practice in urban design and heritage conservation, to minimize the visibility of utilitarian structures on rooftops through blending elevator shafts, pop-up rooftop staircase access points, and mechanical rooms with the overall architecture. In Steveston Village, the public have raised concerns about the visual prominence of these types of rooftop structures.

Option 1: Status Quo.

Option 2: No rooftop access structures may be added for the purposes of creating individual or communal outdoor living spaces.

Option 3: Allow for one or more access points (i.e., elevator or stair access) which are well integrated with the overall architectural design of the building, and set back from the roof edges to minimize visibility from the street.

Option 4: RECOMMENDED: Staff propose to:

- Prohibit all structures for ‘hatch’ access points (i.e., also known as pop-ups) for individual rooftop living spaces, unless all of the following criteria are met:
 - structures should not exceed 1.83 m (6 ft.) in height, as measured from the roof deck, and should be:
 - well-integrated with the overall architectural design of the building, and
 - set back from all roof edges both to a minimum distance of 1.0 m; and
 - to the extent necessary to ensure that each rooftop structure is not visible, as seen from streets and all other public vantage points (e.g. rear or side lanes) located within a 90 m radius of the site’s boundaries.

- Prohibit all structures for access stairs or elevator shafts for any communal (i.e., large shared) rooftop living spaces, unless all of the following criteria are met:
 - structures should not exceed 3.17 m (10'4") for access stairs and 2.20m² (7.2 ft.) for any elevator shaft as measured from the roof deck, and should be:
 - well-integrated with the overall architectural design of the building, and
 - set back from all roof edges both to a minimum distance of 1.0 m, and
 - to the extent necessary, ensure that each rooftop structure is not visible, as seen from streets and all other public vantage points (e.g., rear or side lanes) located within a 90 m radius of the site's boundaries.

Attachment 12 illustrates cross-sections of a rooftop with a hatch entry and a rooftop with an elevator shaft, and Attachment 13 is a map that illustrates a sample site of the view radius to manage the visibility of rooftop structures.

The recommended 90m radius is a standard distance in urban design used to determine if rooftop structures are visible to people from the street or nearby buildings.

The recommended option is consistent with the Council approved Parks Canada National Standards and Guidelines for the Conservation of Historic Places in Canada which state that rooftop additions should be minimally visible from the street. Accordingly, it would avoid situations like 3993 Chatham Street where the access points are not well-blended with the overall architectural design, and are highly visible from points along the street. More specifically, those rooftop structures – which are access stairs – would no longer be permitted as only “hatch” entries would be allowed. It should be noted that the design guidelines are proposed to only apply to flat (not pitched) roofs in the Village Core (not the Riverfront Sub-Area), where both individual and communal outdoor living spaces are feasible and fit with the mixed use vision and character of this historic district.

(g) Design Guidelines to Manage Renewable Energy Infrastructure on Building Exteriors (e.g., solar panels, air source heat pumps)

Currently, the SAP has the following Development Permit Area Guidelines and Heritage Conservation Area (HCA) guidelines:

- i. For new buildings and alterations to the 73 non-heritage properties:
 - the DPA and HCA guidelines are identical.
- ii. For the 17 protected heritage properties (Attachment 14):
 - the above DPA/HCA guidelines do not apply.
 - the Council approved Parks Canada, National Standards and Guidelines for Historic Places in Canada (“National Standards and Guidelines”) are the only guidelines that apply.

Regarding New Buildings and the 73 Non-Heritage Buildings:

- i. Currently, the SAP DPA/HCA guidelines (see Attachment 15):

- do address solar panels mounted on flat roofs but not pitched roofs; and
- do not address non - solar alternatives (e.g., air source heat pumps) that may be installed on building exteriors.

Issue: Should a property owner chose to voluntarily install solar panels in the Village, new design guidelines would be helpful to ensure that this infrastructure would not be visually prominent from the street.

Option 1: Status Quo.

Option 2: RECOMMENDED: Staff propose:

- Changes to the existing SAP DPA/HCA guidelines (Attachment 16), to:
 - on new flat-roofed buildings, increase the height of false parapets from 1.05 m to 1.2 m, and tuck in and setback the infrastructure behind the false parapets from all the roof edges at a minimum distance of 1.0 m,
 - on existing flat-roofed buildings, tuck the infrastructure behind false parapets where these features are existing, and set back infrastructure from all the roof edges at a minimum distance of 1.0 m; and
 - on new and existing pitched roofs, affix them flush to the roof and not more than 0.2 m above the roof surface.
- Specifically, staff recommend removing “Section 9.3.2.2 Steveston Village Core Area Roofscapes, Exterior Walls, and Finishes” “(g)” and “(h)” and replacing them with the following sections:
 - (g) *Make use of roofs as outdoor living spaces, except for the roof areas within 3.0 m of the street property line; use the 3.0 m zone as water collection area or an inaccessible landscape area where no element or mature plant material is higher than 1.05 m above roof deck level.**
 - (h) *Building facades facing streets, or within 10 m (32.8 ft.) of a street, should have parapets at least 1.20 m above roof deck level.*
 - (i) *Solar panels may be affixed:*
 - *to flat roofs, up to a height of 1.20 m and placed in any section of the roof surface that is a minimum distance of 1.0 m back from the roof edge(s), and*
 - *on a sloped roof, panels must be affixed flush to the roof and may not be more than 0.2 m above the roof surface.*

Attachment 17 illustrates an example of a parapet and solar panels at approximately the same angles as required within Steveston Village.

It should be noted that the recommendations will not change the existing policy for maximum building heights in Steveston Village. The recommended options would support the voluntary installation of solar panels in balance with SAP DPA/HCA objectives to enhance and retain the existing area character.

Regarding the 17 Protected Heritage Properties:

- Currently, the Council has adopted the Park Canada, National Standards and Guidelines, and these include sustainability guidelines for the installation of renewable energy infrastructure (e.g., solar panels, air source heat pumps), as long as they are minimally visible from the street (Attachment 18).
- Issue:** Staff have assessed the potential visibility of solar panels on the flat and pitched roofs of the protected heritage properties, as detailed in Attachment 19.
- This analysis indicates that it may be possible to install solar panels on flat and front-gable roofed buildings, if the panels are tucked behind false parapets and away from roof edges for facades along the street or lanes.
 - It will be difficult to install solar panels that meet the Guidelines on the buildings with bellcast, hip or high-pitched roofs:
 - Steveston Courthouse (12011 3rd Avenue),
 - Richmond Hospital Society Thrift Shop /Methodist Church (3711 and 3731 Chatham Street), and
 - Steveston Museum (3811 Moncton Street).
 - It may, however, be possible to install alternate non-solar energy infrastructure (e.g., air source heat pumps) on rear facades where it would not be visible from the street.

Option 1: Status Quo.

Option 2: RECOMMENDED: Staff recommend the continued use of the Council adopted Parks Canada, National Standards and Guidelines which follow best practices for heritage conservation in Canada and internationally.

- It should be noted that where solar panels are installed, they are typically lightweight and unlikely to physically damage the 17 heritage properties.

The recommendation supports the voluntary installation of renewable energy infrastructure (e.g., solar panels, air source heat pumps), while continuing to protect the Village through following heritage conservation best practices.

It should be noted that staff are recommending DPA/HCA guidelines for new buildings and existing non-heritage buildings that are different from the HCA guidelines for the protected heritage properties. This is to ensure maximum flexibility in finding solutions for each heritage property which is a principle of the National Standards and Guidelines.

2. In addition, staff propose addressing the following SAP land use and design issues:

(a) *Rooftop Structures – Barrier Railings*

Currently: there are no SAP Design Guidelines for roof top barrier railings.

Issue: Rooftop barrier railings should have minimal visibility from the street. An illustration of fencing that complies with the Council adopted Parks Canada National Standards and Guidelines is shown in Attachment 20.

Option 1: Status Quo.

Option 2: RECOMMENDED: Staff propose that barrier railings for rooftop patios should be simple in design and primarily consist of glazed panels, to minimize their visibility from the street or from neighbouring rooftop patios.

The recommended option would achieve a balance among heritage conservation, universal access in buildings and the private enjoyment of rooftop patios/gardens.

(b) *South of Bayview Street (Riverfront Area) – Design Vision for Density, Building Heights, Roof-scape, View Corridors, Pedestrian Connections to the Waterfront, Boardwalk Expansion, and Lot Sizes*

Density, Form, Massing and Height – Large Versus Small Buildings

Currently: the SAP design vision for the Riverfront Area is to enhance and conserve “Cannery-like” large buildings, relative to the smaller buildings in the Village Core (Attachment 21). This is achievable through land use policy that allows up to 1.6 FAR and three (3) storeys on top of an above-grade parkade for a maximum height of 12 m.

Issue: For certainty, staff request that Council reconfirm the SAP policies for density and height in the Riverfront Sub-Area, along the south side of Bayview Street, or provide direction to staff to reduce the maximum density and building heights.

Option 1: RECOMMENDED: Status Quo.

Option 2: Decrease the density and height along the Riverfront and south Bayview.

The recommended option is consistent with conserving the area’s special features.

Waterfront Roof-scape – Flat Versus Pitched Roofs

Currently: the Riverfront Area guidelines support “a limited number” of flat roofs (Attachment 22).

Issue: Flat roofs are contrary to the DPA design vision to enhance and retain the “Cannery-like” buildings of the Riverfront, which historically had pitched roofs. Currently, the only building with a flat roof along the south side of Bayview Street between 3rd Avenue and No. 1 Road is the Federal Department of Fisheries and Oceans facility located at 12551 No. 1 Road.

Option 1: Allow new buildings with flat roofs along the Riverfront (South Bayview).

Option 2: RECOMMENDED: Staff propose housekeeping amendments to the existing DPA/HCA Riverfront design guidelines (Attachment 23) to prohibit flat roofs and rooftop living spaces on the south side of Bayview Street.

The recommended option is consistent with conserving the area’s special features.

View Corridors and Location of Pedestrian Connections – Bayview Street to the Waterfront

Currently: the DPA/HCA Riverfront Sub-Area includes guidelines intended to address views and pedestrian connectivity from Bayview Street to the water as follows:

“9.3.2.2.b. Settlement Patterns:

To integrate the Riverfront with the Core Area and reinforce it as a special place, new development should:

- e) *Provide a pattern of seemingly random openings, courtyards and pedestrian arcades of varying scales:*
 - i) *Offering direct and indirect physical access between the River and the Core Area (especially near north-south street and lane ends);*
 - ii) *Framing special near and distant views*
 - iii) *Providing pedestrian access to a continuous riverfront walkway.*
- f) *Ensure that street ends are focal points providing views to:*
 - i) *The river;*
 - ii) *Active uses situated on public or private piers/open spaces.”*

Option 1: RECOMMENDED: Status Quo.

Option 2: Amend the existing guidelines through the addition of technical requirements such as dimensions for building setbacks from property lines.

The existing guidelines identify the desired outcomes that new development should achieve while allowing flexibility for designers to respond to the site-specific conditions and context.

Completion of the Waterfront Walkway – Developer Contributions and Design Principles

Currently: The SAP provides limited direction for pedestrian connections to the water and completion of a continuous waterfront walkway west of No 1 Road. However, there are no SAP policies to require developers through planning and development application processes to provide the pedestrian connections to the water and the boardwalk expansion or design principles to guide improvements.

To date, there are public rights of way secured along existing paths on private property, or government property, including the federally-owned water lots along the existing and proposed riverfront boardwalk. The City’s interest in securing rights of way will be a topic of discussion in the stakeholder engagement on the SAP amendments.

Issues: Clarity on how developers are expected to provide the waterfront walkway as a public amenity is essential for planning and development applications. In order to achieve the pedestrian connections and boardwalk to a high-quality standard, it would be helpful to have design principles and standards to address all details such as the width of passage for universal access, surface

treatments, resting and viewing points, street furniture, and the maximum projection of building signage along paths.

Option 1: Status Quo - do nothing more to the SAP to ensure that the desired Riverfront walkway is built by developers.

Option 2: RECOMMENDED: Staff recommend changes to the SAP (Attachment 24), to include land use and urban design policies and principles in order to clarify:

- developers through Rezoning, Development Permit and /or Heritage Alteration Permit applications would be required to provide their portion of the continuous, universally accessible, Riverfront walkway.
- design principles and technical standards for all relevant details including but not limited to: the location of pedestrian connections and waterfront boardwalk, on land and floating with connections above and below the high water mark; resting and viewing points; street furniture; specific surface treatments; and signage projections.

All future Riverfront walkway and north/south pedestrian connections will be secured for public access in perpetuity through a legal agreement as a condition of the planning and development applications. Additionally, the owners of properties where existing sections of the walkway and connecting paths are located will be approached to secure public access as part of the City's engagement process.

It should be noted that the paths and boardwalk are part of the Parks system. Accordingly the recommended policy framework and design principles, including the location of north/south connections, are proposed to be included in the Parks section of the OCP, and reflect input from City Parks and Transportation staff.

Highlights - Waterfront Walkway and Street and Lane Connections

- Highlights of the proposed Riverfront walkway include:
 - Pedestrian connections at road ends at the south foot of No. 1 Road, 1st Avenue and 3rd Avenue will meet the following guiding principles for universal accessibility and urban design:
 - Create a public right-of-passage with a minimum width of 5.6 m including 1.0 m setbacks from adjacent buildings.
 - Building signage projections up to 1.0 m are permitted into any building setback and should be detailed as per Steveston Development Permit Area Design Guidelines.
 - A minimum of 5.6 m of the above minimum 5.6 m public right-of-passage must be free and clear of obstructions, including but not limited to: building projections (except for signage), doors, patios, store stalls.
 - Accessible hard surfaces with materials should be compatible with "Steveston Village Riverfront" Development Permit Area design guidelines (see: Section 9.3.2.2.b).

- Connections at the lane ends between No 1 Road and 1st Avenue, between 1st Avenue and 2nd Avenue; and between 2nd Avenue and 3rd Avenue, will meet the following guiding principles for universal accessibility and urban design:
 - Create a public right-of-passage with a minimum width of 4.5 m including 1.0 m setbacks from adjacent buildings.
 - Building signage projections up to 1.0 m are permitted into any building setback and should be detailed as per Steveston Development Permit Area Design Guidelines.
 - A minimum of 4.5 m of the above minimum 4.5 m public right-of-passage must be free and clear of obstructions, including but not limited to: building projections (except for signage), doors, patios, store stalls.
 - Accessible hard surfaces with materials should be compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
- Walkway sections that are situated at high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
 - Minimum 6.0 m in width.
 - Connected to walkways above, at the street end nodes, with gangways to create accessible access points.
 - Float structures with heavy timber surfaces.
 - Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines.
 - Lighting to enable nighttime use consistent with Steveston Harbour Authority floats.
- Walkway sections that are situated above high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
 - Minimum 6.0 m in width including projections toward the water’s edge at nodes (i.e., both street end and lane end connections).
 - Heavy timber boardwalk structures at the dike crest elevation.
 - Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines.
 - Lighting, seating and other site furnishings, as appropriate, at nodes.
- Walkway sections will be connected to existing structures as follows:
 - Piers at the south foot of No. 1 Road and 3rd Avenue:
 - Increase the accommodation of pedestrian volume, circulation, resting and viewing points, while removing any obstructions to access to the water for harbour-related activities.

- Add seating and other site furnishings in accessible locations (e.g., pier ends) to further enable people to observe harbour activities.
- Floats:
 - Extend the length of publicly accessible floats.
 - Increase the number of connections from the land side.
- Parking lot at 3rd Avenue:
 - Dedicate a pedestrian route to the waterfront boardwalk and pier.
 - Develop a bridge crossing to the Gulf of Georgia Cannery waterside deck.

All proposed width dimensions for the riverfront boardwalk and the north/south pedestrian connections are adequate to accommodate foot traffic while retaining the narrow character of the historic network of laneways and streets in Steveston.

Attachments 25 and 26 are examples of cross-sections for the boardwalk and the pedestrian connections from Bayview Street. It should be noted that the sections of the boardwalk above high water mark are restricted to floating portions that wrap around the building at 3866 Bayview Street that projects over a water lot.

The recommended option would provide more clarity about how the Riverfront walkway would be provided by developers. It should be noted that the north/south pedestrian paths will connect to the sidewalk (2.25 m in width) along the south side of Bayview Street (in contrast to 2.5 m in width along the north side of Bayview Street), as detailed in the Bayview Street road cross-section provided in this report. All aspects of the policy framework and urban design principles, including technical details (e.g., path width), for the Riverfront walkway and north/south connections will be further refined after receiving comments from stakeholders, and the general public.

South of Bayview - Lot Size – Large Versus Small Lots

Currently

- While the original Village survey (c. 1888) created small Riverfront lots, these were later consolidated into large waterfront lots to accommodate the cannery buildings and other uses related to a working harbour.
- Retention of the larger lots is consistent both with the Statement of Significance for Steveston Village (Attachments 27) and the above noted emphasis in the Riverfront Sub-Area design guidelines on “Cannery-like buildings”.
- Existing and future locations for north/south walkways and the Riverfront boardwalk are well accommodated with the existing large lots (Attachment 28).
- In theory, the row of Riverfront properties between No. 1 Road and 3rd Avenue could be developed on existing large lots (Attachments 29, 30, 31, 32), or on small lots (Attachments 33, 34). However, only one property (Attachment 35) has immediate development potential, as the others are either SHA parking lots, re-developed, over density (legal non-conforming), or serve Federal functions.

Comparison of Riverfront Large Lots Versus Small Lot Scenarios		
Item	Large Lots	Small lots
Land Use	<ul style="list-style-type: none"> - On the first storey Industrial, and Commercial uses, and - Above, residential and office space 	Same
Density	1.6 FAR	Same
Storeys	3	Same
Maximum Building Height	<ul style="list-style-type: none"> - 20m GSC - Not to exceed the height of the Gulf of Georgia Cannery (22 GSC) 	Same
Urban Design	<ul style="list-style-type: none"> - Consistent with the urban design vision in the SAP as expressed in the Development Permit Area and Heritage Conservation Area for a visual contrast between the Village Core (small commercial buildings, small lots) and Riverfront Precinct (larger "Cannery-like" buildings) 	<ul style="list-style-type: none"> - Inconsistent with the urban design vision in the SAP, as it will result in a lack of visual distinction between the Village Core and Riverfront Precinct
	<ul style="list-style-type: none"> - Large-scale of the buildings enables a diversity in building form, massing and roof lines 	<ul style="list-style-type: none"> - Small-scale of buildings will result in uniformity in building form, massing and roof lines
	<ul style="list-style-type: none"> - Fewer N / S access points 	<ul style="list-style-type: none"> - More N / S access points
Development Potential	<ul style="list-style-type: none"> - Can accommodate small-scale buildings and uses (e.g., retail) 	<ul style="list-style-type: none"> - Cannot support large buildings
	<ul style="list-style-type: none"> - Would result in fewer buildings 	<ul style="list-style-type: none"> - May result in more buildings

Issue: For certainty, staff request that Council reconfirm that the existing SAP design vision for the Riverfront Area is to retain and build on the historic large lots rather than subdividing into smaller lots.

Option 1: RECOMMENDED: Status Quo.

Option 2: Allow smaller size lots in the Riverfront Area.

The recommended option is consistent with conserving the area's special features.

Part B: Streetscape Vision for Bayview, Chatham and Moncton Street

At past Planning Committee meetings, the following issues were discussed related to streetscape and parking. Staff's further analyses of the key topics, along with proposed improvement options to enhance streetscape in Steveston Village, are presented below in the following order.

- a. Sidewalk and boulevard surface options
- b. Parking on Bayview Street
- c. Streetscape enhancement options for Bayview Street, Chatham Street and Moncton Street
- d. Potential funding strategy and timing of implementation for streetscape enhancements
- e. Parking review on 4th Avenue
- f. Long-term off-street parking strategy

a. Sidewalk and Boulevard Surface Options

i. Sidewalk Surface Options

Currently: The SAP sidewalk surface requirements (i.e., wood versus concrete) can be better defined for safety, heritage value and aesthetics.

Issues: Staff have identified the following important considerations regarding the functionality of a wood surface for the primary pedestrian corridor:

- **Slipperiness:** The wood surface can become slippery when wet or frosty. Sand is regularly spread on City-owned wooden boardwalks and piers to reduce slipping in the wintertime. However, the use of sand shortens the life of the wood surface as it speeds rotting. The sand must also be frequently re-applied as it washes off during heavy rains. Some wooden bridges have been painted with non-slip paint; this treatment also requires regular replacement and often is not appropriate as the paint detracts from the heritage look of the wood. The only location within the Village that currently features a wooden sidewalk is the northwest corner of Moncton Street and 1st Avenue. The City installed a sign at this location several years ago advising pedestrians to use caution as the surface is slippery when wet.
- **Accessibility:** The City has received past comments from the public regarding the limited accessibility of wooden boardwalks (e.g., wheelchairs and canes can become lodged in the gaps between planks placed with the direction of travel). Where there are gaps between boards, the boards are typically placed across the direction of travel and there is an alternate route for cyclists and other users of wheeled devices along with directional signage.
- **Durability:** The longevity of a wood surface depends on the type and dimensions of the lumber used, whether or not it is treated, how the base foundation is built, and the level of usage. Ten to 15 years is the typical lifespan for a wood boardwalk compared to 20 to 40 years for a concrete sidewalk.
- **Maintenance:** Wooden boards require on-going maintenance as they frequently become loose or warped and need to be fixed or replaced. Conversely, the maintenance of concrete sidewalks is typically due to a

discrete event (e.g., repairing the uplift of a slab due to tree roots) rather than a continual process).

- **Compatibility:** The contemporary use of wood sidewalks may not be compatible with adjacent buildings and other surroundings in terms of urban design aesthetics and heritage values (i.e., any changes to the streetscape should not impose a faux heritage look).

Option 1: Wood plank sidewalk.

Option 2: RECOMMENDED: A minimum 2.5 m wide special “wood-textured” concrete sidewalk.

The recommended option would ensure a high quality pedestrian surface for the primary travel path that is both safe and accessible.

ii. Boulevard Surface Options

Currently: The SAP boulevard surface treatment (i.e., wood versus concrete) can be better defined for safety, heritage value and aesthetics.

Issue: There is an opportunity to use a different hardscape surface for boulevards adjacent to concrete sidewalks, as these areas would have relatively less pedestrian traffic.

Option 1: Wood plank boulevard. The surface would be wood planks placed laterally (across one’s path) to minimize accessibility concerns. Attachment 36 illustrates the existing wood sidewalk on Moncton Street at 1st Avenue plus a rendering of Bayview Street with a 2.5 m concrete sidewalk with a hardscape boulevard that is wood planks.

Option 2: RECOMMENDED: “Wood plank textured” concrete boulevard. Staff recommend that the boulevard surface be wood plank textured concrete to achieve smoothness, accessibility, durability, lack of slipperiness, and low maintenance costs. Attachment 37 contains photographs of existing examples of concrete textured to appear as wood planks.

b. Parking on Bayview Street

Currently: There are 17 on-street parking spaces on Bayview Street between No. 1 Road and 3rd Avenue comprised of three on the north side in a parking lay-by and 14 on the south side. A further 150 off-street public parking spaces (112 of which are pay parking) are located, either immediately adjacent to Bayview Street (94 spaces), or accessible within 40 m of the street (56 spaces). Thus, the on-street parking supply is a relatively small proportion (10%) of the overall public parking available in the immediate vicinity of Bayview Street.

Issues: Council directed staff to review the implications of removing on-street parking on Bayview Street and the subsequent effects to parking within Steveston and vehicular traffic on Bayview Street.

As stated in the previous report presented to Council in March 2013, an analysis of future on and off-street parking demand for the Village Core, based on the recommended parking rates of the Steveston Village

Conservation Strategy and Implementation Program¹ indicates that the future parking demand would exceed the future core parking supply by about 30 parking spaces. If the on-site parking requirement for residential use in Steveston Village is increased by lowering the proposed reduction from 33% to 13% from the City-wide Bylaw requirement as earlier recommended in Part A, this shortfall would be reduced to about 12 parking spaces.

Should on-street parking on Bayview Street be removed, the combined future parking demand of 47 spaces generated in the Village Core Area (or 29 spaces if on-site parking requirements for residential uses are increased) could be met when on-street public parking immediately adjacent to the Core Area is included. Chatham Street west of 3rd Avenue has sufficient capacity of approximately 54 spaces to fully accommodate this future parking demand.

Option 1: Retain on-street parking.

Option 2: RECOMMENDED: Await the outcome of public consultation on the revised streetscape options for Bayview Street (described below), some of which include the removal of on-street parking. Although Bayview Street has a higher parking demand due to its proximity to the waterfront, the removal of on-street parking would be manageable.

c. *Streetscape Enhancement Options for Bayview, Chatham and Moncton Streets*

Revised Streetscape Options for Bayview Street

Currently: The Steveston Area Plan Design Guidelines state with respect to landscape elements that “new development should: (a) Keep sidewalks narrow; (b) Where possible, employ timber planks for walkways/sidewalks (especially near the riverfront), and planks, gravel or other special paving treatments for parking areas, rather than asphalt”. There is no long-term streetscape vision for Bayview Street that would help guide the enhancement of the pedestrian realm and the efficiency of curb parking as part of current and anticipated development.

Issue: In March 2012, staff were directed to develop a streetscape vision for Bayview Street. Council subsequently directed staff to undertake public consultation on the proposed options, which was conducted in April-May 2013. As reported previously in July 2013; the public consultation results indicated relatively strong support for a wider and improved pedestrian realm with no additional on-street parking (see Attachment 38 for a summary of the results). Accordingly, a long-term streetscape vision was recommended that retained the existing pavement width and incorporated continuous sidewalks and an enhanced pedestrian realm on the north side that would comprise a 2.5 m wide sidewalk, 3.5 m wide hardscape boulevard and 1.5 m wide

¹ The recommended parking rates for the Village core are to increase the residential rate from 1.0 to 1.3 parking spaces per dwelling unit and to maintain the existing 33 per cent parking reduction from the City bylaw for non-residential uses.

landscaping with no change to the south side. The boulevard area on the north side would include enhanced pedestrian-scale features and amenities. Staff were directed to further review the streetscape options. As a result, the revised streetscape options are summarized in Table 1 below with Attachments 39 to 41 illustrating Options 1 through 3 respectively. All of the options can be accommodated within the existing road right-of-way.

RECOMMENDATION: That the proposed revised long-term streetscape options for Bayview Street be endorsed for further public consultation, given the scale of the potential changes to the streetscape and public realm of Steveston Village.

Table 1: Streetscape Options for Bayview Street			
Option		Elements	Est. Cost (2017\$)
1	Improved Pedestrian Realm on North Side	<ul style="list-style-type: none">– No change to location of curbs and allocation of road space– Wider and enhanced pedestrian realm (7.5 m) on north side– Pedestrian realm on south side would remain unchanged– Retain on-street parking on south side	\$0.5M
2	Improved Pedestrian Realm on Both Sides	<ul style="list-style-type: none">– Wider pedestrian realm (7.5 m) on north side as in Option 1– Remove on-street parking on south side and move south curb to the north by 2.5 m– Wider and enhanced pedestrian realm (up to 4.75 m) on south side– Consolidate on-street parking on south side towards No. 1 Road	\$1.5 M
3	Improved Pedestrian Realm on Both Sides & Continuous Greenway	<ul style="list-style-type: none">– Wider pedestrian realm (6.0 m) on north side– Move north curb to the north by 1.5 m– Remove on-street parking on south side and move south curb to the north by 1.0 m– Re-allocate 3.0 m on south side to a two-way protected cycling facility– Wider pedestrian realm (3.25 m) on south side	\$1.6M
Notes:			
<ul style="list-style-type: none">– The cost estimates do not include those sections that are currently under development and where there are private property impacts.– The latter sections would be deferred until redevelopment of the adjacent property.			

Revised Streetscape Options for Chatham Street

Currently: Similar to Bayview Street, there is no long-term streetscape vision for Chatham Street that would help guide the enhancement of the pedestrian realm and the efficiency of curb parking as part of current and anticipated development.

Issue: As part of the development of streetscape options for Bayview Street, staff were also directed to prepare streetscape options for Chatham Street and present them for public feedback. The public consultation results indicated relatively strong support for a wider and improved pedestrian realm with no additional on-street parking. Accordingly, a long-term streetscape vision was recommended that retained the existing pavement width and incorporated an enhanced pedestrian realm on both sides of the street that would comprise a 2.5 m sidewalk on each side with a 3.9 m wide hardscape boulevard on the north side and a 4.5 m boulevard on the south side. The boulevard areas would incorporate street trees plus pedestrian-scale features and amenities. Staff were directed to further review the streetscape options.

As a result, the revised streetscape options are summarized in Table 2 below with Attachments 42 to 43 illustrating Options 1 and 2 respectively. Both options can be accommodated within the existing road right-of-way.

RECOMMENDATION: That the proposed revised long-term streetscape options for Chatham Street be endorsed for further public consultation given the scale of the potential changes to the streetscape and public realm of Steveston Village.

Table 2: Streetscape Options for Chatham Street		
Option	Elements	Est. Cost (2017\$)
1 Improved Pedestrian Realm on Both Sides	<ul style="list-style-type: none"> – No change to location of curbs – Maintain on-street parking on both sides – Wider and enhanced pedestrian realms of 6.4 m (south side) and 7.0 m (north side) 	\$2.6M
2 Improved Pedestrian Realm on Both Sides & Narrowed Roadway	<ul style="list-style-type: none"> – Shift north and south curbs into the roadway by 1.25 m each – Maintain on-street parking on both sides – Wider pedestrian realms on both sides as in Option 1 plus delineated off-street cycling facilities 	\$3.2M
Notes: <ul style="list-style-type: none"> – The cost estimates do not include those sections that are currently under development and where there are private property impacts. – The latter sections would be deferred until redevelopment of the adjacent property. 		

The permanent installation of curb bulges to replace the temporary curb extensions at 4th Avenue is also recommended as the trial period has not revealed any impacts on street operations (e.g., ability of transit buses to pull in/out from the curb). The curb extensions would enhance pedestrian safety by increasing the visibility of pedestrians to approaching motorists (and vice-versa) as well as shortening the crossing distance. This proposed improvement would be included in the upcoming public consultation as part of the Chatham Street streetscape concept and reported back to Council with a cost estimate prior to implementation. The cost of curb bulges is not included in Table 2 above.

Streetscape Options for Moncton Street

Currently: The existing pedestrian realm consists of a concrete sidewalk and a boulevard surface comprised of unit pavers with curb bulges at 1st, 2nd and 3rd Avenues.

Issues: In light of the proposed streetscape improvements for Bayview and Chatham Streets, staff also examined the following potential improvements for Moncton Street:

- **Modification of Curb Bulges:** Staff explored options to modify the curb bulges to better reflect a simplified streetscape consistent with the *Steveston Village Conservation Strategy and Implementation Program* while still safely accommodating pedestrian movements. Curb bulges create extra space for pedestrians to navigate thereby preventing blind corners as buildings in the Village are built at or close to the property line and there are no typical “corner cuts” that facilitate pedestrian movements. Attachment 44 illustrates how the bulges could be reconfigured with the removal of the pavers and the provision of ramps with a rollover curb at 1st, 2nd and 3rd Avenues plus the addition

of two mid-block crossings at the lane between 1st and 2nd Avenues, and the lane between 2nd and 3rd Avenues.

- **Boulevard Surface:** The existing boulevard surface could be replaced with textured concrete that appears as wood for consistency with the proposed boulevard treatments on Bayview and Chatham Streets.

Option 1: Status Quo.

Option 2: RECOMMENDED: Present the two proposed improvements on Moncton Street as part of the public consultation on the revised streetscape options for Bayview and Chatham Streets. The two proposed improvements can both be accommodated within the existing road right-of-way and have a combined estimated cost (2017) of \$1.1 million.

d. Potential Funding Strategy and Timing of Implementation for Streetscape Enhancements

i. Potential Timing of Streetscape Implementation

Currently: Some of the proposed streetscape improvements on Bayview Street and Chatham Street would be driven by the timing of redevelopment of adjacent properties. Hence, none of these improvements are identified in the current 5-Year (2017-2021) Capital Plan.

Issues: The proposed streetscape changes on Moncton Street could be implemented without any constraints (e.g., there are no private property encroachments). Attachments 45 (Bayview Street) and 46 (Chatham Street) provide a breakdown along each street of the potential timing of implementation of the alternative streetscape designs based on current conditions and in-stream planned changes.

The coloured lines and boxes along each street reflect the following conditions:

- **Existing Private Parking Lots Within Street Frontage:** The shaded lines in Attachments 32 and 33 indicate where changes would significantly impact the adjacent property owner/tenant due to existing encroachments into the City right-of-way (pink), where individual driveways to surface parking lots limit the extent of streetscape improvements that could be implemented (green) and where the proposed streetscape improvements could be implemented with no constraints (yellow). For Chatham Street where encroachments are prevalent, significant reconfiguration of the parking spaces and drive aisles would be required resulting in a loss of on-site parking capacity.
- **Potential Timing of Future Development:** The coloured boxes in Attachments 32 and 33 indicate the potential time frames of currently under development (purple) sites, within the next five years (light blue), within the next five to 10 years (dark blue), and beyond 10 years (red).

Combining the two conditions together yields where the City could initiate the proposed streetscape improvements now (i.e., yellow line with red box) on the basis that there are no encroachments and there is a low potential for foreseeable development (i.e., would be many years before the improvements would be realized through development):

- Bayview Street: the majority of both sides of the street.
- Chatham Street: a minority of the north side and approximately one-half of the south side. The roadway could be narrowed on both sides (component of Option 2) without any constraints.
- Moncton Street: both sides of the street with no constraints.

Table 3 presents the revised estimated cost of the streetscape options where the City could initiate the proposed streetscape improvements now.

Table 3: Estimated Cost (2017\$) of Streetscape Options for Ultimate versus Implementable Now				
Option			Ultimate (Full Length)	Implementable Now
Bayview Street	1	Improved Pedestrian Realm on North Side	\$0.5M	\$0.5M
	2	Improved Pedestrian Realm on Both Sides	\$1.5M	\$1.5M
	3	Improved Pedestrian Realm on Both Sides & Continuous Greenway	\$1.6M	\$1.6M
Chatham Street	1	Improved Pedestrian Realm on Both Sides	\$2.6M	\$1.5M
	2	Improved Pedestrian Realm on Both Sides & Off-Street Cycling with Narrowed Roadway	\$3.2M	\$1.8M
Moncton Street		Modification of Curb Bulges & Boulevard	\$1.1M	\$1.1M
Note: Estimates are in \$2017 and based on construction conditions.				

ii. Potential Funding Options for Streetscape Implementation

Currently: The proposed streetscape improvements on Bayview Street, Chatham Street and Moncton Street are not identified in the current 5-Year (2017-2021) Capital Plan.

Issue: As a funding source for the proposed streetscape improvements has not been identified, staff considered the following options.

Option 1: Secure improvements via redevelopment of adjacent fronting properties as they occur. This option would preclude any immediate impacts to the affected properties on Bayview and Chatham Streets that encroach into the City right-of-way but would delay implementation potentially beyond 20 years. For Chatham Street, redevelopment would potentially enable the extension of the rear lane on the north side that in turn would allow for the removal of individual driveways.

Option 2: Recommended: Include the streetscape improvements that are implementable now in future capital programs to be funded through Roads DCC Program. Using city-wide Roads DCC is considered appropriate as Steveston Village is a key city and regional destination where growth will continue to result in increased activity. Inclusion of the project would not guarantee future construction, as there may be other competing projects that are considered higher priorities as part of the City's annual capital program approval process. Of the funding options presented, this option appears to be the most feasible.

Option 3: Use funding within the Steveston Off-Street Parking Reserve Fund. The Fund allows an owner or occupier to make a payment to the City as an alternative to complying with a requirement to provide on-site parking

spaces. Provincial legislation specifies that the money received must be placed in a reserve fund for the sole purpose of providing new and existing on-site (off-street) parking spaces. Therefore, the Fund cannot be used towards streetscape improvements.

e. Parking Review on 4th Avenue

Currently: The pavement width on 4th Avenue (Chatham Street to Steveston Highway) varies between 8.4 m and 13.4 m, inclusive of a continuous 2.0 m wide paved pedestrian pathway on the west side that is contiguous with the road. The road right-of-way extends for approximately 10 m beyond the edge of asphalt on either side and presently is a grass boulevard. This section of 4th Avenue is intersected by seven cross-streets (at a 100 m spacing) and multiple driveways on both sides serving the single family residences. There are seven bus stops along this section (three on the east side and four on the west side) utilized by the 407 and 410 transit services.

Issue: The roadway would require widening (i.e., decreasing the width of the grass boulevard) to accommodate either angle or parallel on-street parking. Given the number of accesses, cross-streets and bus stops that all require clearances, there is a relatively limited opportunity to establish a meaningful number of on-street parking spaces.

Option 1: RECOMMENDED: Retain the current configuration due to the limited number of parking spaces to be gained and the impacts to adjacent single family residences in terms of the loss of green space, proximity of the parking and its associated effects of noise and intrusion of headlights. Staff have recently communicated with some of the residents in the general area north of Chatham Street regarding the investigation of potential solutions to address their concerns of parking intrusion by employees and customers from the Village into this neighborhood. A parking study was carried out during late summer of 2016 which observed parking intrusion to be limited. Staff will continue to monitor this area for any parking issues.

Option 2: Widen 4th Avenue to accommodate either angle or parallel on-street parking.

f. Long-term Off-street Parking Strategy

Currently: Given the additional public parking available immediately adjacent to the Village core along the western section of Chatham Street, past analysis detailed in the March 2013 staff report concludes that there is and will be sufficient public parking available in the Village and hence there is no need for additional on-street parking or a stand-alone parkade. In addition to the lack of a demonstrated need, the creation of a stand-alone parkade in the Village would have the following negative impacts:

- encouragement of continued growth of private vehicle trips rather than sustainable travel modes to the Village, which is counter to the goals of the Official Community Plan;

- significant construction and maintenance costs that even with a pay parking program may not be recoverable; and
- conversion of valuable public land for the lower order use of private vehicle storage.

Issue: Based on recent development activities in Steveston Village, there appears to be limited opportunity to provide additional public parking as part of the integrated on-site parking within a future development given the relatively smaller lot sizes in the area. Staff note that the consolidation of smaller properties into larger lots would be contrary to both the Steveston Area Plan and the Steveston Village Conservation Strategy, which encourage the retention of historic lot lines.

Option 1: Status Quo.

Option 2: RECOMMENDED: As part of the Mayors' Council Vision for transportation improvements in Metro Vancouver, a future transit exchange in Steveston is identified within the first ten years. Such a facility, which is also identified as an improvement to be considered in TransLink's Southwest Area Transport Plan, would allow the relocation of buses that currently layover on Chatham Street, Moncton Street and No. 1 Road to an off-street transit exchange and the re-allocation of the layover spaces to public parking along those streets. The 2016 federal budget has committed \$370 million towards short-term "shovel-ready" projects of the 10-year plan in which the Steveston Transit Exchange is included in the latter half of the plan. Hence, there may be an opportunity through the transit exchange development to secure additional off-street public parking.

While there has been demonstrated limited ability for recent developments in the Village core to incorporate additional public parking on-site beyond their requirements, a transit exchange or similar scale development outside but adjacent to the Village core could present further opportunities to pursue such a joint partnership. If successful, this could result in the disposal of the City's existing two off-street parking lots within the Village core to free up the sites for higher uses and to provide additional revenue to be invested towards effective consolidation of off-street public parking.

Consultation Process and Timeline

Staff have initiated discussions with Steveston Harbour Authority (SHA) staff who have indicated a willingness to bring forward the proposed policies and design principles to complete the Riverfront walkway to a SHA Board meeting in 2017. SHA also recommended that the City consult directly with the federal departments of Fisheries and Oceans, and Public Works.

At this time, staff are seeking Council authorization to undertake the required OCP engagement process on the proposed Steveston Area Plan amendments, as well as the proposed streetscape design visions for Bayview Street, Moncton Street and Chatham Street.

The stakeholder and public engagement would be completed by July 31, 2017 and staff anticipate reporting back on the results with recommendations to Planning Committee in October 2017.

(1) Open Houses:

- One Open House with the general public;
- One Open House with Village businesses and property owners;

(2) Meetings:

- One meeting with the Steveston 20/20 Group;
- One meeting with the Richmond Heritage Commission;
- As necessary, meetings with other stakeholders (e.g., the Steveston Harbour Authority, Fisheries and Oceans Canada).

Open house notices and surveys will be posted on the City's website, in the local newspaper and in the Steveston Community Centre. Feedback can occur through the City's web site, surveys, e-mails and letters.

Financial Impact

None. The proposed consultation activities can be accommodated within existing budgets.

Conclusion

Steveston Village is unique and should be protected and its heritage conserved. Staff recommend changes to the Steveston Area Plan policy and guidelines to clarify how the following can be managed effectively in order to realize the community's vision of its character:

- Village Core and Riverfront building density, height, windows, roof access, barriers and treatments, the installation of new renewable energy infrastructure (e.g., solar panels and non-solar), and the completion of the Riverfront walkway and pedestrian and laneway connections to Bayview Street between 3rd Avenue and No. 1. Road; and
- Long-term streetscape design concepts for Bayview Street, Moncton Street and Chatham Street within the Village Core, improvements to the public realm with the provision of enhanced sidewalks, more street trees and streetlights, increased accessibility and parking considerations.

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Transportation Engineer
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TC/HC/JC/SH:cas

List of Attachments

- Att. 1: Planning Committee Minutes for July 16, 2013 and June 3, 2014
- Att. 2: Steveston Village Sub-Areas Map
- Att. 3: Past and Proposed Steveston Area Plan Amendments: Pre-2009 Plan, Current Plan, and 2017 Recommendations
- Att. 4: 2013 Staff Recommendations – Open House Boards
- Att. 5: Measurement of Building Height from Geodetic Point
- Att. 6: Steveston DPA – Steveston Village Character Area – General and Core Area and Riverfront Design Guidelines for Exterior Materials and Window Treatments (2009 Plan Excerpt)
- Att. 7: Chronology of Development Permit Area Guidelines, 1980s to 2014
- Att. 8: 'Sakamoto Guidelines' for Area Revitalization (1987)
- Att. 9: 'Sakamoto Guidelines' for Façade Improvements (1989)
- Att. 10: 'Sakamoto Guidelines' Highlighted in the Current Plan (2009 Plan Excerpt)
- Att. 11: Steveston DPA – Steveston Village Character Area – Proposed New General and Core Area and Riverfront Design Guidelines for Exterior Materials and Window Treatments (based on 1989 'Sakamoto Guidelines')
- Att. 12: Cross-Sections of Rooftop Structures for Access Points
- Att. 13: Sample Site with View Radius for Managing the Visibility of Rooftop Structures
- Att. 14: Steveston Village HCA – Protected Heritage Properties (2009 Plan Excerpt)
- Att. 15: Steveston DPA – Steveston Village Character Area and Steveston Village HCA – Existing Guidelines for Renewal Energy Infrastructure (new development and non-heritage resources) (Excerpt from 2009 Plan)
- Att. 16: Steveston DPA – Steveston Village Character Area – New and Revised General Guidelines for Renewal Energy Infrastructure for New Development
- Att. 17: Photograph of Historic Building with Parapet and Rooftop Solar Panels
- Att. 18: Steveston HCA – Existing Guidelines for the 17 Protected Heritage Properties (Excerpt from the National Standards and Guidelines for Historic Places in Canada)
- Att. 19: Steveston Village HCA – Impact of Solar Panel Installation on Protected Heritage Properties
- Att. 20: Photograph of Proposed Rooftop Patio Barrier Fence Design
- Att. 21: Steveston DPA – Steveston Village Character Area – Riverfront Design Guidelines (2009 Precinct Excerpt)
- Att. 22: Steveston DPA – Steveston Village Character Area – Riverfront Design Guidelines for Flat Roofs (2009 Precinct Excerpt)
- Att. 23: Steveston DPA – Steveston Village Character Area – New and Revised Riverfront Guidelines for Roof Types
- Att. 24: Steveston Waterfront – Policies and Design Principles for the Walkway
- Att. 25: Cross-Section of Standards for North-South Walkways
- Att. 26: Cross-Section of Standards for the Riverfront Walkway
- Att. 27: Steveston Village Statement of Significance (Steveston Village Conservation Strategy 2009 Excerpt)
- Att. 28: Steveston Waterfront – Walkways and Pedestrian Connections Based on Large Lot Pattern
- Att. 29: Steveston Waterfront – 'Large Lots' (Historic and Existing Lot Pattern) with Future and Existing Pedestrian Connections
- Att. 30: South Side of Bayview Street: Model of Existing Conditions ("Large Lots")
- Att. 31: South Side of Bayview Street: "Large Lot" Existing Conditions and Model Using Guidelines
- Att. 32: South Side of Bayview Street: "Large Lot" Existing Conditions and Model Without Guidelines
- Att. 33: South Side of Bayview Street: Small Lots (Future Theoretical)
- Att. 34: South Side of Bayview Street: Model of "Small Lot" Scenario
- Att. 35: South Side of Bayview Street: Existing Zone and Development Potential
- Att. 36: Bayview Street: Renderings of Wood and Textured Concrete Boulevards
- Att. 37: Photographs of Existing Textured Concrete Walkways
- Att. 38: Long-Term Streetscape Visions for Bayview and Chatham Streets – Summary of Survey Results: April-May 2013
- Att. 39: Bayview Street – Option 1: Enhanced Pedestrian Realm on North Side Only
- Att. 40: Bayview Street – Option 2: Enhanced Pedestrian Realm on North and South Sides

- Att. 41: Bayview Street – Option 3: Enhanced Pedestrian Realm on North and South Sides plus Continuous Greenway
- Att. 42: Chatham Street – Option 1: Enhanced Pedestrian Realm on North and South Sides
- Att. 43: Chatham Street – Option 2: Narrowed Roadway and Enhanced Pedestrian Realm on North and South Sides
- Att. 44: Moncton Street: Renderings of Modified Curb Bulges and Boulevard
- Att. 45: Bayview Street: Potential Timing of Implementation of Streetscape Improvements
- Att. 46: Chatham Street: Potential Timing of Implementation of Streetscape Improvements

Council Referral, July 16, 2013, and Planning Committee Referral June 6, 2014

1. Steveston Area Plan Amendment

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

It was moved and seconded

That the proposed Steveston Area Plan Amendment as outlined in the report from the General Manager, Planning and Development, dated June 27, 2013 be referred back to staff to bring clarification to the recommendations listed on page 18 of the report, including a comparison chart illustrating the existing plan and the proposed plan.

The question on the referral was not called as discussion ensued and staff was directed to include (i) pre-2009 requirements in the comparison, (ii) the drawings available to the public, (iii) the Sakamoto report, and (iv) information regarding eliminating rooftop gardens. The question on the referral was then called, and it was CARRIED.

2. Recommended Long-Term Streetscape Visions for Bayview Street and Chatham Street

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

It was moved and seconded

That the Recommended Long-Term Streetscape Visions for Bayview Street and Chatham Street as outlined in the report from the Director, Transportation, dated June 26, 2013 be referred back to staff to

- (1) investigate sidewalk options; and*
- (2) provide funding options for the sidewalks*

The question on the referral was not called as there was not a consensus from the Committee in support of the proposed streetscape vision. Discussion ensued regarding a possible tram in Steveston and the implications of removing parking and prohibiting vehicular traffic on Bayview Street. Staff was advised that the report include (i) no parking on Bayview Street and the subsequent implications to parking within Steveston and vehicular traffic on Bayview Street, (ii) heritage (i.e. plank) options for the sidewalk, and (iii) parking options on 4th Avenue. The question on the referral was then called, and it was CARRIED.

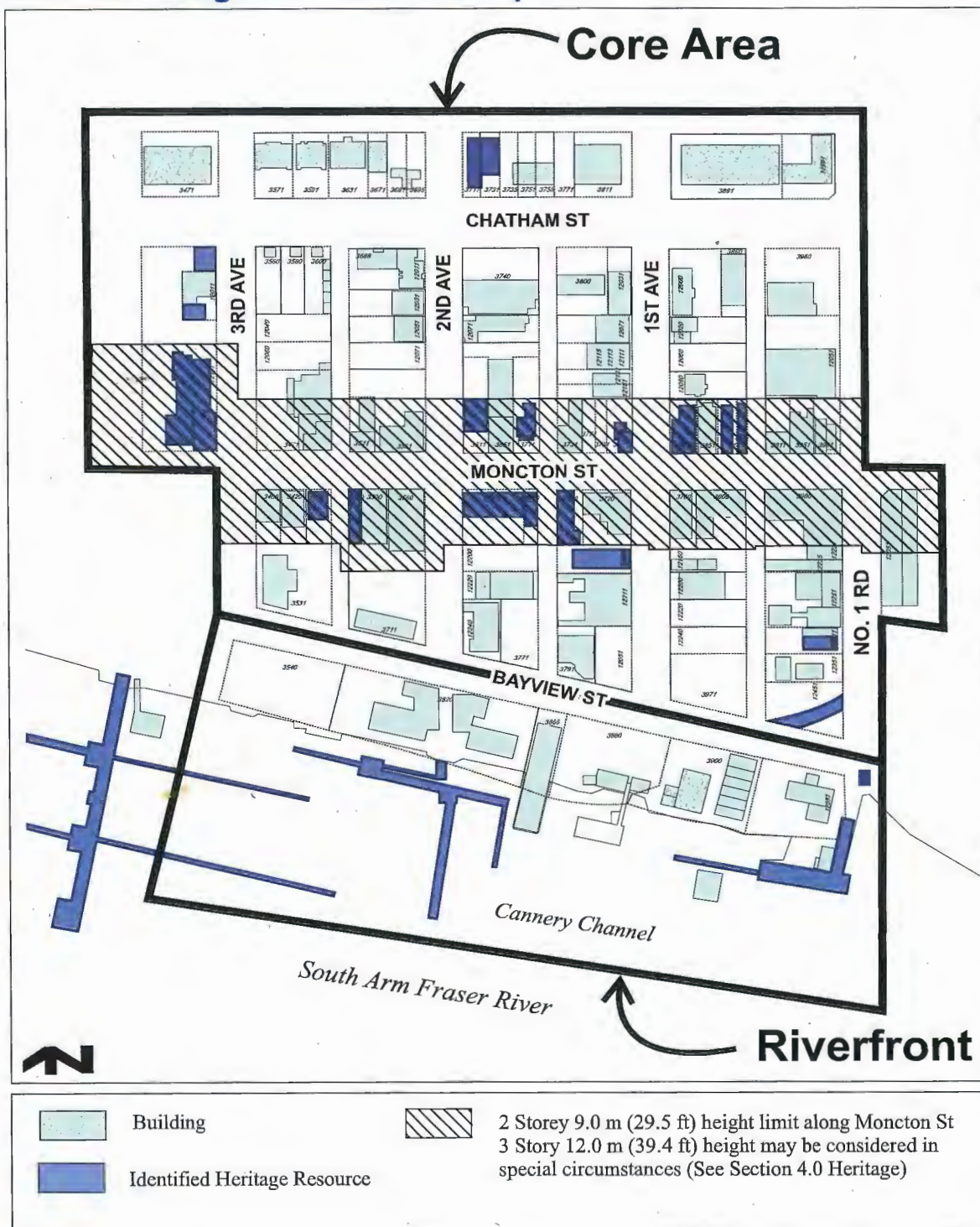
3. Planning Committee Referral - June 6, 2014

Item 16 - Sakamoto Guidelines

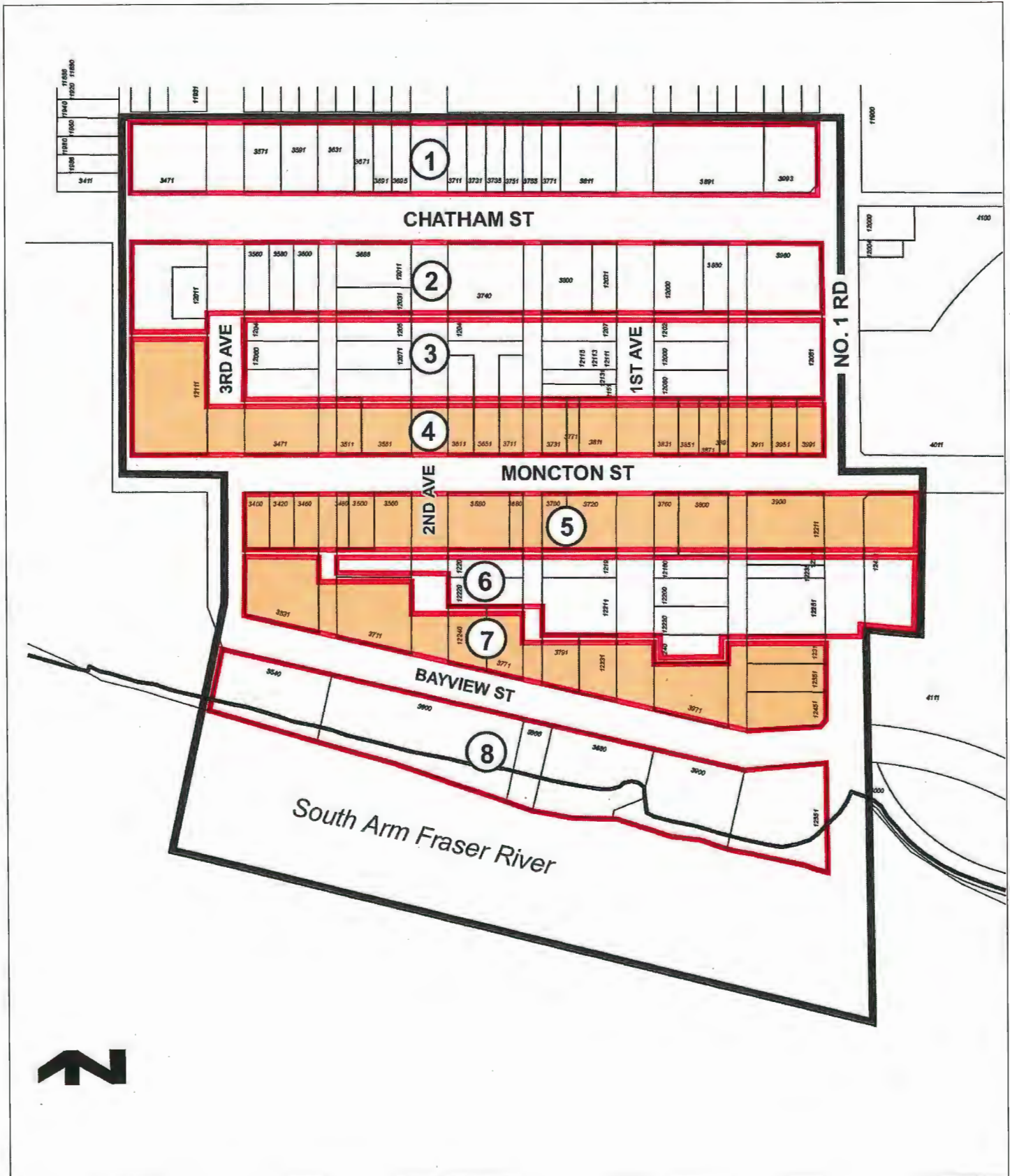
That staff examine ways to incorporate the Sakamoto Guidelines in the Steveston Area Plan and report back.

City of Richmond

Steveston Village Character Area Map



Proposed Review Concept - Steveston Village Conservation Strategy



Areas proposed for change from the 2009 Strategy are highlighted in orange

Area 1 – North side of Chatham Street

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone – 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

Area 2 – South side of Chatham Street

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

Area 3 – Area between south side of Chatham and Moncton Streets

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

Area 4 – North side of Moncton Street

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	2 storeys 1/3 block can be 3 storeys	Concern about potential for 3 storey building height Moncton Street	2 storeys only along Moncton Street
FAR	1.0	1.2 (up to 1.6)	Concern about increased density and related impact on building height	Reduce maximum density to 1.2 FAR
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade (1.4 m GSC)	OK	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

Area 5 - South side of Moncton Street

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	2 storeys 1/3 block can be 3 storeys	Concern about potential for 3 storey building height Moncton Street south of Moncton Street	2 storeys only along Moncton Street
FAR	1.0	1.2 (up to 1.6)	Concern about increased density and related impact on building height	Reduce maximum density to 1.2 FAR
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade	OK	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

Area 6 – Area between the south side of Moncton Street and the north side of Bayview Avenue

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
FAR	1.0	1.2 (up to 1.6)	OK	No change – Maximum of 1.6 FAR permitted
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade	OK	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

Area 7 – North side of Bayview Avenue

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	Up to 3 storeys	Some concerns about potential 3 storey building massing and height when viewed from Moncton Street to the north	Facing Bayview - 2 storeys over building parking Rear (north) of Bayview sites – 3 storeys including below building parking Maximum building height of 15 m GSC No habitable area or allowances for ½ storey above the 2 storey building limitation from Bayview Street is proposed.
FAR	1.0	1.2 (up to 1.6)	OK	Reduce maximum density to 1.2 FAR
Minimum slab elevation	Existing road grade (1.4 m GSC)	No change	1.4 m GSC preferred	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

Area 8 – South side of Bayview Avenue

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone / ZMU10– 2 storeys CS3 Zone- 3 storeys	Up 3 storeys Max. height 20 m GSC	OK	No change - Up to 3 storeys permitted No change - Maximum building height of 20 m GSC permitted
FAR	1.0	1.2 (up to 1.6)	OK	No change
Minimum slab elevation	Existing road (3.2 m GSC)	3.2m GSC	3.2m GSC	Higher of either 3.2m GSC or elevation of the adjacent sidewalk

Steveston Village Conservation Strategy—2013 Update

Proposed:

1. Steveston Village Conservation Strategy Changes
2. Bayview & Chatham Proposed Long-Term Streetscape Visions

Public Open House, May 4, 2013

Purpose

The purpose of this public open house is to present the City's proposed changes and seek the public's feedback on the following two items:

1. The Proposed Steveston Village Conservation Strategy and Area Plan changes.
2. The Proposed Bayview & Chatham Long-Term Streetscape Visions

What has Richmond City Council directed?

In February 2013, Richmond City Council directed that staff meet with the community to present the proposed changes to the Strategy for comments.

How are we engaging the community?

1. Held a stakeholder meeting in April, 2013
2. Holding public open house May 4, 2013
3. Providing a discussion forum, information and feedback form on LetsTalkRichmond.ca (April–May 2013)

These engagement opportunities allow the public access to detailed information and City staff to learn more about the proposed changes, online discussion forums and printed/online feedback forms to submit their comments.

Two displays

There are two Open House displays to see, namely:

1. Proposed Steveston Village Conservation Strategy and Area Plan Review Changes
2. Proposed Long-Term Bayview & Chatham Streetscape Visions

Get involved

- Please read the display boards, ask questions
- Complete and submit both feedback forms—available at open house or online at LetsTalkRichmond.ca
 - Submit them in the drop boxes provided here at the public open house
 - Email the Heritage Conservation Strategy survey to barry.konkin@richmond.ca at the City of Richmond
 - Email the Streetscape Visions survey to sonali.hingorani@richmond.ca at the City of Richmond
 - Mail them both to Barry Konkin at the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1
- Fax them to the City of Richmond at 604-276-4052
 - Complete them online at LetsTalkRichmond.ca

Contacts

- For the Steveston Village Conservation Strategy and Area Plan
Barry Konkin, Policy Planning Division
E: barry.konkin@richmond.ca
T: 604-276-4279
- For the Bayview and Chatham Long-Term Streetscape Vision
Sonali Hingorani, Transportation Division
E: sonali.hingorani@richmond.ca
T: 604-276-4049

Your Opinions are Important to Us

Community feedback is an important component when considering changes to the Steveston Village Conservation Strategy.

Please fill out the Feedback form as you view the display boards.

PLN-38

Steveston Village Conservation Strategy—2013 Update

1

Purpose

The purpose of this public Open House is to seek residents' views regarding proposed changes to the Steveston Village Conservation Strategy and the Steveston Area Plan.

Summary of proposed changes are:

1. Moncton Street

	From	To
1. Reduce the maximum building height	1 building in 3 can be 3 storeys and the remainder of the block can be 2 storeys	All buildings on the block can be no more than 2 storeys
2. Reduce the maximum building density	from 1 building in 3 built with a total Floor Area Ratio (FAR) of 1.6 times the lot area	A maximum FAR of 1.2 time the lot area for the entire street

2. Bayview Street

	From	To
Reduce the maximum building height on north side of street	3 storeys	2 to 2½ storeys facing Bayview Street, stepping back to 3 storeys for the rear half of the building
Increase the minimum parking required on-site for all new residential development	from 1.0 parking spaces per dwelling unit	to 1.3 parking spaces per dwelling unit

These changes are to fine-tune the Strategy for future development and heritage protection in the Village.

If these changes are endorsed by the public, the Strategy will be updated, and a minor change will be required to the Steveston Area Plan, to replace a map showing permitted building height and density.

What is the Steveston Village Conservation Strategy?

The Steveston Village Conservation Strategy was approved by Council in 2009 as a planning framework to support heritage preservation in the Steveston Village. It identifies several key features of the existing character that make Steveston unique, including:

- 17 key heritage buildings
- 73 other buildings within the Village Core
- Historic small lot development / historic lot lines
- Commercial space at grade
- Views to Fraser River
- The South dike

The Strategy outlines rezoning incentives for heritage conservation including reduced on-site parking, increased building height and density in some areas of the Village.



Please fill out the Feedback form as you view the display boards.

PLN-39

CNCL - 546



What is the Steveston Heritage Conservation Area?

In addition to adopting the Strategy and establishing new Development Permit Guidelines for the Steveston Village in 2009, Council also declared the Steveston Village core a *Heritage Conservation Area (HCA)*.

The HCA acknowledges the distinctive and important character of the Steveston Village, and establishes tools for its long-term protection.

With the Heritage Conservation Area in place, any new buildings or a renovation to any existing building *anywhere* in the HCA requires that a *Heritage Alteration Permit* be issued.

Steveston Village Heritage Conservation Area



 Steveston Village Heritage Conservation Area

The Strategy is harmonized with the Steveston Area Plan Development Permit Guidelines to manage the form and character of buildings in the Steveston Village.

Any new development or significant alteration of an existing building in the Village requires both a Heritage Alteration Permit and a Development Permit and manage its form and character.

Steveston Village Conservation Strategy—2013 Update

3

What are Development Permit Guidelines?

Under the *Local Government Act*, the City of Richmond has designated Steveston as a Development Permit Area to manage the form and character of commercial mixed residential and commercial and light industrial buildings.

All buildings in the Village, as well as renovation or change to existing buildings must meet these guidelines and obtain a Development Permit before a Building Permit can be issued.



Two Types of Development Permits

In the Steveston Area Plan, two types of Development Permit Guidelines are provided:

1. Guidelines for New Development / Buildings

- Pedestrian-oriented designs
- Enhanced street-end views
- Maintain / enhance heritage structures
- Varied roof lines
- Varied front facades
- High quality building materials and landscaping

2. Guidelines for 17 Identified Existing Heritage Buildings

- Identified heritage resources to be protected
- Historic lot lines to be re-created / captured in built form
- Massing and rooflines to be compatible with overall village character
- Building scale to respect older character and structure
- Upper floor(s) to be setback to avoid dominance over the street
- High quality building materials and landscaping
- Sign materials and design to be compatible with surrounding character
- Animated streetscapes

What is a Heritage Alteration Permit?

A Heritage Alteration Permit (HAP) is a permit issued by City Council to allow certain changes to be made to a protected heritage property.

Village properties which require a HAP include all properties within the Heritage Conservation Area.

The Heritage Alteration Permit is similar to a Development Permit but it addresses the heritage design and materials to existing heritage buildings, and new buildings.



Please fill out the Feedback form as you view the display boards.

PLN - 41

CNCL - 548



Proposed Changes to the Steveston Village Conservation Strategy

Four changes to the Conservation Strategy are proposed:

1. Maximum Building Height on Moncton Street

The Steveston Village Conservation Strategy allows buildings on Moncton Street to be 2-storeys and 9 m (30 ft) tall, and might allow 1 building in 3 on each block to be 3-storeys and 12 m (40 ft) in height.

We have heard concerns about the visual impact that 3-storey buildings allowed in every block might have on the character of Moncton Street.

It is proposed to limit new buildings on Moncton Street to a maximum of 2-storeys and 9 m (30 ft) in height to better preserve the character of this important street in the Village.

While 2-storeys are preferred along Moncton Street, the proposed change would still allow a 3-storey building on Moncton Street to be considered, and where there is exceptional, high quality design.

The benefits of this proposed change are that the proposed height limit better respects the existing heritage character and values of Moncton Street and ensures that new development is more compatible with Moncton Street and the Village.



What do you think about the proposal to limit the maximum height for new buildings on Moncton Street to 2 storeys?

Please give us your comments on the blue survey form.

Steveston Village Conservation Strategy—2013 Update

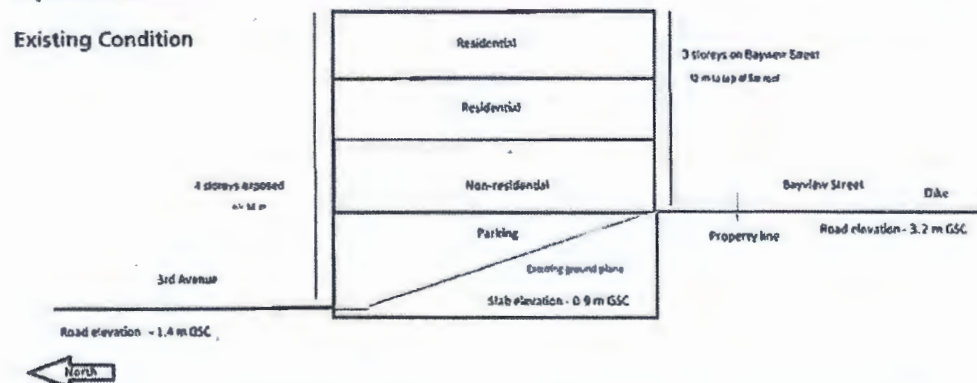
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2. Maximum Building Height on the North side of Bayview Street

New buildings on the north side of Bayview Street must address a unique condition in the Village, namely: the south part of these properties features a rising grade as they approach Bayview Street, which is the municipal dike, and the northern part of the site is lower.



The Strategy currently allows 3-storey buildings on the north side of Bayview Street. Due to the changing grade, a 3-storey building fronting onto Bayview Street will result in the appearance of a four storey building on the rear (north) of these properties, and the potential for an overly tall 3-storey building appearance on Bayview Street.



It is proposed that building height be limited to 2-storeys facing Bayview Street and 3-storeys for the north part of the site.

A 2-storey building may also feature some living space in the roof area, but only for that half of the building closest to Bayview Street. We think that this will improve the streetscape on Bayview Street, and make new buildings more compatible with existing development in the Village.

The benefits of this proposed change are that the Bayview Street streetscape retains its 2-storey character, and the north side of buildings will be 3-storeys, not 4 storeys, avoiding a dominant appearance looking south from Moncton Street.

What do you think about the proposed changes to the maximum permitted height for new buildings on the north side of Bayview Street?

Please give us your comments on the blue survey form.

PLN-43
Please fill out the Feedback form as you view the display boards.



CNCL - 550

Steveston Village Conservation Strategy—2013 Update

5

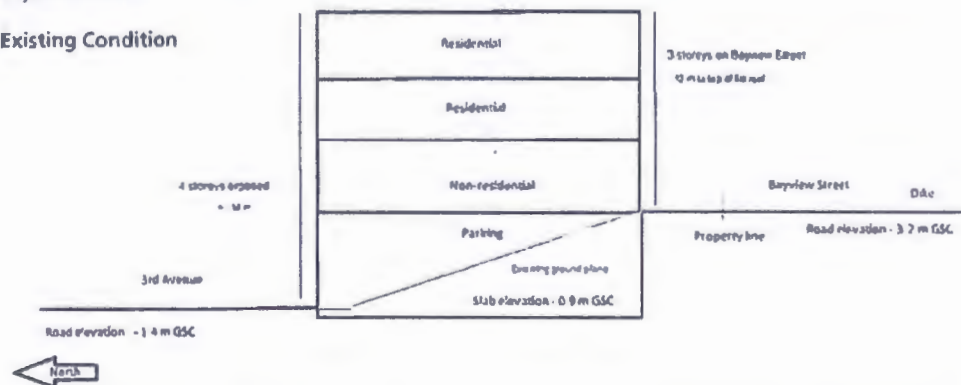
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Existing Condition



It is proposed that building height be limited to 2-storeys facing Bayview Street and 3-storeys for the north part of the site.

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The benefits of this proposed change are that the Bayview Street streetscape retains its 2-storey character, and the north side of buildings will be 3-storeys, not 4 storeys, avoiding a dominant appearance looking south from Moncton Street.

What do you think about the proposed changes to the maximum permitted height for new buildings on the north side of Bayview Street?

Please give us your comments on the blue survey form.

Please fill out the Feedback form as you view the display boards.

PLN - 43
CNCL - 551



Steveston Village Conservation Strategy—2013 Update

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3. Maximum Density on Moncton Street

As an incentive for heritage preservation, the Strategy offers a range of permitted densities for development higher than the existing zones in the Village.

The higher density is available for rezoning applications to a new Steveston Heritage Conservation Zone.

Density is measured as a ratio of building size to lot area, which is known as Floor Area Ratio (FAR).

The density permitted under the Conservation Strategy ranges from 1.2 FAR to 1.6 FAR, and is intended to financially encourage owners to redevelop their land, by maintaining or building around or on top of existing heritage buildings.

In most cases a building which achieves a floor area ratio of 1.6 would be 3 storeys tall.



Concerns have been raised that buildings with a density of 1.6 FAR would not be sufficiently compatible with the existing character of Moncton Street, and could have a negative impact on the overall look and feel of the Village Core.

As discussed on Board No.4, it is proposed to limit the maximum building height on Moncton Street to 2-storeys. Based on this limit, a reduced density of 1.2 FAR is also proposed, to ensure that these two aspects of the Steveston Village Conservation Strategy are consistent with each other.

Taller buildings with a maximum density of up to 1.6 FAR may still be considered but only in cases of exceptional design.

The benefit of the proposed change to the Strategy is to better ensure that new development is compatible with the highly-valued character of Moncton Street and the Village.

What do you think about the proposed reduction to the maximum density permitted for new buildings on Moncton Street?

Please give us your comments on the blue survey form.

Steveston Village Conservation Strategy—2013 Update

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4. Parking Incentives

As part of the incentives offered in the Strategy, new developments can currently provide up to 33% less parking than what is required under the Richmond Zoning Bylaw as follows:

Use	Current Zoning Bylaw Requirements	Currently Permitted Under the Strategy (33% reduction)
Residential	1.5 spaces per unit—provided on or off site, or cash-in-lieu payment	1 space per unit—provided on or off site, or cash-in-lieu payment
Non-residential (commercial)	3 spaces per 100 sq.m.—provided on or off site, or cash-in-lieu payment	2 spaces per 100 sq.m.—provided on or off site, or cash-in-lieu payment
Non-residential (restaurant)	8 spaces per 100 sq.m.—provided on or off site, or cash-in-lieu payment	6 spaces per 100 sq.m.—provided on or off site, or cash-in-lieu payment
General Industrial	1 space per 100 sq.m.—provided on or off site, or cash-in-lieu payment	.67 space per 100 sq.m.—provided on or off site, or cash-in-lieu payment

We have heard concerns that, if a site is rezoned to the proposed Heritage Conservation zone, taking advantage of the permitted reduction in on-site parking of up to 33%, may cause residents or visitors to have to park on the street. Additional concern was that, if this were to occur, there may not be sufficient parking for local businesses and their customers.

It is proposed to change the off-street parking requirements as follows:

Use	Current Zoning Bylaw Requirements	Proposed Change to the Strategy
Residential	1.5 spaces per unit—provided on or off site, or cash-in-lieu payment	Change from Strategy 1.3 spaces per unit—reduction of up to 15% from Zoning Bylaw requirements; minimum of one stall per unit provided on site, plus cash-in-lieu payment
Non-residential (commercial)	3 spaces per 100 sq.m.—provided on or off site, or cash-in-lieu payment	No change 2 spaces per 100 sq.m.—provided on or off site, or cash-in-lieu payment
Non-residential (restaurant)	8 spaces per 100 sq.m.—provided on or off site, or cash-in-lieu payment	No change 6 spaces per 100 sq.m.—provided on or off site, or cash-in-lieu payment
General Industrial	1 space per 100 sq.m.—provided on or off site, or cash-in-lieu payment	No change .67 space per 100 sq.m.—provided on or off site, or cash-in-lieu payment

The benefits of this proposed change is that residential buildings would provide more on-site parking. If any project proposes to provide the minimum 1.0 space per residential dwelling unit on site, a cash contribution towards improving on-street parking would be required.

What do you think about the proposed increase the parking required for residential uses in the Village Conservation Area?

Please give us your comments on the blue survey form.

PLN - 45
Please fill out the Feedback form as you view the display boards.

CNCL - 553

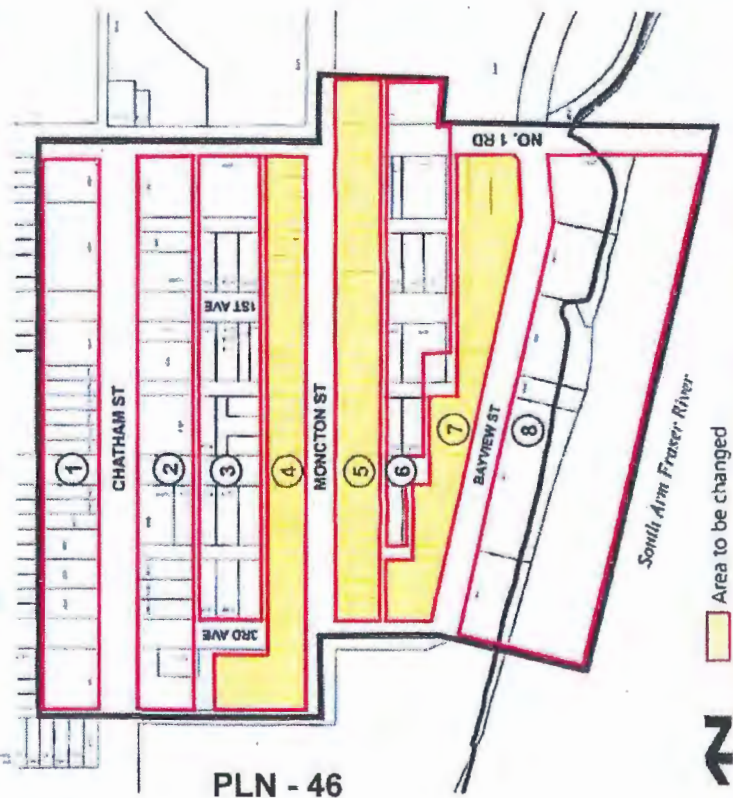


Steveston Village Conservation Strategy—2013 Update

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Summary Chart of Changes to the Steveston Village Conservation Strategy

Area 1	Area 6
Building Height	Maximum of 3 storeys / 12 m
FAR	Maximum of 1.6
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk
Area 2	Area 7
Building Height	Maximum of 3 storeys / 12 m
FAR	Maximum of 1.6
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk
Area 3	Area 8
Building Height	Maximum of 3 storeys / 12 m
FAR	Maximum of 1.6
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk
Area 4	Area 9
Building Height	Maximum of 3 storeys / 9 m—additional height may be considered on a case by case basis
FAR	Maximum of 1.2—additional density considered on a case by case basis
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk
Area 5	Area 10
Building Height	Maximum of 2 storeys / 9 m—additional height may be considered on a case by case basis
FAR	Maximum of 1.2—additional density considered on a case by case basis
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk



Please fill out the Feedback form as you view the display boards.



Steveston Village Conservation Strategy—2013 Update

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Survey

Please take a few minutes to fill out the blue Survey form regarding our proposed changes to the Steveston Village Conservation Strategy.

Your comments will help City staff and Richmond City Council determine if there is support for the proposals.

All Surveys must be submitted by **Friday, May 17, 2013** by:

- Leaving it in the drop box provided at the Public Open House; or
- Mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1; or
- Faxing it to the City of Richmond at 604-276-4052; or
- E-mailing the Heritage Conservation Survey to barry.konkin@richmond.ca at the City of Richmond; or
- Completing it online at LetsTalkRichmond.ca

Next Steps in the Process

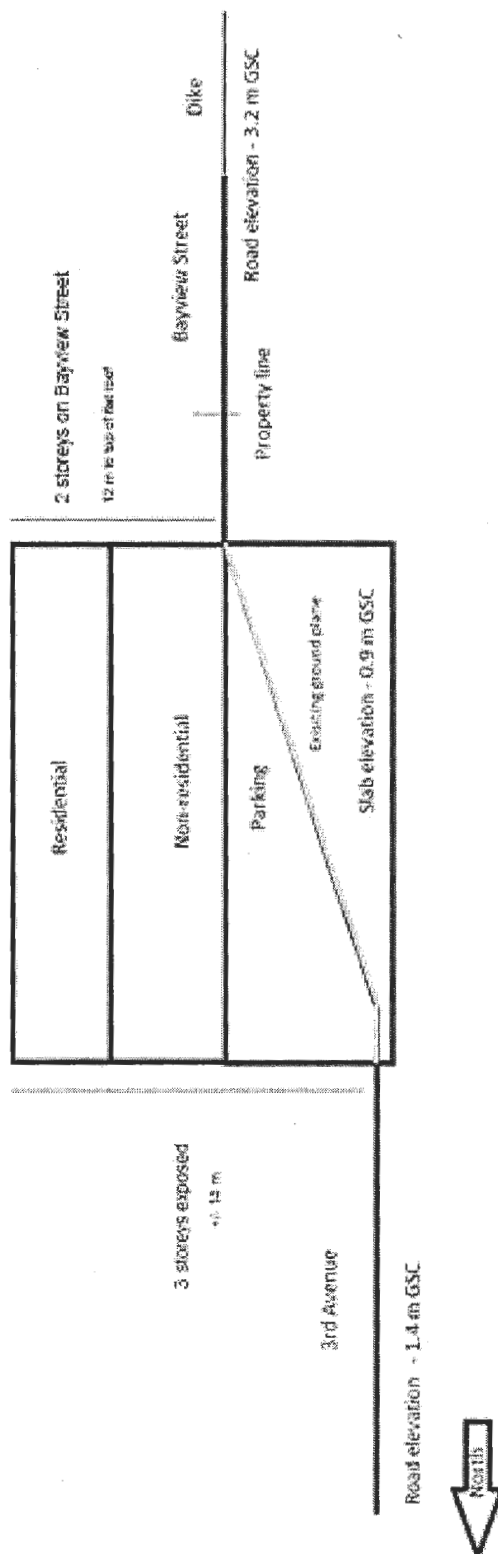
- Council will consider the public and stakeholder feedback in finalizing any changes to the Steveston Village Conservation Strategy and the Steveston Area Plan.
- As a bylaw and a Public Hearing are required for any changes to the Steveston Area Plan, the public will have a formal opportunity to comment on any proposed amendment to the Steveston Area Plan as part of the bylaw adoption process, before a final decision is made by Council.
- It is anticipated that any changes to the Strategy and the Steveston Area Plan will be brought forward for Council's consideration in the Fall of 2013.
- Please also review the display from the Transportation Division on the proposed changes to the design of Catham Street and Bayview Street.

Thank you.

PLN - 47
Please fill out the Feedback form as you view the display boards.

CNCL - 555





Roofscapes, Exterior Walls, and Finishes

The historic buildings are humble structures. They are not characterized by ornate gingerbread details or grand architectural gestures, but by natural materials used in a simple, straight forward way. New development should aim to complement, rather than copy, the style of historic buildings by:

- a) Designing buildings that have clearly articulated bases, middle sections, and tops;
- b) Providing first floor interiors which are generally high, airy volumes with large windows onto the street;
- c) Typically using doors with traditionally dimensioned frames/sills, and avoiding use of vinyl or imitation divided lights. Clear or grey tinted glass are preferred, not mirrored or other colours;
- d) Typically using windows with traditionally dimensioned frames/sills, and avoiding use of imitation divided lights and vinyl frames. Clear or grey tinted glass are preferred, not mirrored or other colours;
- e) Providing a high window-to-wall ratio on the ground floor, with a much lower ratio on street façades on the floors above;
- f) Designing buildings which focus attention on their high quality of materials and craftsmanship;
- g) Using horizontal siding as the primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco, and metal siding, along with delicate timber and metal structural elements and details;
- h) Employing construction methods that complement the material used and are consistent with past practices in Steveston, such as “punched” window openings and heavy timber, post and beam construction;
- i) “Personalizing” buildings with special architectural features and finishes (e.g., inseting building/business names, addresses, etc. into entry floors in ceramic tiles, pebbles, cut stone, brass characters, etc.).

Weather Protection

Traditional methods of weather protection in Steveston were canopies supported on posts and projecting canvas awnings. To enhance the character of the Village area, new development should continue this tradition, and ensure that:

- a) Awnings and canopies in a suitable colour that are simple, flat planes (e.g. not curves, vaults, domes, etc.), with a slope of 6 in 12 or less, and maximum valance height of 0.15 m (6 in.);

- d) Recessing building entries a maximum of 1.20 m (3.9 ft.) from the street property line;
- e) Provide a varied street façade when spanning one or more historic lot line(s) as seen in the Steveston Village 1892 Historic Lot Lines Map, by articulating the historic lot line(s) in the façade and may include height variation.
- f) Enhance public use of pedestrian arcades and courtyards by massing development to allow direct sunlight access where possible.
- g) Make use of roofs as outdoor living space except for the roof areas within 3.0 m of the street property line; use the 3.0 m zone as solar or water collection areas, or as inaccessible landscape area where no element or mature plant material is higher than 1.05 m above roof deck level.
- h) Building façades facing streets, or within 10 m (32.8 ft.) of a street, should have parapets at least 1.05 m above roof deck level.

Architectural Elements

To build on the commercial vitality of the Core Area, new development should incorporate the following:

- a) Building façades facing streets should not be set back from the street property lines, except in the following ways:
 - i) Limited setback of ground floor for pedestrian arcades along streets;
 - ii) Limited open passages to rear lanes;
 - iii) Limited recessed balconies on the second and third floors;
- b) High quality materials that weather gracefully. Preferred cladding materials to be traditional materials such as horizontal wood siding, 150mm wide by 19mm thick wood trim boards, or modern materials that effect a similar effect (e.g. cementitious beveled board that replicates the appearance of beveled wood siding); more industrial materials (e.g., corrugated metal sheeting) may be preferred in the context of existing industrial buildings;
- c) Wood framed windows are preferred, or modern materials that offer a compatible look, but not vinyl framed windows. Imitation divided lights should be avoided.
- d) Coordinate colour scheme with the streetscape. Heritage colours are preferred, although brighter colours can be used to accentuate architectural details.
- e) General avoidance of artificial materials that are made to appear as something they are not (e.g., vinyl siding

- f) In the case of residential uses, be designed to create an unique housing environment which takes advantage of the area's industrial vernacular in the form of:
 - i) Large, lofty, bright interior spaces;
 - ii) Single and multi-storey units, some with mezzanines;
 - iii) Large windows oriented to the view and sun;
 - iv) Small unit clusters, typically with individual or shared exterior stair access to grade (rather than indoor elevator access);
 - v) Weather protection over unit entries and used as special features (i.e. sun shades on windows or privacy screens on roof decks);
 - vi) Planters, window boxes, and other types of container gardens which impart a very "green" image to individual dwellings;
 - vii) Special exterior lighting which enhances personal security and the identity of individual units;
- g) Use durable materials, finishes, and details throughout the Sub-Area which are characteristic of maritime/industrial activities (i.e. metal, timber, or concrete guards and bollards near building corners where they may come in contact with vehicles or equipment); generally, the materials detailing should neatly draw attention to the meeting of different materials, assist in promoting material longevity, and promote the appearance of simplicity and grand scale of the buildings;
- h) Use changes in colour and materials to make individual buildings and architectural details distinct to create a more visually interesting environment; colouration of materials to favour natural finishes and greyed colouration of naturally weathered materials;
- i) Situate garbage away from public view and residential uses and, where necessary to accomplish this, house garbage containers fully within the principle building or a structure which enhances the appearance/character of the area;
- j) An uncomplicated materials palette of high quality natural materials which weather gracefully are preferred; wood or metal sidings are recommended, detailed simply to be compatible and distinguishable from traditional detailing. Vinyl siding is not permitted. Cementitious boards may be considered;
- k) Lighting to mark the places of entry and commercial information as part of the architectural expression, and to illuminate the building address(es). Lighting cannot be backlit plastic sign boxes with commercial information.

ATTACHMENT 7

CHRONOLOGY OF DEVELOPMENT PERMIT AREA GUIDELINES IN THE STEVESTON AREA PLAN (1980's to 2014)

Mid 1980's to 1989

- Development in Steveston was guided by the Development Permit Guidelines in various versions of the Steveston Area Plan. General and specific “sub-area” Development Permit Guidelines in the Steveston Area Plan regulated the form and character of buildings in the Village.
 - The Guidelines permitted flat roof or pitch roofs, historic-styles windows and doors with heavy wooden frames and sills, a range of materials and landscape standards.
 - Building height on Moncton was to be two storeys, and 8-9 m in height, with any portion taller than that set back a minimum of 10 m from the street.
 - Building frontages were to be a maximum of 20 m in length, and set the objective of a continuous retail and commercial use along street frontages.
- *Sakamoto Guidelines – Steveston Revitalization Area (1987)*
 - The intent of the original Sakamoto Guidelines was to encourage the authentic restoration of “heritage” storefronts in the Steveston Downtown Revitalization area. As such, the design specifications tended to be very detailed and specific to the faithful recreation of building facades from the 1900's.
 - The 1987 Revitalization Design Criteria specified that new buildings should:
 - Complement the character of the Village.
 - Be of two or three storeys in height.
 - Have simple, pedestrian scale signage.
 - Have materials that are compatible with traditional materials – wood or brick – with hand-made character of finish and decoration.

Mid 1989 to 2004

- *Sakamoto Guidelines - The 1989 Sakamoto Facade Guidelines*
 - In 1989, the Sakamoto Guidelines were included in the Steveston Area Plan and remained relatively constant from 1989 to 2004.
 - These guidelines were developed to assist in the restoration of the facades of existing heritage buildings in the Village, as well as other non-heritage buildings, which were referred to as “infill buildings”. The guidelines outline a range of approaches to facade improvements including canopies, signage, window style and finish, door style and finish and building materials.
 - Building materials for restoration of heritage buildings and infill buildings were limited to:
 - Ship lap or flat lap horizontal wood.
 - Four (4) inch lap bevel boards.
 - Drop cove horizontal wood siding.
 - Board and batten.

- Vertical channel board.
 - Wood shingles for small areas and features.
 - Gingerbread details.
 - Smooth stucco.
- The following materials were identified as not in keeping with the heritage character and were unacceptable:
 - Veneered brick, terra cotta or stone.
 - Metal siding (aluminum and steel).
 - Vinyl siding.
 - Textured stucco (California style).
 - Asbestos shingles and panels.
 - Plywood.
 - Enamel panels.
 - Ceramic or glass tiles.
 - Concrete.

2004

- In their 2004 review of the Steveston Area Plan, staff identified that the general massing objectives of the two Sakamoto documents had been incorporated into the Area Plan, but that the more specific, fine-grained guidelines with respect to the architectural detailing and building façade articulation, and the guidelines with respect to streetscape elements including lighting standards, boulevard design, parking layout and historic sidewalk treatment/materials were not included.
- These amended guidelines were incorporated into the amendments approved under Bylaw 7816, adopted by Council on November 2004.

2005 to 2009

- Council adopted Bylaw 7816 on November 15, 2004 to amend the Steveston Area Plan to include revised Development Permit Guidelines that incorporated the Sakamoto Guidelines in the Steveston Area Plan.
- These guidelines were in effect until the Fall of 2009, when Council adopted the Steveston Village Conservation Strategy, which included updated Development Permit guidelines, which incorporated what were described at the time as 'enhanced' Sakamoto guidelines into the Steveston Area Plan.

2009 to 2014

- Staff note for Committee that the 'enhanced' Sakamoto guidelines were incorporated in the 2009 Steveston Area Plan, as follows:
 - buildings are pulled to the street.
 - the preferred use of horizontal or vertical wood siding (limited use of metal cladding).
 - heritage colours are to be coordinated with adjacent buildings.

- signage is to be integral to the façade.
- doors are to be glass panel and framed with solid wood, wood panel, or aluminum.
- upper floor windows are to be framed and in a historic rhythm, different from ground floor picture windows and proportional to the elevation.
- canopies or awnings to be fabric, not vinyl.
- the use of modern materials is permitted.
- promoting the return of small scale development in the Village Core Area.
- promoting the return to larger scale development on the Riverfront Area, with simple large forms that are reminiscent of the historical buildings along the water.

Design Criteria for the STEVESTON REVITALIZATION AREA



Prepared by the Richmond Planning Department

Community Development -
Richmond

DES

CNCL - 563

DESIGN CRITERIA FOR THE STEVESTON REVITALIZATION AREA

Prepared by the Richmond Planning Department

December, 1987

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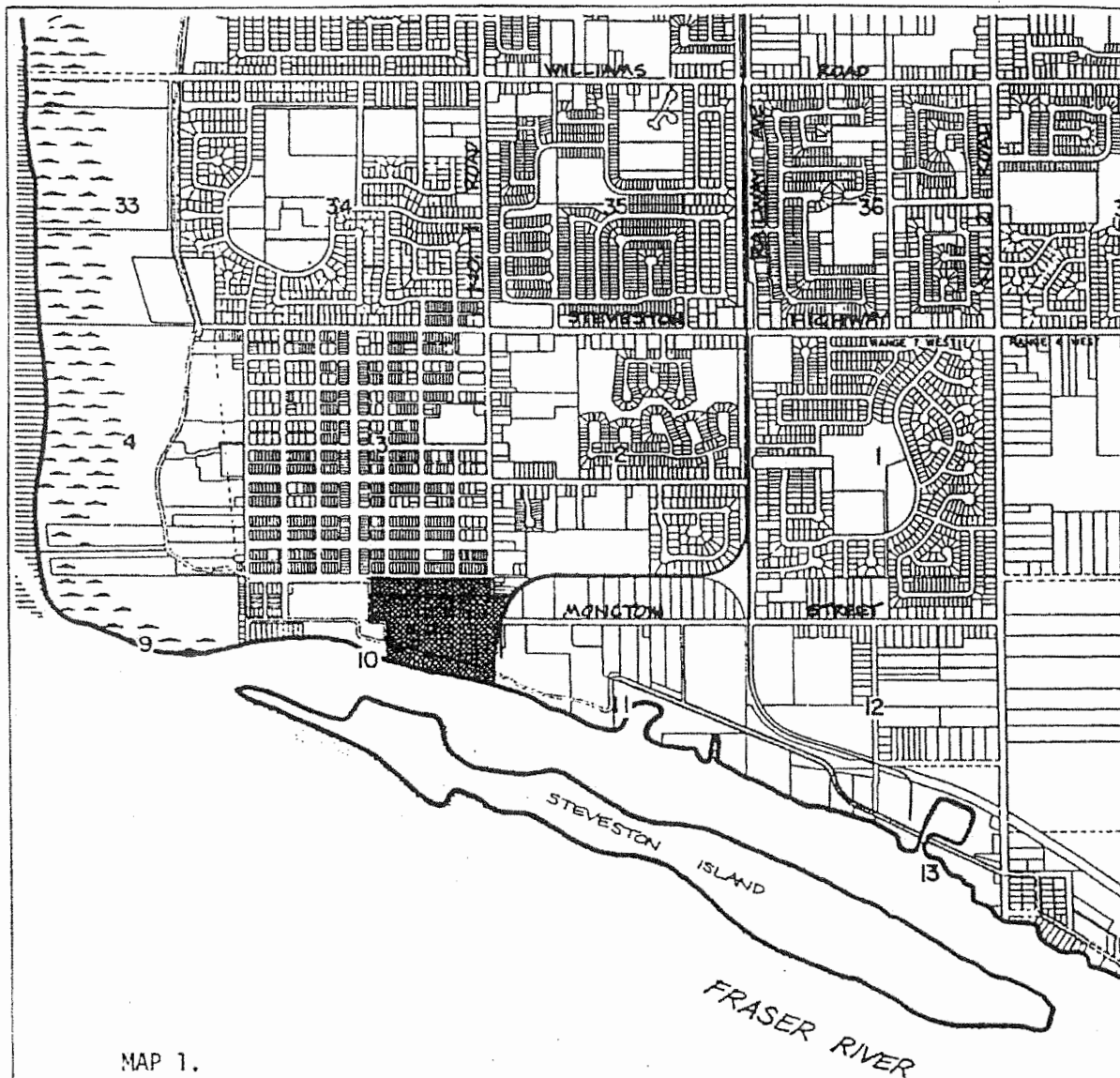
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MAP 1.

ATTACHMENT '2'
DEVELOPMENT
PERMIT
AREA MAP



REVITALIZATION
AREA

STEVESTON



0 250
METRES

JANUARY 1987

DESIGN CRITERIA FOR STEVESTON

INTRODUCTION

These design criteria are a supplement to the development permit guidelines in the Steveston Area Plan, Attachments 2 and 3. The Steveston Area Plan forms part of the Official Community Plan for Richmond. The map on page 1 shows the applicable area.

The development permit guidelines have been prepared in accordance with the Municipal Act of the Province of British Columbia, and every person who intends to construct a building or alter the land in the areas shown on the development permit map (attachment 2) must first obtain a development permit. The Permit is issued by Council subject to the guidelines described in the Steveston Area Plan. The guidelines are repeated in this document in bold type, and must be adhered to. The design criteria in this document will assist developers to understand and respond to the special conditions in the Steveston Area.

The Richmond Zoning By-law, Screening By-law,* Parking By-law,* Building Code, and Sign By-law will all affect the design of buildings in Steveston. The criteria in this document expand on both development permit guidelines and the Screening By-law regulations, therefore a separate Screening Permit is not required. A Building Permit and Sign Permit will be required after the Development Permit is approved.

1. HERITAGE BUILDING VARIANCES

Because this area is a heritage area, owners of recognized heritage buildings may have special opportunities and obligations. Buildings shown on Map 2 as potential heritage buildings may be considered for variances to the Zoning By-law (including parking requirements) and Screening By-law regulations. In order to receive the variances, applicants will be required to adhere to the form, character and building finish criteria in this document, and have a Heritage Designation By-law approved for their building.** For a list of the potential heritage buildings, refer to Appendix 5. (Buildings on this list may be removed subject to the consultant work being undertaken in 1988.)

2. DOWNTOWN REVITALIZATION AND FACADE IMPROVEMENT GRANTS

Because Steveston is also a Downtown Revitalization Area, building owners are eligible for Facade Improvement Grants. The grants are provided by the B.C. Downtown Revitalization Program and administered by the Municipality. The grants are intended to assist owners to upgrade their store fronts in accordance with local criteria, as specified under guidelines #4 in this report. Financial and procedural details regarding the grants are provided in Appendix 1.

* draft

** pursuant to the Heritage Conservation Act

3. ADMINISTRATIVE REQUIREMENTS

HOW TO APPLY FOR A DEVELOPMENT PERMIT

You will need a Development Permit if you plan to develop in the Steveston Downtown Revitalization Area.

You can obtain an application form for a Development Permit at the counter in the Planning Department. The general requirements, including a letter of intent, owner's signature, and fees are on the application form.

Before making a formal application, you may want to read this report and check servicing requirements with the Engineering Department. Planning staff will assist you with any questions regarding the application form, design criteria or general planning for the area.

PLANS AND OTHER INFORMATION REQUIRED

A complete set of preliminary architectural drawings is recommended, accompanied by a letter describing the project in full. This information is important because planning staff, the Design Panel, Council, and people on neighbouring properties will use the information to evaluate your development. Plans should include:

1. a Site Plan showing the street, surrounding properties, parking, landscaping and all major buildings. Dimensions should be sufficient to determine compliance with or variances to the Zoning By-law. Calculations should indicate parking.

Context photos, and a plan and street elevation showing adjacent buildings are requested by the Design Panel.

2. Preliminary architectural plans should indicate general interior layouts, main front entrances, balconies, outdoor living areas, amenity areas, awnings, canopies, signs, exterior elevations and exterior facade finish materials.
3. Building sections or elevations should be in sufficient detail to determine heights and bulk. Elevations should show exterior finish materials and door and window finish materials. A colour scheme is requested by the Design Panel.
4. Preliminary landscape plans should indicate required landscaping, screening, fencing, street furniture and all existing trees on the site.

HOW THE PROCESS WORKS

Development Permits are issued by Council at regular Council meetings. The process is generally as follows:

Step 1: The applicant consults with the Planning Department and obtains an application form.

Step 2: The applicant's architect prepares preliminary plans based on the Criteria for Development Permits published by the Municipality.

Step 3: The applicant submits the application form, fee, plans, and other required documentation to the Planning Department.

Step 4: The Planning Department obtains feedback from relevant Municipal departments and agencies. Planning staff will, along with the Design Panel, review the plans to determine compliance with the Criteria. The architect may make a presentation to the Design Panel.

Municipal staff will also determine the need for variances to the Zoning By-law or Screening By-law.

Step 5: Planning staff will contact the applicant if any changes to the plans are required.

The applicant's architect or landscape architect may need to revise drawings at this stage.

Step 6: When plans are sufficient, planning staff will prepare a report to Council. The completed permit and plans will be attached to the report. The Municipal Clerk will give ten days notice as required by the Municipal Act, so that affected property owners can speak at the Hearing-in-Public.

Step 7: Council will hold a Hearing-in-Public and will then consider issuance of the Development Permit, usually the same day, at a regular Council meeting.

Step 8: Staff will register the Permit on the title at the Land Registry Office.

Later, staff will inspect the completed project to determine compliance with the terms of the Permit.

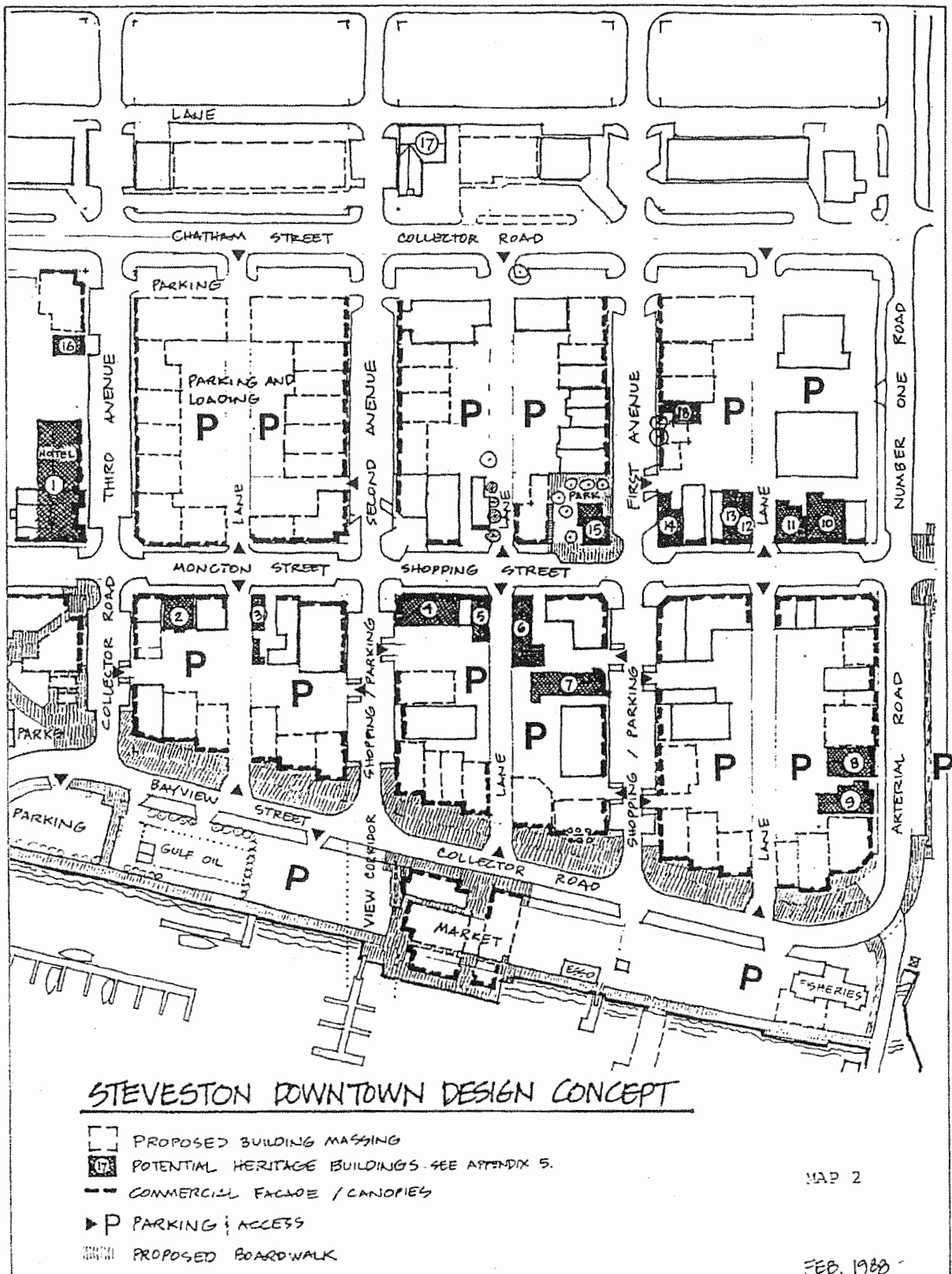
STEVESTON DOWNTOWN DESIGN CONCEPT

The design concept plan is intended to lend cohesiveness to the Revitalization Area criteria. The concept plan illustrates the important relationships between present and future buildings, streets, parking and access lanes.

The design concept shows the extent of street improvements for the foreseeable future. Number One Road, Bayview Street, Third Avenue and Chatham Street function primarily to move traffic into and out of the area. Motorists will also use Moncton to gain access, but its main function is as a shopping street with space for short term customer parking. First and Second Avenue and most lanes have extensive parking and loading and provide the main access to parking lots and shops.

The design concept also shows the approximate location and massing of new buildings. This plan is not intended to be fixed in stone, but shows the preferred street setbacks and land expected to be developed for parking. Because the concept encourages a filling-in of empty spaces and requires a continuous commercial frontage along shopping streets, the area will become more attractive to window shoppers.

Existing buildings which have heritage potential are shown on the design concept. These are the buildings where some relaxation of Zoning and Screening regulations will be considered.

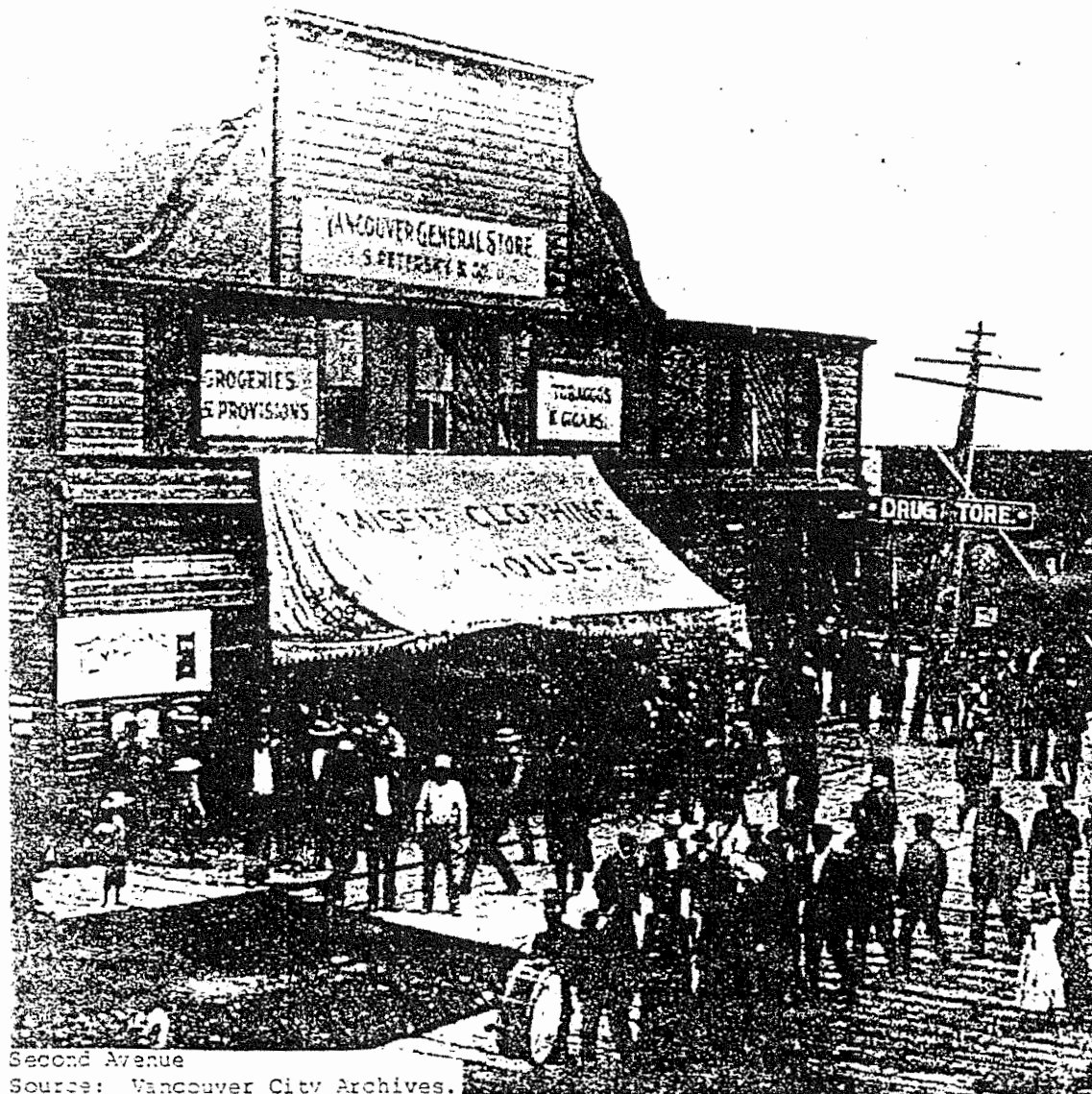


STEVESTON DOWNTOWN REVITALIZATION AREA

DESIGN GUIDELINES

1. The distinctive character of the original buildings should be preserved and restored in keeping with the styles of the era. Pre-1930 building often had false fronts, gable roofs, and canopies.

There are two distinctive types of buildings in Steveston, the commercial buildings on the Moncton Street vicinity and the industrial buildings on the waterfront. The two types are discussed and illustrated separately on the following pages. See Appendix 2 for a sketch of building types.



1.1 Traditional buildings on Moncton Street and vicinity

Today several buildings remain on Moncton Street dating from the 1920's and 1930's.

We can see from archival photographs that buildings from the turn of the century had a distinctive decorated false-front style.

Early wooden buildings, which did not survive the fire of 1918, were generally two or three storeys in height, with more elaborate ornamentation than the 1920's commercial buildings. The turn-of-the-century building typically had balconies, decorated handrails, and decorative trim. The sidewalks in front of older buildings were often protected from the weather by canopies, usually supported on carved posts with decorated brackets. These old buildings had gabled roofs with rectilinear or ornamented false fronts facing the street, and were usually one or two storeys in height.



Moncton Street

Source: Ted Clark, Richmond Archives

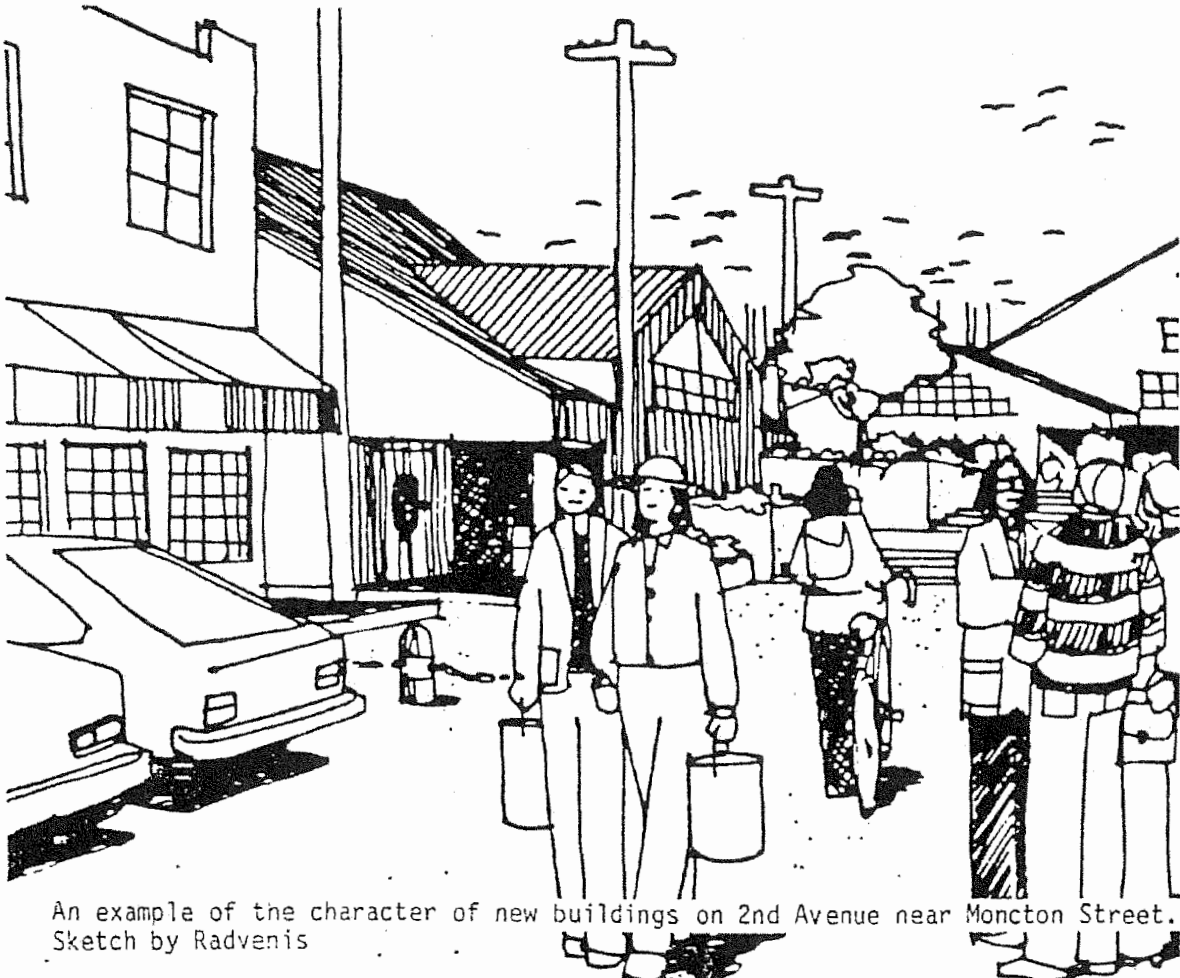
Existing buildings, if they are renovated or restored, should be based on traditions illustrated in this document. The community would like to see the following elements preserved or restored:

- . gabled roofs and false fronts
- . decorative brackets, balconies and posts
- . canopies
- . painted wooden horizontal siding or shingles
- . wooden vertical windows or bay windows

New buildings

New buildings in the area should be designed to compliment the tradition established by existing older buildings. To do this, new buildings should be of two or three stories in height, should have features of interest to shoppers, and should have simple, pedestrian scaled signs. Finish materials should be compatible with traditional materials. Replica buildings should be faithful to the buildings illustrated in this report or seen in other old photographs.

For details of building style, refer to Appendix 2.



1.2 Traditional buildings on the Bayview Street waterfront

B.C. coastal industrial architecture has traditionally considered fairly large structures with peaked roofs having ridge boards perpendicular to the shoreline. Some structures later evolved into a "L" shaped plan.

Originally, all structures had board and batten siding but in recent years most waterfront buildings have been clad in metal.

These buildings traditionally had small-panel windows, with a vertical format.



Sketch by Radvenis

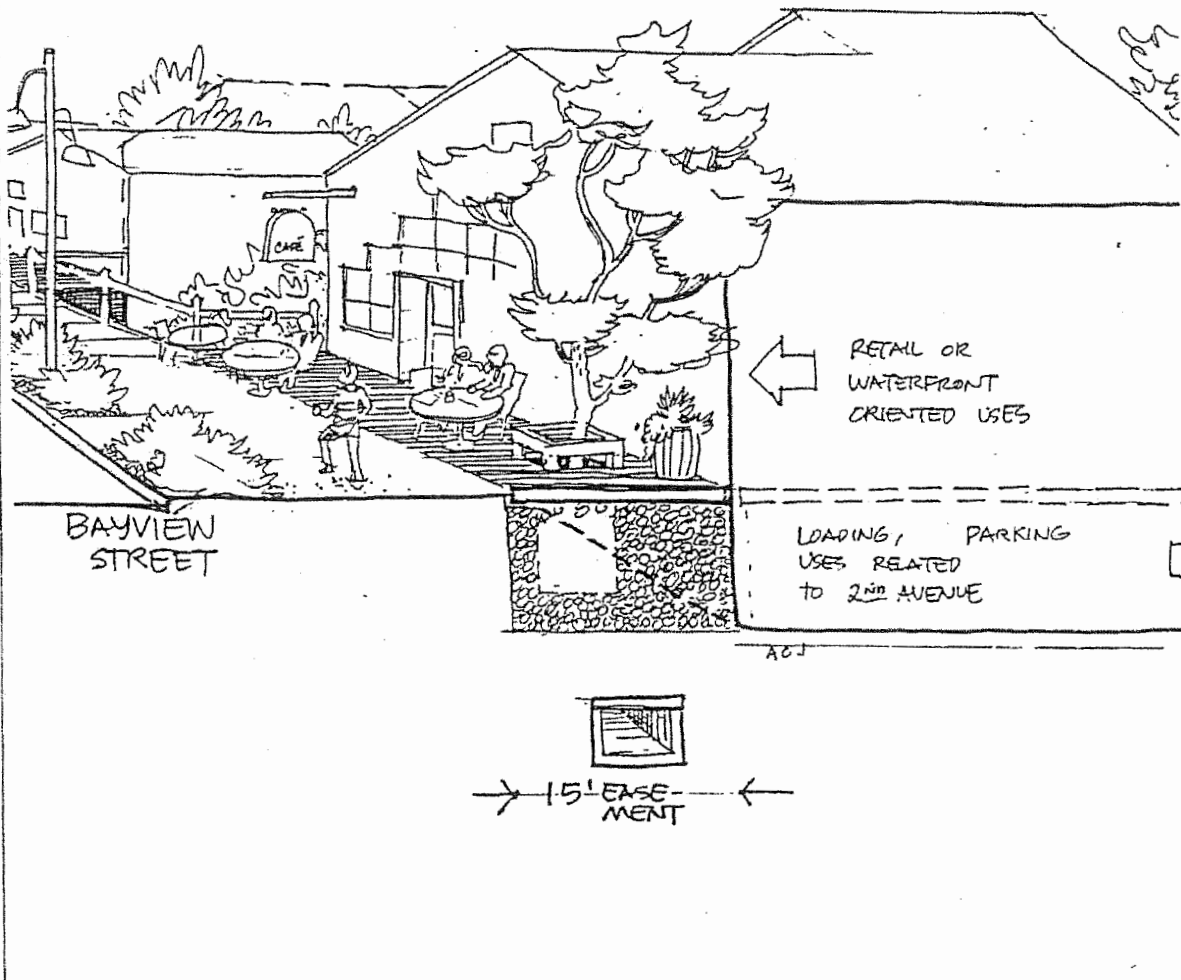
New buildings on Bayview Street

Siting of new buildings on Bayview Street or the waterfront should be with a consideration of views of the water, both for people in the new building and for people on the street. It is desirable to maintain unobstructed views of the water from all north-south streets. New buildings on Bayview Street may have a more industrial character than buildings on Moncton Street, but should not exceed three stories in height, measured from the dyke elevation. A form and character similar to waterfront cannery structures would be acceptable.

Entrances to buildings along Bayview street or the waterfront should be with a consideration of views of the water, both for people in the new buildings and for people on the street. It is desirable to maintain unobstructed views of the water from all north-south streets.

Entrances to buildings along Bayview street have traditionally been constructed of wood. Wooden boardwalks or porches with wooden handrails are therefore recommended.

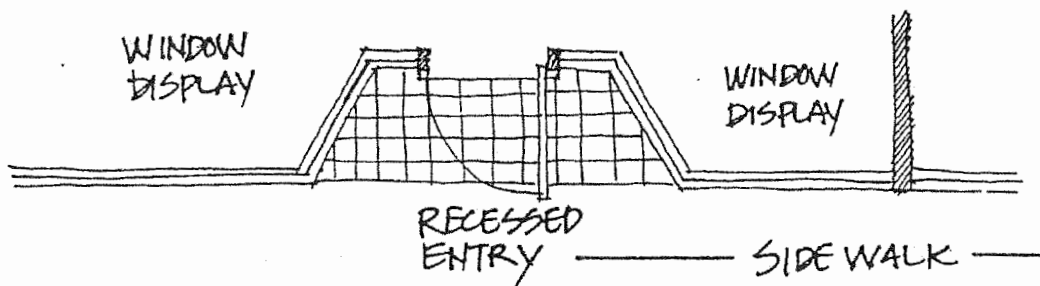
Traditionally, Bayview Street had a row of buildings facing a waterfront boardwalk. The buildings have long since been destroyed by fire. The ditch inside the dyke has been replaced by a buried culvert and a 15' easement inside the property line. Buildings cannot be built over these easements, however a boardwalk is recommended as a link between the buildings and the reconstructed Bayview Street.



2. The continuity of the commercial frontage should be maintained by having a minimum street setback, consistent with older commercial streets.

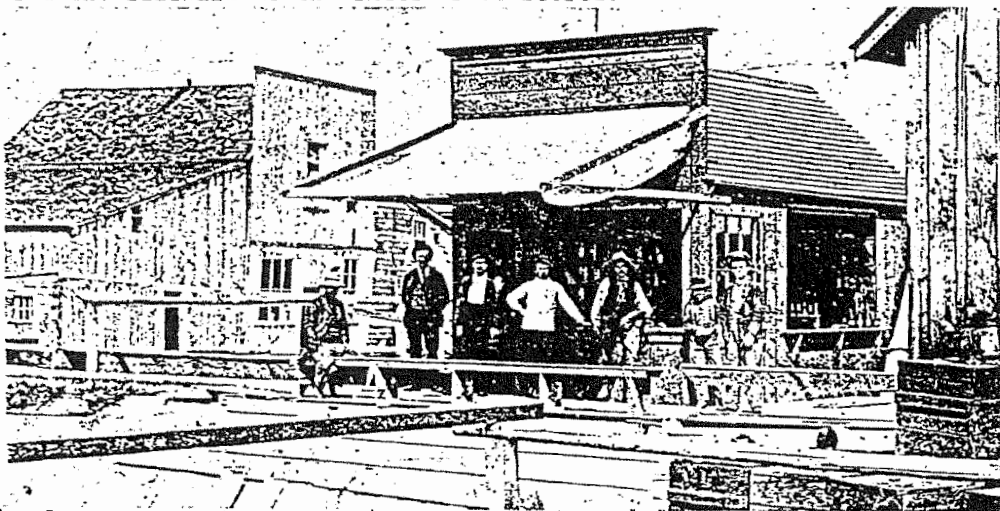
The intent of this guideline is to make it easier and more interesting for shoppers to move from store to store. The natural flow of pedestrians along the public sidewalk makes this an appropriate location for buildings. Extensive landscaping, parking, loading or storage should not be located next to sidewalks on commercial properties. (See the Design Concept for recommended commercial frontages.)

Shops should have recessed entries, as was common in older buildings in Steveston. Recessed entries increase the amount of window display area, add to the interest of the facade, and allow shop doors to open outward, safely without obstructing the sidewalk.



- 2.1 Store fronts should have windows facing commercial streets wherever possible, for the interest of passers-by.

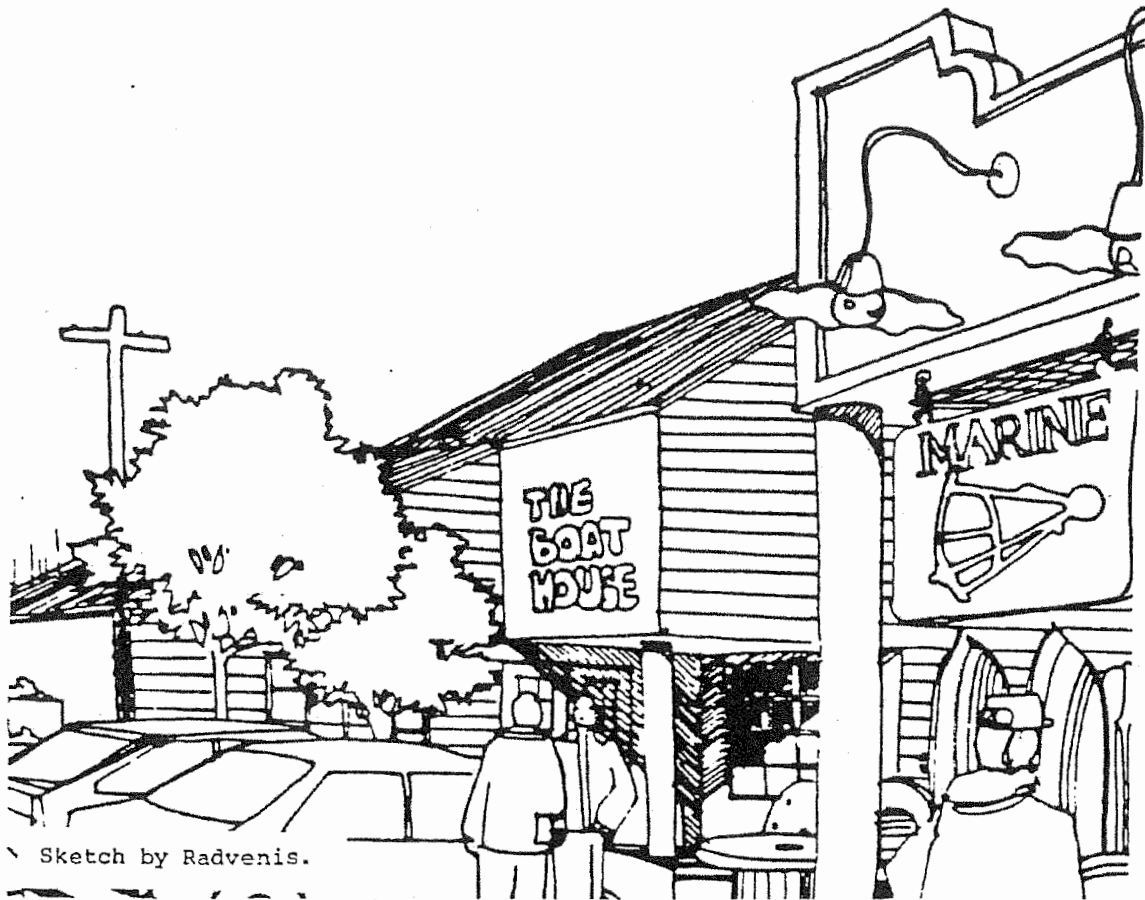
Because this is a shopping area and the guidelines encourage continuity of commercial frontage, it is important that all shops present an interesting facade to the street. Windows allow merchants to create displays which communicate the nature of the business to potential customers passing by on the sidewalk. Windows make a visual transition from the sidewalk to the interior of stores.



A dyke-front store in Steveston c. 1900 had windows and open-air counter to display and sell "groceries".

2.2 Canopies or awnings should be provided, to protect people on the sidewalks from rain and snow.

Given our climate, sidewalks should be sheltered as much as possible. The traditional method in Steveston was canopies supported on posts, or protecting canvass awnings.



Sketch by Radvenis.

Canopies projecting over public sidewalks are a special case. Canopies supported on posts should have the posts located on private property. Canopies, or parts of buildings which project over public property must conform to all codes and the owner must sign an Easement and Indemnity Agreement with the Municipality. An illustration of canopy requirements is provided in Appendix 3. New canopies may be eligible for grants from the Facade Improvement Grant Program (Appendix 1.).

3. New buildings should not exceed three storeys in height.

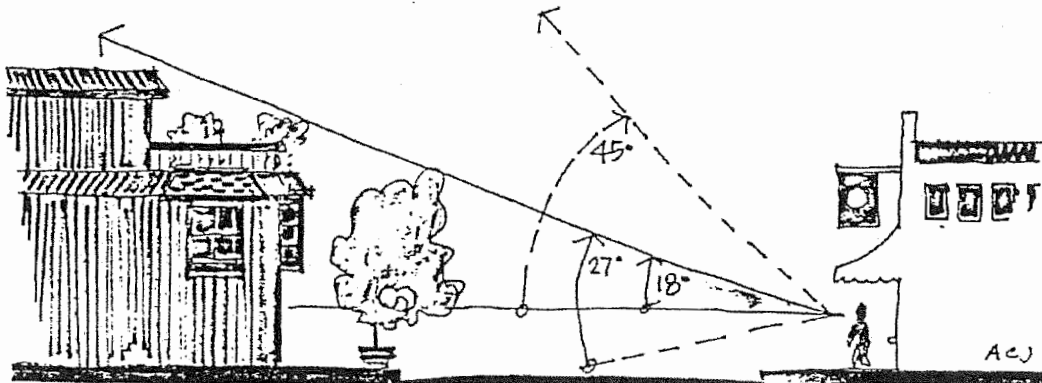
Buildings in Steveston have traditionally been one to three storeys in height. This situation was partly the result of wood frame building technology of the day, but coincidentally resulted in a pleasing relationship between buildings and the street.



The J.C. Forlong Store on Second Avenue in Steveston.

Source: Cheverton, Richmond Archives.

This small scale building in relation to a typical street is sometimes referred to as "human scale".



Human eyes can normally perceive a vertical field of vision of about 27° , or 18° above the horizon. This means that a person will feel most comfortable viewing a two storey building across a typical street. Some image of the whole remains up to 45° from the horizon. A building is considered to be of a human scale if it can be comfortably viewed at a glance. Therefore, new buildings should have a setback such that there is a height: distance ratio, taken from the opposite side of a street or park, of between 1:1 and 1:2.

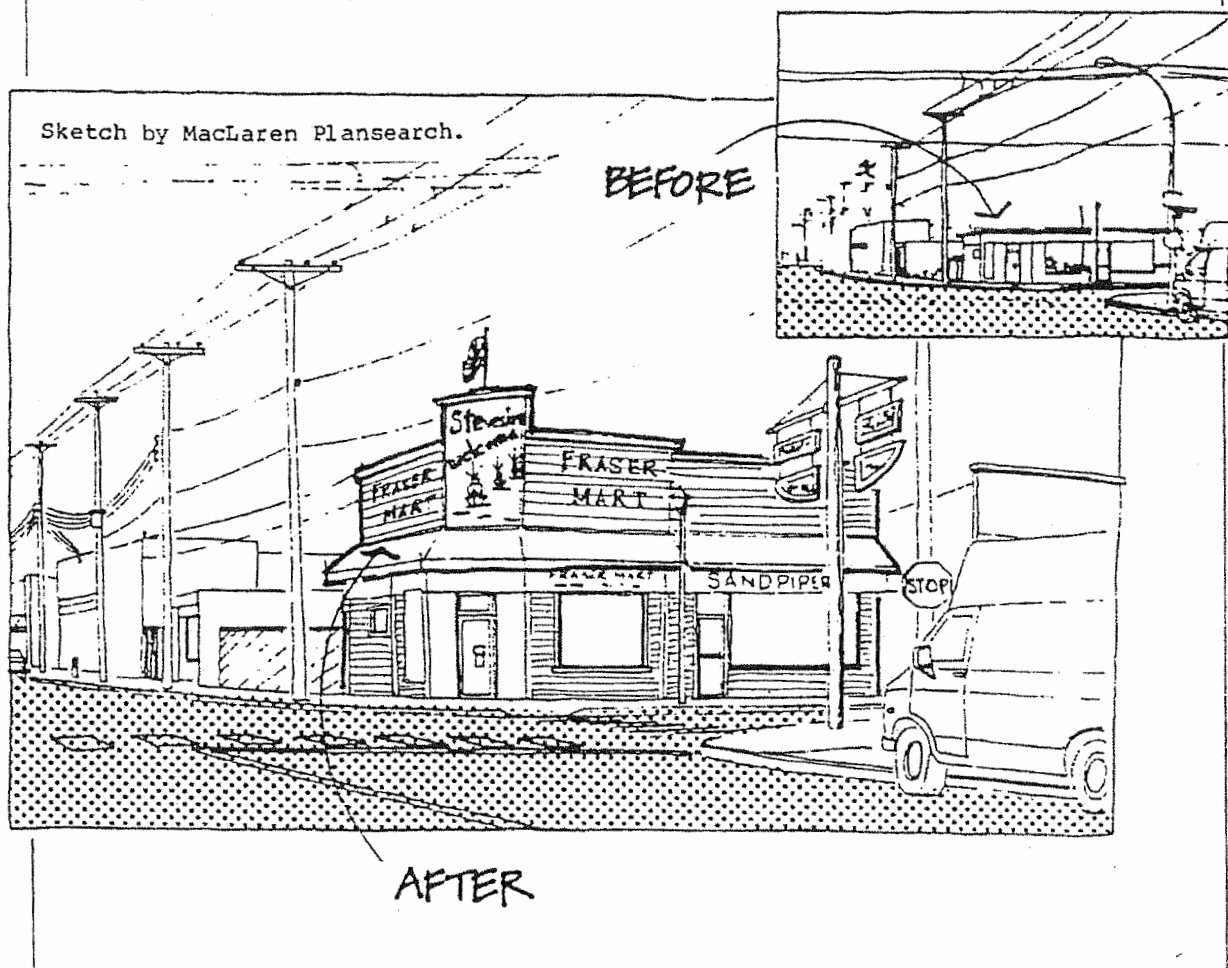
Conversely, in some cases spacing between buildings is too great, and there is no feeling of enclosure on the street. This is the opposite extreme of the "boxed in" feeling, and just as undesirable.

4. Exterior finish of buildings facing commercial streets should utilize traditional materials, or materials which are compatible with existing natural finishes.

Older buildings in the Steveston Commercial District were finished with wood. The newer buildings are generally stucco or, more recently painted concrete block. Only a few buildings survived the 1918 fire, one being the brick "Hepworth block". Other buildings of the period generally had painted shiplap or wooden shingle siding.

Finish materials for new or renovated buildings should be compatible with traditional materials, for example, wood or brick. The hand-made character of finish and decoration could be carried on with careful detailing, and some modern and machine-made materials can be successfully incorporated. Finish materials, windows, doors, hand rails and decorative elements can take up the form, character or rhythm of nearby older buildings without imitating them.

See Appendix 2 for examples of building finish and details.



5. Parking should be located at the rear of buildings, or in communal lots.

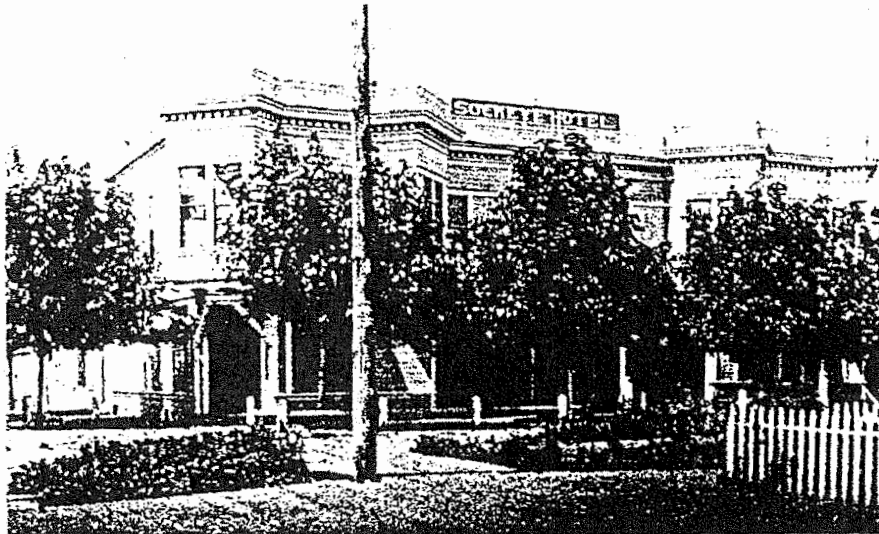
This guideline dovetails with other guidelines aimed at maintaining the vitality of the commercial street, while at the same time providing adequate customer and employee parking. There are three aspects to municipal parking policy for Steveston:

1. spaces should be provided on the street immediately in front of shops for short term customer parking, including loading zones for fishermen.
2. communal parking and loading should be provided off of lanes, at the rear of commercial buildings and on municipal parking lot(s) for long term parking, employee parking, and fishermen parking
3. parking lots should not be located in front of shops because they would inhibit pedestrian access.

A proposed parking layout for Steveston is shown on Map 2.

6. Signs for identification of businesses and activities should be in keeping with the historic nature of the town.

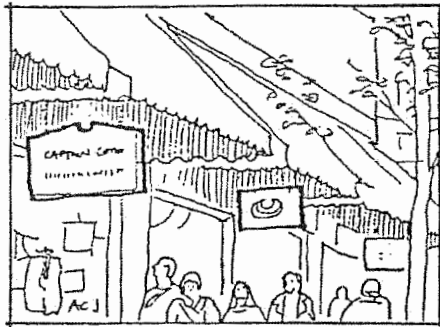
Signs in the early 1900's were usually painted on wood, either directly on the siding or on boards fastened to the fascia or suspended under a canopy. Occasionally a larger establishment, such as the Sockeye Hotel, would display a roof sign.



Roof sign on the Sockeye Hotel (now the Steveston Hotel).
Source: Vancouver Public Library Collection.

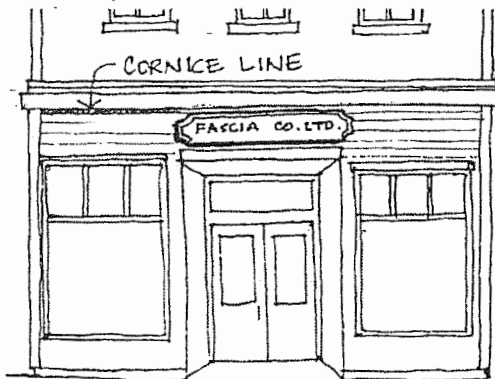
Signs should be made to be viewed mainly from the sidewalk. In some cases signs may also be designed to be viewed from the water, or from slow moving vehicles.

The following types of signs are recommended:



MARQUEE SIGNS

Are easily seen by persons walking on the sidewalk, especially under canopies. It is expected that these will replace projecting signs as new canopies are built.



FASCIA SIGNS

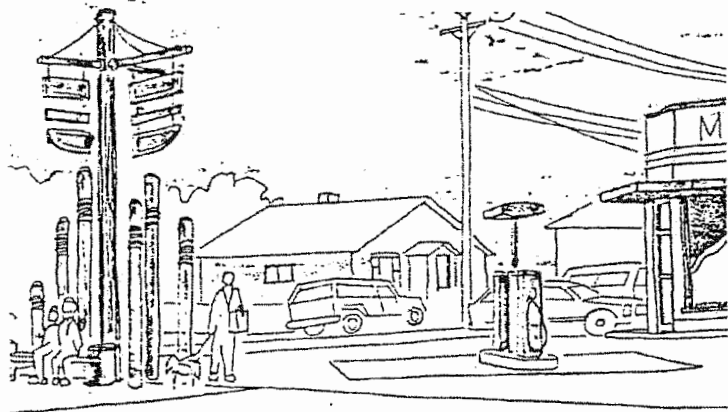
Are traditional signs in Steveston and are usually made of painted wood or metal. External illumination by spot light is most appropriate.

Fascia signs should be located so as not to obscure building details. For example, fascia signs should be located below the cornice, as shown in the sketch.



FREESTANDING SIGNS

These may need to be specially designed for Steveston since modern "standard" signs are generally not appropriate in form, materials, or size.





CANOPY SIGNS

These are also an effective replacement for the old projecting signs. They may be incorporated into a balcony or porch style sidewalk covering.



PROJECTING SIGNS

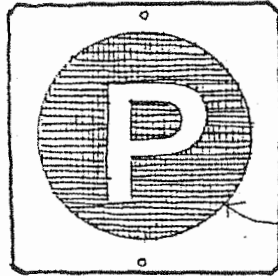
Are permitted on private property only. New signs will probably not be permitted to project over public sidewalks or lanes. Some existing projecting signs may remain, as long as they are in safe condition.



ROOF SIGNS

These signs are only recommended for industrial uses or hotels, as was the custom in the past in Steveston.

Source:
Richmond Archives



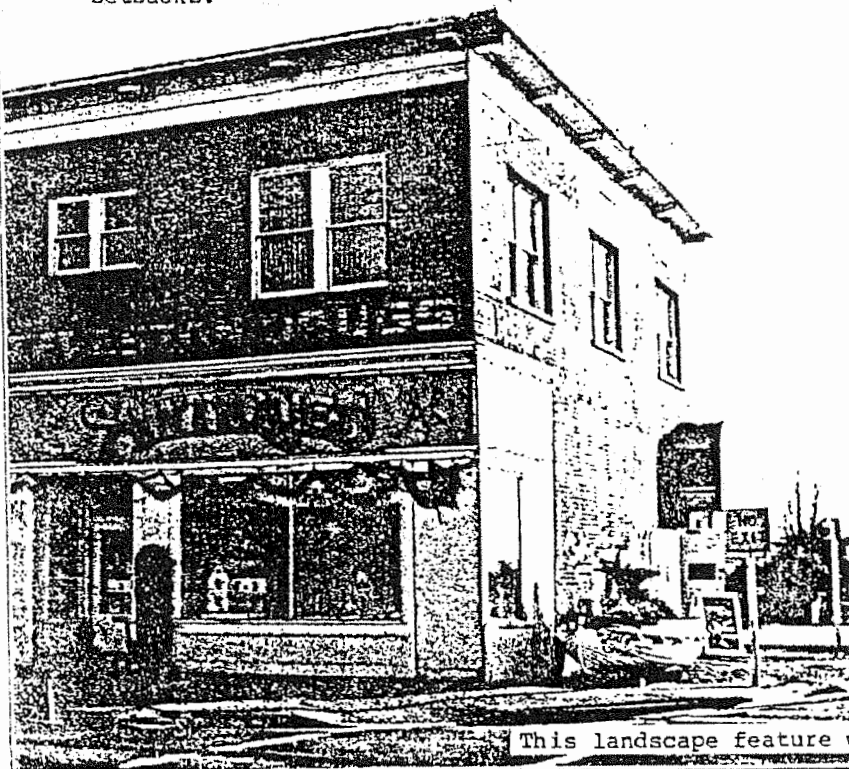
PARKING OR INFORMATION SIGNS

These will be permitted, especially to designate communal areas and parking lots shown on the plan.

Before deciding on types and details of signs, applicants should consult the Richmond Sign By-law. For example, certain signs will not be permitted. These include: readograph, third party advertising and other signs specifically prohibited by the Sign By-Law.

7. Development and redevelopment should include new pedestrian amenities, landscaping, site improvements and screening, where appropriate. This criterion refers to improvements on private property, since the Municipality will be responsible for improving street furniture as part of the Downtown Revitalization Program.

Although many buildings will have virtually no setback from the street, there may still be room for improvements at the rear of buildings, in parking areas, in window boxes, in entry recesses or in small front setbacks.



This landscape feature was a private initiative.

New pedestrian amenities could include benches, cafe tables and chairs, handrails, fountains, sculpture, porches and bicycle racks.

Landscaping could include wooden window boxes, wooden or clay pots, or barrels with flowers, hanging flower baskets or even old rowboats filled with annuals. Developers of every new building or renovation are encouraged to include some plants as described here. Perennial flowers generally require little maintenance. Annual flowers can be changed with the season. Regular maintenance of annuals is recommended, and one advantage of this small-scale potted landscaping is that the owners can remove them when their usefulness is expended. Examples of annuals are: pansies, daisies, nasturtiums or kale. A list of Perennials is provided in Appendix 4.

No large trees or shrubs should be planted on the street frontage for two reasons. Firstly there is not enough room for large growing plants. Secondly, for approximately the last 60 years, there have been very few trees in the Steveston Downtown area, and people have accepted this as a tradition.

Extensive landscaping, tree planting and screening are encouraged at the rear of buildings. The Screening By-law requires screening of parking lots from the public street. Curbs, bumpers or bollards should be provided to separate parked cars from pedestrians.

SOURCES

1. The Corporation of the Township of Richmond, Steveston Area Plan, and amendments.
2. Ross, Leslie, Richmond, Child of the Fraser, 1979.
3. Sakamoto, B., Sproule, J.K., and Hancock, J. of J.K. Sproule Architecture/Urban Design, Steveston: A Fishing Village, 1983.
4. Baldwin, P., MacLaren Plansearch Ltd., Downtown Revitalization Plan for Steveston, 1986.
5. Freschette R.I. Steveston '83 Landscape Concept, Report for the Richmond Planning Department, unpublished, 1983.

ACKNOWLEDGEMENTS

Photos: Richmond, Child of the Fraser by Leslie Ross

Richmond Archives

Vancouver Public Library

Mr. Ted Clark

Mrs. Jas Cheverton

Appendix 1

FACADE IMPROVEMENT GRANTS

The Provincial Government has designated Steveston as a Downtown Revitalization Area, which entitles shop owners to "Private Premises Facade Improvement Grants". The grants are administered by the Municipality as part of the approved design concept for Steveston. Grants are to be distributed to owners or applicants who have improved the facades of their buildings. Improvements must be to exterior walls that face public streets, land, or parking areas; or private land or parking areas that the public has access to. The grants are given after improvements have been completed and certain criteria met.

Calculation of the Grant

The grant amount is 20% of the cost of the private ground floor facade improvements up to a maximum of \$200 per metre. If a building has frontage on a side street or other public passageway, or parking area, up to 10% of the cost or \$100 per metre can be added to the grant amount.

Grant Administration

The grant is administered through the municipal building inspection process and the grant application is the actual municipal building permit. Since some types of improvements, such as cleaning and repainting, do not normally require a building permit, the Municipal Council must have indicated its agreement to have staff undertake the administration of building facade grants at municipal cost. Building permit fees are not charged for improvements which would not normally require a permit, although the owner or applicant must submit a letter stating plans and costs, and use the permit as the grant application form. The owner or an applicant (if the owner has agreed in writing to the works) presents a description or drawings of the works, as required, to the Building Inspector, who then notes the anticipated cost of the improvements on the permit. The Building Inspector also certifies on the permit that the qualifying requirements have been met, namely:

- . a Resolution of Council to permit grant administration through the building inspection process; and
- . written confirmation from the Municipal Clerk that the municipality has approved either a design or promotion and marketing concept for the downtown area.

The Building Inspector ensures that the planned works are for facade beautification and improvement, that they conform to other Municipal by-laws and are being made to existing properties. Changes to building interiors other than for window displays visible from the outside, or normal maintenance, do not qualify. Facade improvements can, of course, be carried out while other more extensive work is being done and the Building Inspector must exercise judgement as to the proportion of the work which is part of the Facade Program.

The Building Inspector also confirms the calculation of building frontage and notes this on the permit and sends a copy of the annotated, issued permit to the Ministry of Municipal Affairs.

If there are questions about a grant application, the Ministry will contact the Building Inspector within 21 days of receiving the permit copy. Otherwise it should be assumed that a grant will be payable on completion of the works.

Final Approval

Once the facade improvements have been completed and passed final inspection, the actual costs of the improvements and the Building Inspector's certification of completion should be noted on a copy of the building permit and forwarded to the Ministry of Municipal Affairs. The Building Inspector is responsible for determining what the final costs are and should be guided by the invoices, time sheets, etc., which the applicant provides. If the applicant has done some of the work, the inspector estimates what his labour would have cost and includes this in the total costs.

If improvement works have been of the type that do not normally require a building permit or Inspections, the owner or applicant has the responsibility of informing the inspector when the improvements have been completed. The Inspector then confirms that the improvements have been made and, as above, confirms their cost.

The final permit form sent to the Ministry should be a copy of the original so that the applicant's name, address and permit number are consistent on all copies.

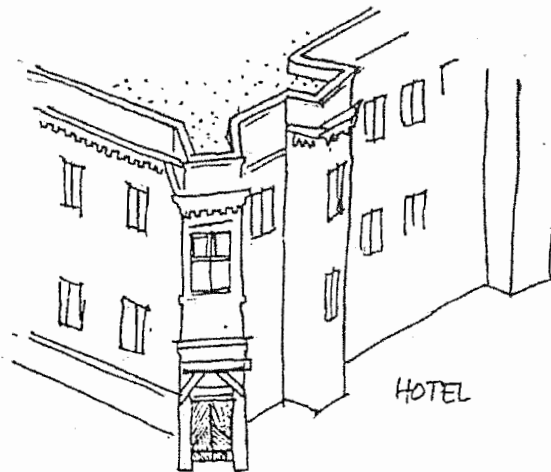
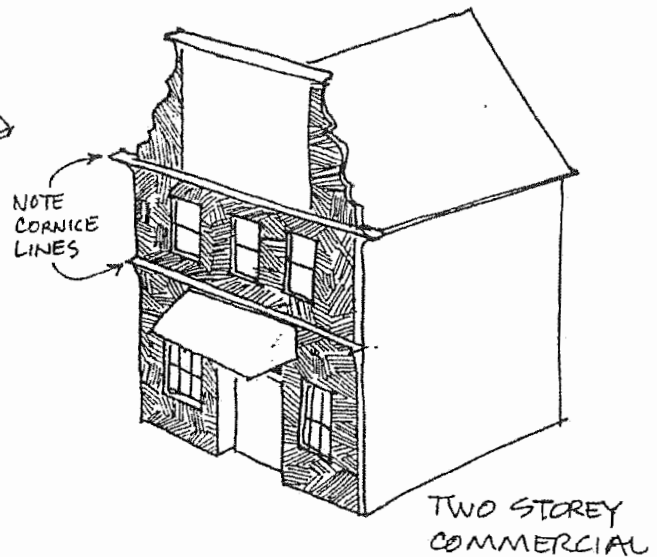
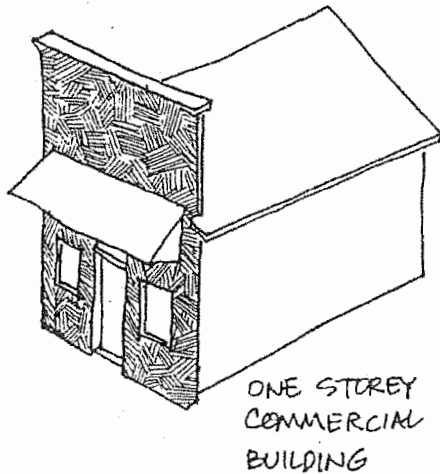
The Municipality, or an organization that it has approved for this purpose, may, if owners give their consent, undertake central contract administration for private facade improvements. This does not, however, affect the fact that grants are calculated on an individual basis.*

* This information is taken from Downtown Revitalization, a Guide, Ministry of Municipal Affairs, Province of B.C. and a Guide to the use of Development Permits in Downtown Revitalization, prepared for the Ministry of Municipal Affairs, B.C. (draft) 1987.

APPENDIX 2.

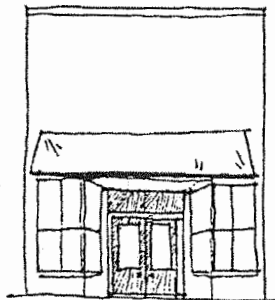
EXAMPLES OF TYPICAL BUILDING FORM AND TRADITIONAL FACADE DETAILS.

1. GENERAL FORM

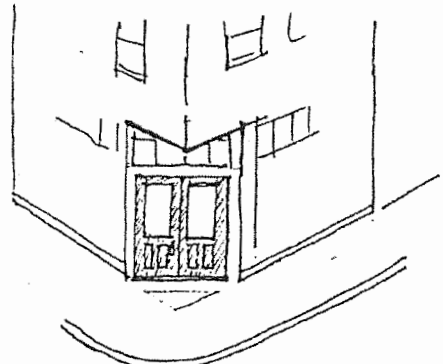


2. ENTRANCES

EARLY ENTRIES
WERE LOCATED
IN THE CENTRE
OF THE FACADE

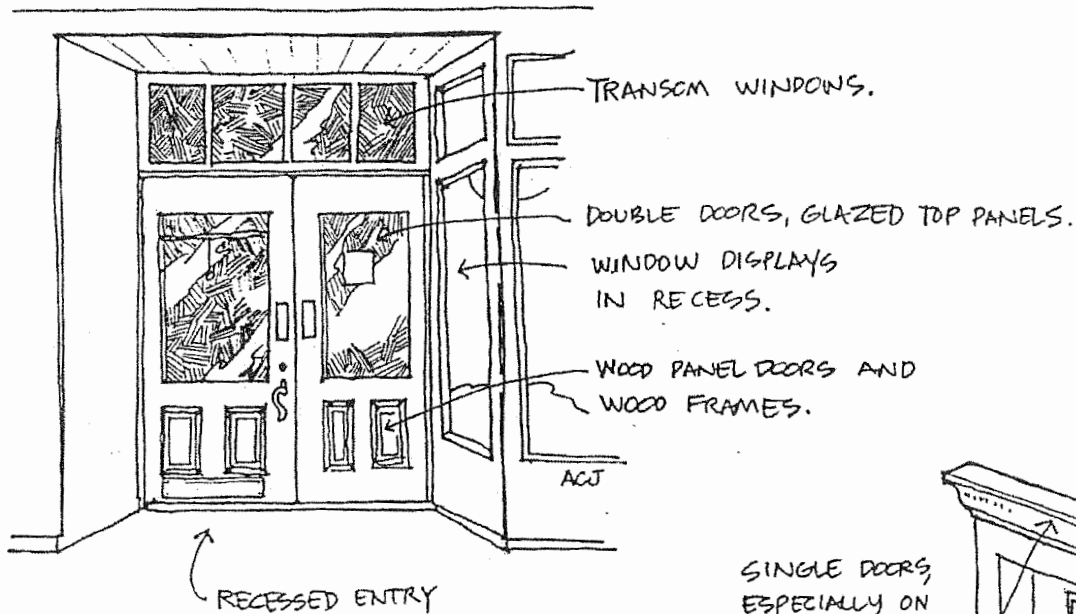


OR...
LATER ON,
SOME ENTRIES
WERE
LOCATED ON
THE STREET
CORNERS...

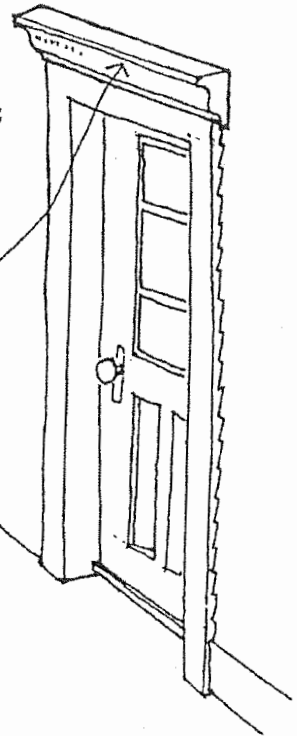


APPENDIX 2. CONT'D. EXAMPLES

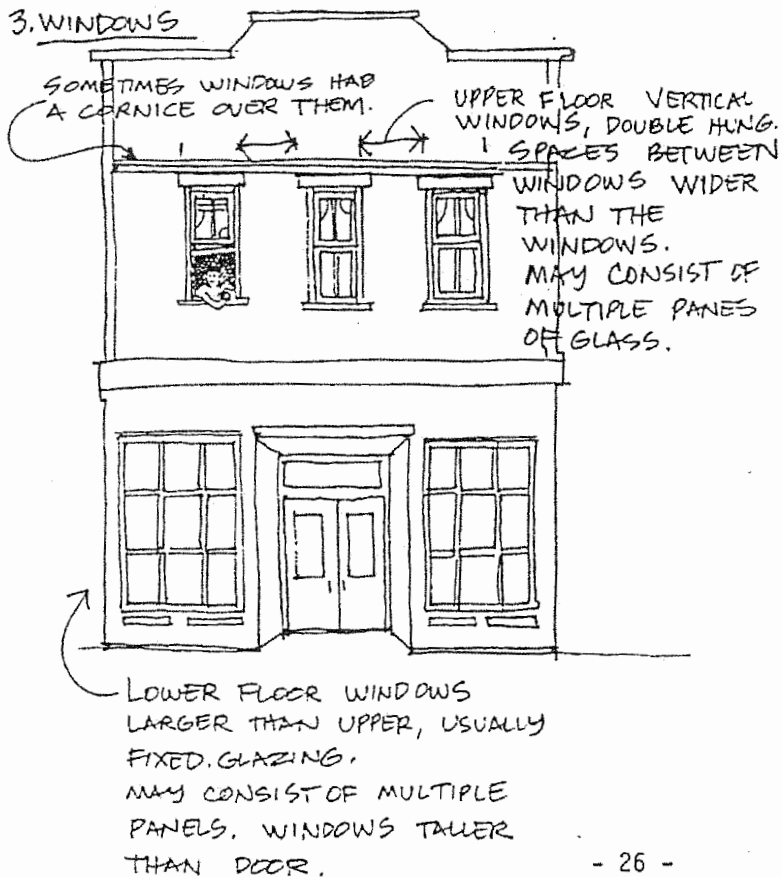
ENTRANCE DOORWAY DETAILS



SINGLE DOORS, ESPECIALLY ON BALCONIES, OFTEN HAD AN ENTABLATURE OR SHELF OVER.



3. WINDOWS

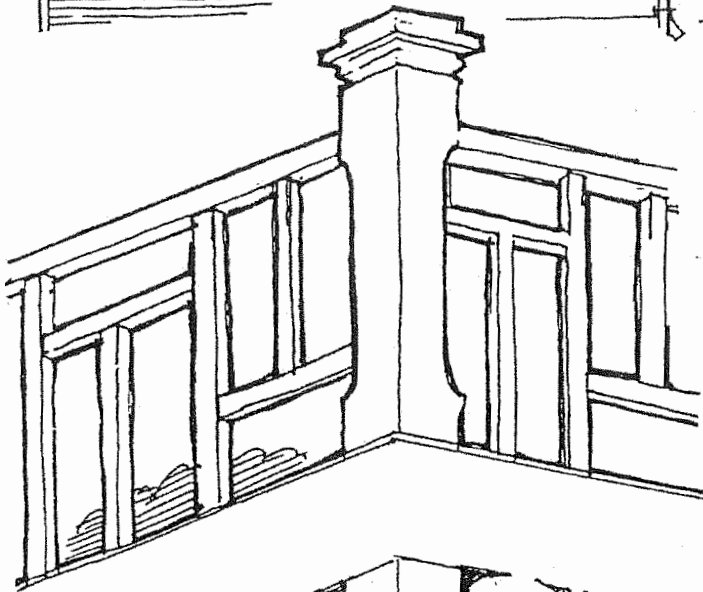
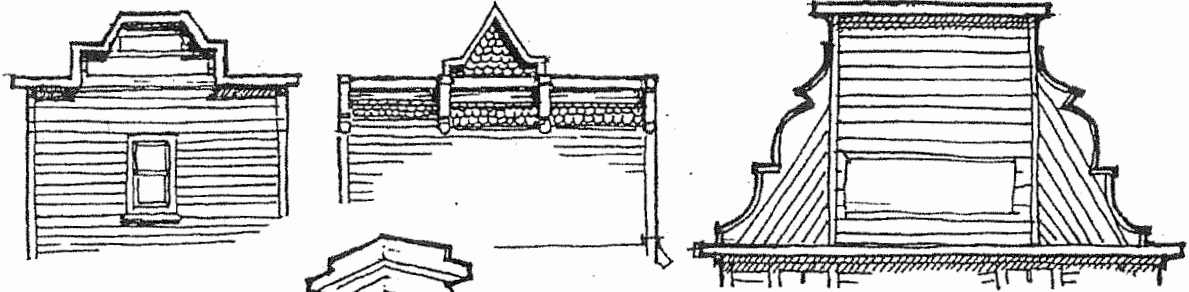


APPENDIX 2. CONT'D

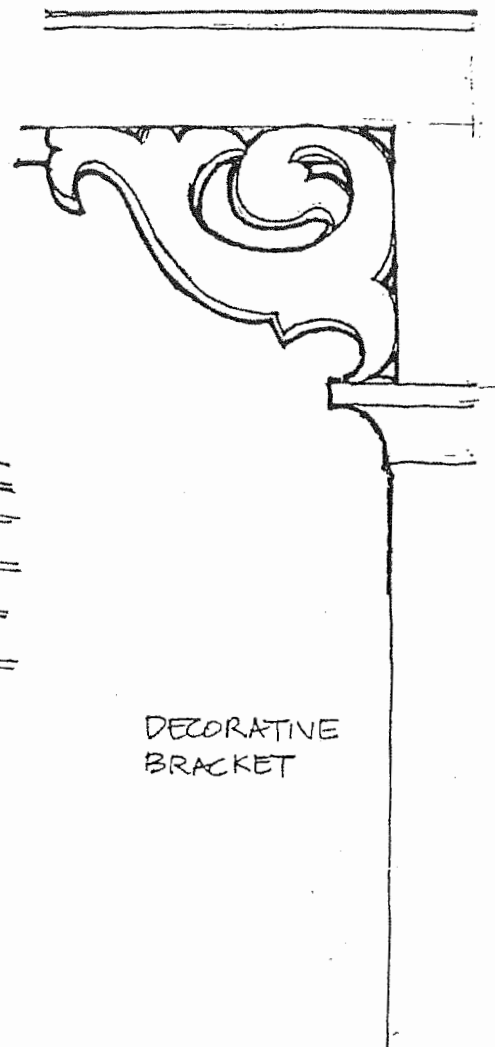
3. DETAILS

SIDING, TRIM, CORNICES, POSTS AND BRACKETS WERE ALMOST EXCLUSIVELY MADE OF WOOD.

SOME EXAMPLES OF FALSE FRONTS OR PARAPETS:



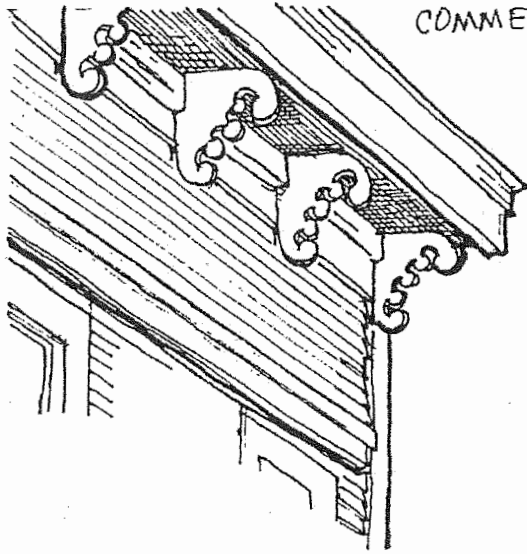
CORNER POST
BRACKET AND
HANDRAIL
DETAILS -



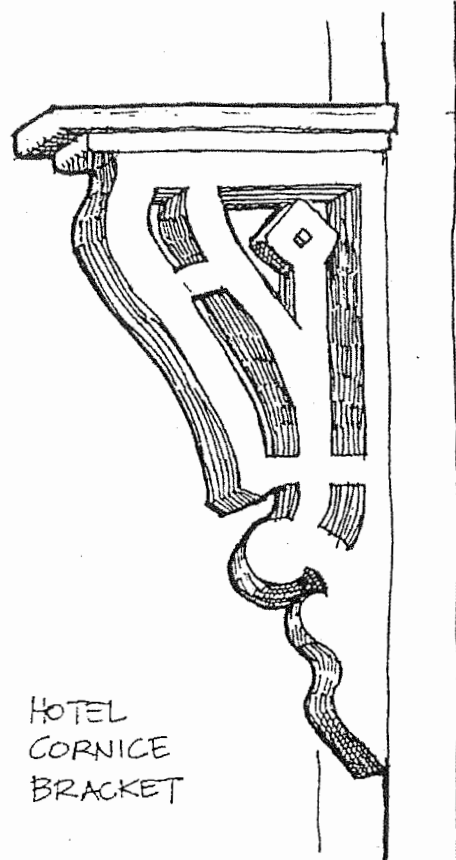
DECORATIVE
BRACKET

APPENDIX 2, CONT'D

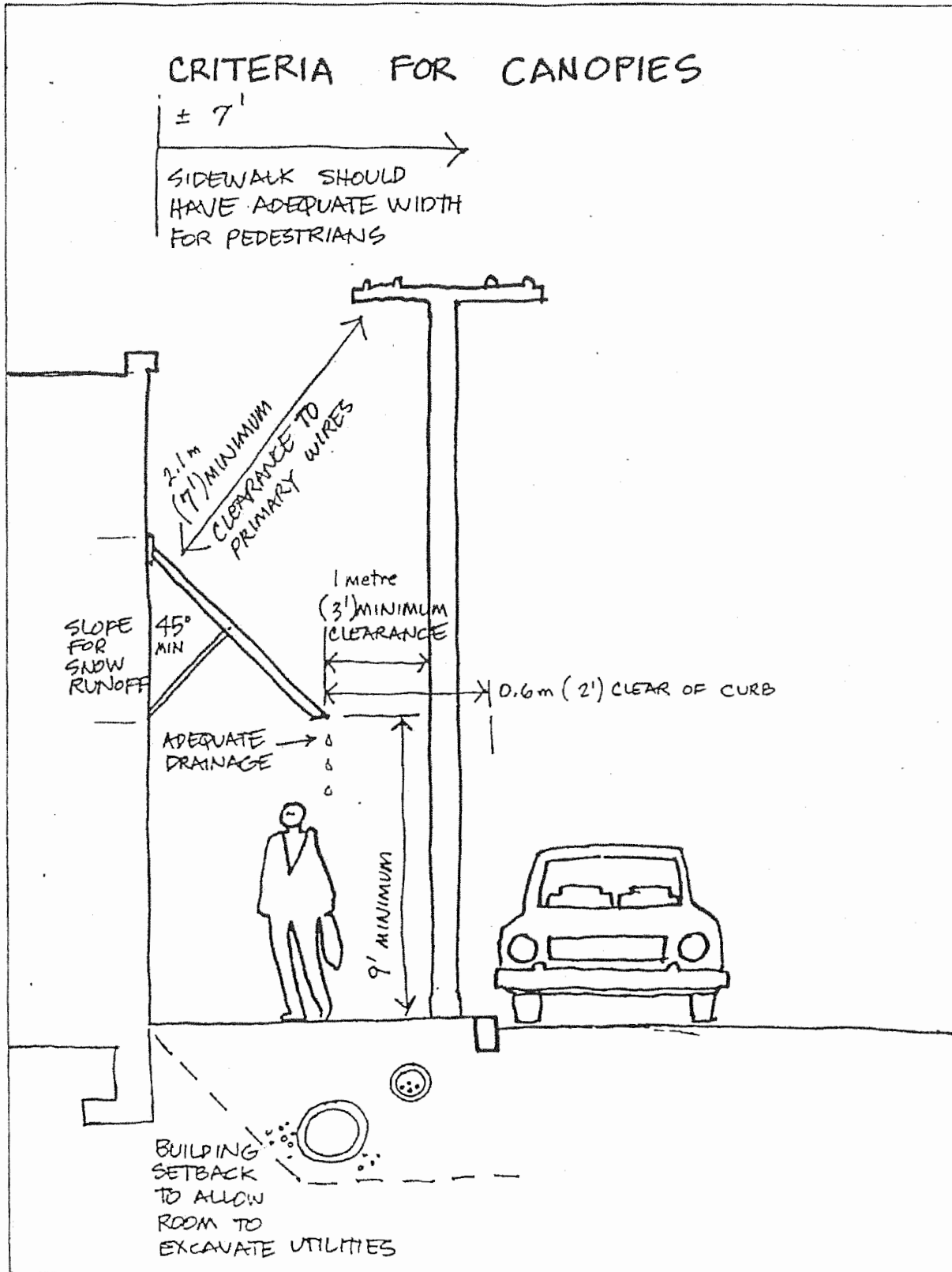
3. DETAILS
CORNICES



COMMERCIAL BUILDING



HOTEL
CORNICE
BRACKET



PERENNIAL FLOWERS

APPENDIX 4

SCIENTIFIC & COMMON NAME	HEIGHT	PLANTING TYPE										OTHER PARTICULARITIES
		EVGRN.	NATIVE	SCENT	FAVORED	BANK	DYKE	STREET	FEATURE	PLANTER	SCREEN	
Aquilegia formosa - Western Columbine	3'											Various Colors
Alyssum saxatile - Basket of Gold	1'											Yellow Flowers
Arabis alpina - Rockcress	6"											White Flowers
Arenaria sp. - Sandwort	3"											White Flwrs, Shade Lover
Armeria maritima - Common Thrift	10"											Pink Flowers
Artemisia stelleriana - Dusty Miller	30"											Yellows Flwrs, White Lv.
Asclepias tuberosa - Butterfly Weed	3'											Attracts Butterflies
Cerastium tomentosum - Snow-in-Summer	6"											Silver Gray Leaves
Chrysanthemum carinatum - Chrysanthemum	2'											Various Colors
Chrysanthemum frutescens - Marguerite	2'											White & Pink Flowers
Coreopsis grandiflora - Coreopsis	2'											Attracts Birds
Cortaderia selloana - Pampas Grass	6'											Yellowish Heads
Dianthus sp. - Pinks	2'											Various Colors
Doronicum cordatum - Leopard's Bane	2'											Shade Lover
Echinops exaltatus - Globe Thistle	4'											Blue Heads
Erigeron glaucus - Sea Side Daisy	10"											Lavender Flowers
Erigeron speciosus - Fleabane	2'											Lavender Flowers
Eschscholzia californica - California Poppy	18"											Orange Flowers
Calliandra grandiflora - Blanket Flower	4'											Red, Orange Flowers
Gypsophila paniculata - Baby's Breath	3'											Various Colors
Helianthemum nummularium - Sun Rose	6"											Various Colors
Hemerocallis lilioasphodelus - Day Lily	3'											Yellow
Heuchera micrantha - Coral-Bells	2'											Greenish White Flwrs
Iberis sempervirens - Evergreen Candytuft	1'											Pure White Flwrs.
Iris douglasiana - Douglas Iris	2'											Blue Flowers
Lavandula angustifolia - English Lavender	3'											Lavender Flowers
Lilium columbianum - Columbia Lily	3'											Orange Flowers
Limonium latifolium - Sea Lavender	2'											Lavender Flowers
Lythrum salicaria - Loosestrife	5'											Requires Moisture
Santolina chamaecyparissus - Lavender Cotton	2'											Yellow Heads
Veronica sp. - Speedwell	30"											Various Colors
Yucca whipplei - Our Lord's Candle	3'											White Flowers

Appendix 5

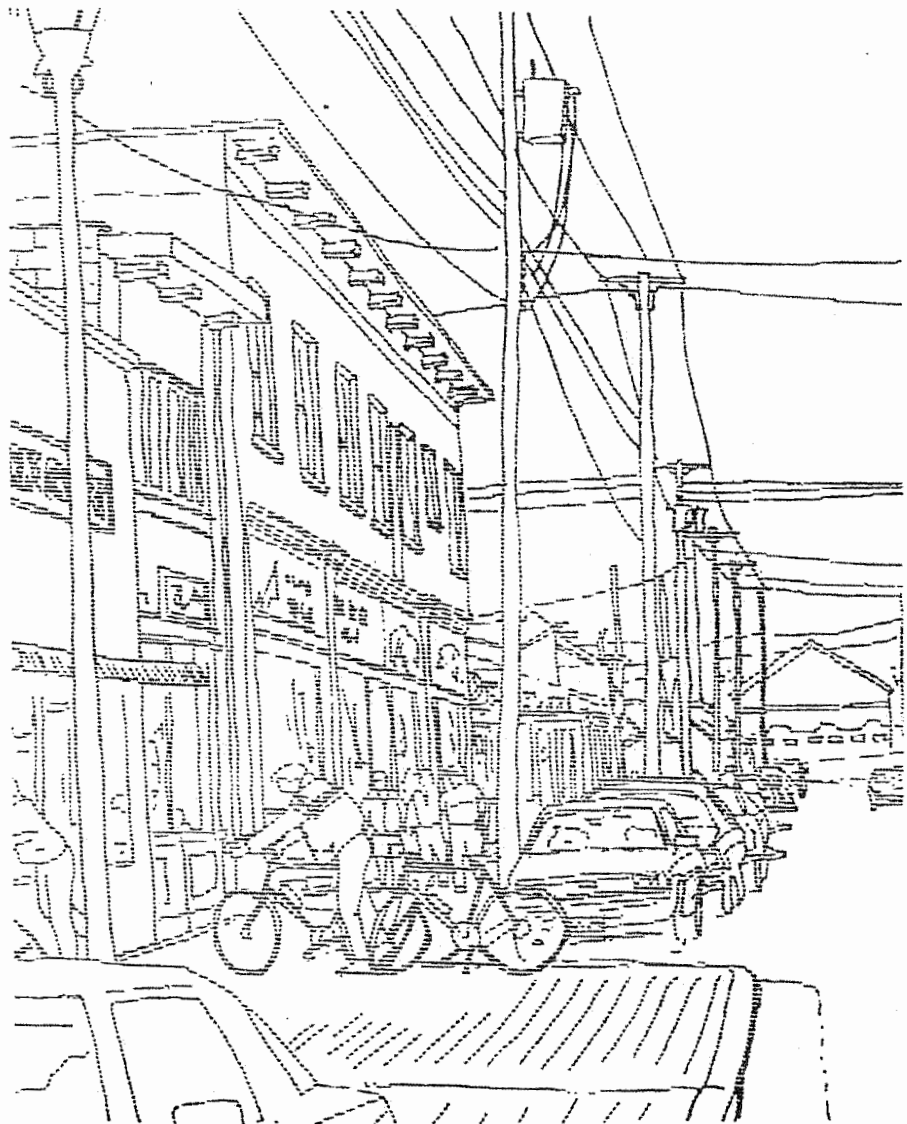
POTENTIAL HERITAGE BUILDINGS

MAP
KEY
NO.

1. 12111 3rd Avenue Steveston Hotel - Eastern Portion
2. 3420 Moncton Street - Steveston Danish Bakery
3. 3480 Moncton Street - Bookstore/retail, pre - 1925, 3 buildings.
4. 3580 Moncton Street. "Hepworth Block", pre 1918
5. 3680 Moncton Street. Marine Grocery, pre 1920e
6. 3700 Moncton Street-Redden Net Co., pre 1925e
7. 12160 First Ave-"Steva Theatre" Eastern Portion
8. 12251 Number One Rd-"Eashope", South-east building
9. 12311 Number One Road-Steveston Furniture
10. 3951 Moncton Street-Store
11. 3911 Moncton Street-Hiro's Grocery
12. 3891 Moncton St.-Store/dwelling, pre 1915e
13. 3871 Moncton St.-Store
14. 3831 Moncton St. Store
15. 3771, 3791, 3811 Moncton St.-Museum-Post Office, 1907-8. DESIGNATED.
16. 12011 Third Ave.-Municipal Building, 1925-32e DESIGNATED.
17. 3731 Chatham St.-Steveston Bicycle "Church", 1894.
18. 12020 First Avenue - former bakery - west portion

Steveston Downtown Revitalization

Corporation of the
Township of Richmond



Facade Guidelines

CNCL - 598

STEVESTON REVITALIZATION
AREA FACADE GUIDELINES

Prepared by
Bud Sakamoto, Steveston Coordinator
in consultation with Patricia Baldwin
March 1989

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(b) Facade Grant Administration	
(c) Application Form: Steveston Revitalization Facade Improvement Application	
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1. INTRODUCTION

Steveston was born in 1889 when William Herbert Steves laid out a section of his farm into town lots. Immediately development began with the following decade, the 1890's, turning Steveston into a "boomtown" with fishermen flocking in on weekends to make it not only a boisterous place, but also one of the most important cannery centres on the entire coast. From the beginning, Steveston was changing with fires playing a major role by ravaging the town. When wooden frame buildings which stood side by side caught fire, many buildings were destroyed before the fire was put out. Buildings were reconstructed with similar character and the town continued to function as a centre for the fishing industry.

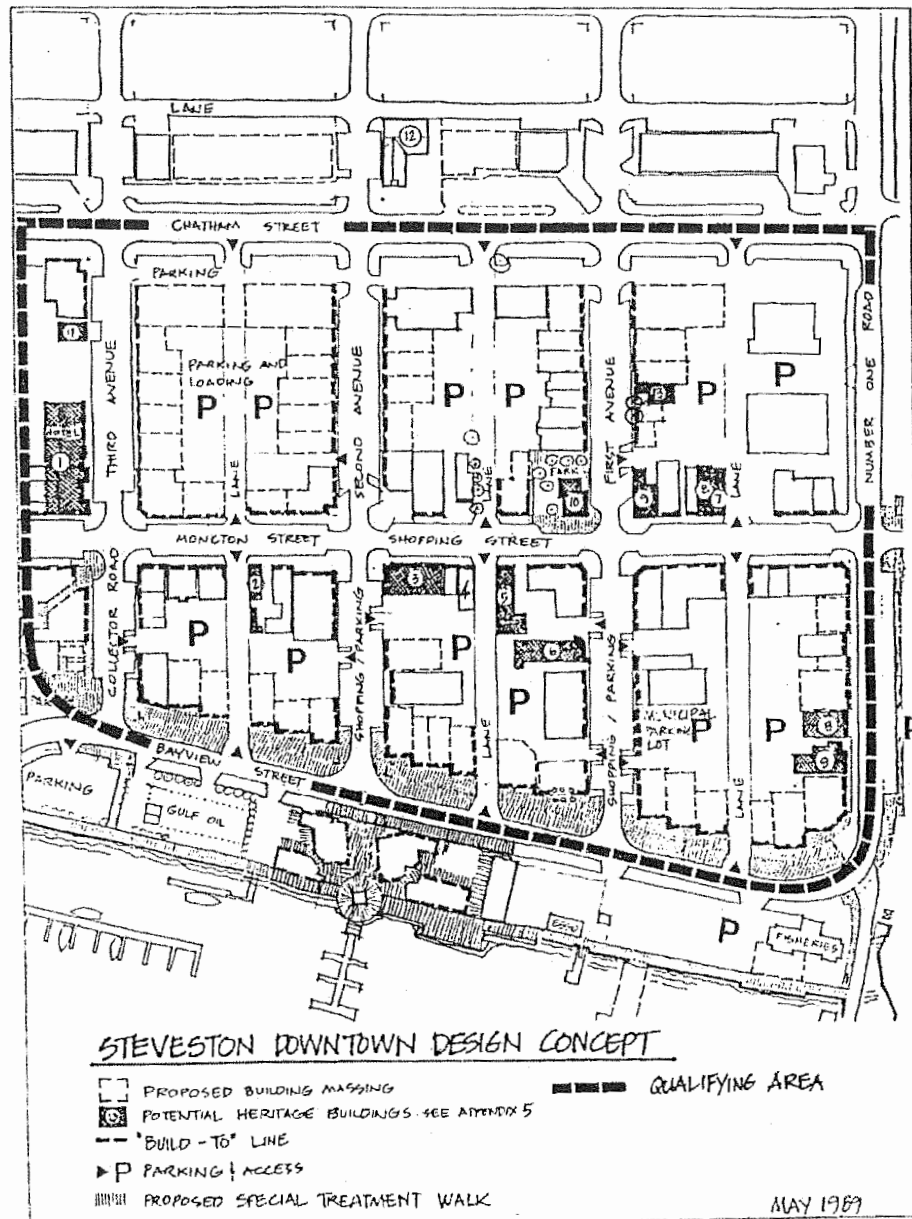
During the 1950's and 1960's, zoning bylaws encouraged demolition of older buildings and the construction of characterless concrete block structures. Steveston was then still an isolated area and the fishing industry dominated the area.

Today, there is renewed interest in Steveston. The importance of the operating fishing industry still remains, but the encroaching urban development is placing a new focus on the area. The Corporation of the Township of Richmond, through the Steveston Downtown Revitalization Committee, is committed to the fishing industry and the development of the area as a local and fishing service centre. Improvements to the street and sidewalks have been carried out as part of the Downtown Revitalization Program with an image of a working fishing town.

In the revitalization, an important component is the improvements to the store fronts. The purpose of the Facade Improvement Guidelines is to provide design guides and standards for maintaining continuity in the improvements being carried out. The Guidelines are a simplistic interpretation of Steveston's architectural past to provide a design theme for the area's improvements. The hope is for submissions of appropriate and imaginative design schemes which are beyond the scope of the Guidelines. These guidelines do not apply to new buildings. For new construction, "Design Guidelines for the Steveston Downtown Revitalization Area" should be obtained.

2. STORE FRONT FACADE GRANTS

Grants are available to both tenants and property owners who improve the facades of existing buildings. To qualify, the building must be in the Steveston Downtown Revitalization Area (see attached map) which is bounded by Chatham Street, No. 1 Road, Bayview Street and Third Avenue, including the west side of Third Avenue.



STORE FRONT FACADE GRANTS (continued)

Grants are available for improvements to exterior walls that face a public street, land or parking area, or private land or parking area that has public access. The grants are paid after improvements are completed and the design criteria of the Guidelines have been met. The grant policy for individual shops are as follows:

- | | |
|--------------|--|
| <u>FRONT</u> | A 20% grant or \$200 per metre whichever is the least. |
| <u>SIDE</u> | A 10% grant or \$100 per metre whichever is the least. It is, however, at the discretion of the Municipality to recommend a special grant of 20%, to a maximum of \$200 per metre, be awarded for corner shops with a front facing a front street and a side facing a pedestrian oriented shopping street, containing a full advertising display window. The 10% grant applies to a pedestrian oriented side street that does not have a display window. |
| <u>REAR</u> | A 10% grant or \$100 per metre whichever is the least. It is noted that the rear may be parking oriented with rear entrances from the parking area into the shops. Special grants may be considered, however, special application/documentation must be forthcoming prior to approval in individual claims. |

3. STORE FRONT FACADE GUIDELINES

3.1. Designated Heritage Buildings

Guideline: Restore designated heritage buildings.

Restoration applies only to officially designated buildings and to the improvements to the exterior of the building to as closely as possible to details and quality of the original constructed building. Only two designated heritage buildings exist in Steveston (see previous map).

3.2. Potential Heritage Buildings

Guideline: Improve potential heritage buildings to minimize change and to retain the heritage character.

The original buildings of the early "boomtown" days have long been lost. The heritage buildings that remain date back to the early part of this century. These buildings are considered potential heritage buildings.

The appearance of the potential heritage buildings should be returned to the time of early construction by removing later added exterior material, replacing missing details or repairing deteriorated materials. Adaption of construction and the use of available similar material may be considered provided the appearance is not drastically altered. The intention is the maintenance of the character of the building and not a faithful restoration as reconstruction.

Steveston is a historic town. The owners and tenants of potential heritage buildings have special opportunities and obligations.

3.3. Improvement of Infill Building

Guideline: Develop an identifiable store front for all businesses by reflecting a special character to indicate the type of business or merchandise being sold.

Most of infill buildings have been built during the 1950's and 1960's. They are concrete block structures and, in most instances, lack an identifiable feature. The store front provides the first impression of the business, identifies the premise and indicates the type of business. It provides a strategic draw for customers and an improvement to the business. It is legitimate subliminal advertising.

STORE FRONT FACADE GUIDELINES (continued)

3.4. Sympathetic Design Overview

Guideline: Improvements to store fronts should be in context of the streetscape. Relationships such as building height, store front parapet height, and canopy and fascia heights should be maintained for scale and continuity of the street and buildings.

The term "sympathetic design" refers to the concept of viewing an individual building facade within the context of its surroundings. To achieve an attractive and successful business area, the "streetscape" should be viewed as a complete unit rather than a series of individual isolated store fronts.

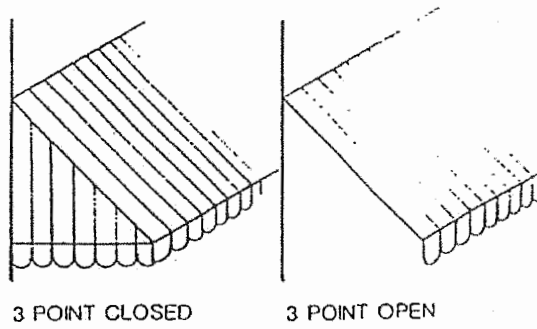
3.5. Canopies

- Guidelines:
- (a) The minimum height of a canopy over pedestrian areas shall be 2.75 metres (9.0 feet).
 - (b) The minimum clearance of the canopy shall be 0.6 metres (2.0 feet) from the curb and 0.9 metres (3.0 feet) from the utility pole.
 - (c) The required clearance to primary electrical power lines shall be 2.5 metres (8.0 feet), (see attached drawings).

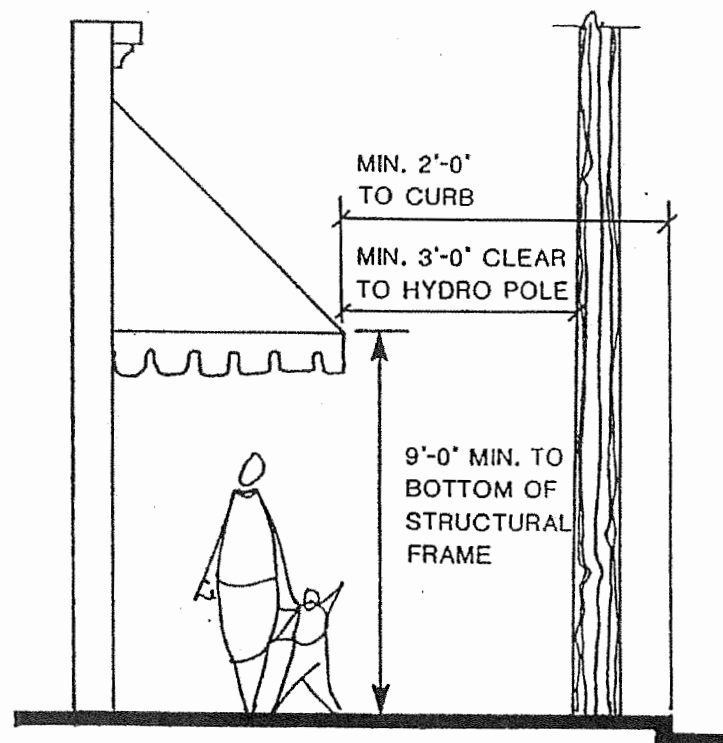
Canopies can be either an awning or a fixed structure. Awnings are fabric and frame which are attached to the face of the building. Canopies should extend out to protect pedestrians from inclement weather.

- Guidelines:
- (a) Awning frame may be rigid welded or retractable style and the fabric shall be 100% polyester with a acrylic finish and not vinyl.
 - (b) The shape of the awning may be either 3 point style with a valance or 4 point with a fascia of not more than 15 cm (6 inches).
 - (c) The color of the awning shall be suitable to the overall color scheme of the building and streetscape.

Unacceptable awning styles are quarter-barrel, half domes and projecting quarter sphere. Vinyl fabrics are not acceptable.



CANOPY-AWNING TYPES



CRITICAL DIMENSIONS FOR AWNINGS AND CANOPIES

STORE FRONT FACADE GUIDELINES (continued)

3.5. Canopies (continued)

Fixed canopies are structurally integrated features of a building face and are either cantilevered, hung or supported on a post. Any post supporting a fixed canopy is to be located on private property.

- Guidelines:
- (a) Fixed canopies may be flat or sloping roofs extending over walkways.
 - (b) Sloping canopies shall be covered with wood cedar shingles.
 - (c) Any supporting post shall be round or square wood with simple details or shaping and may be decorated with wooden brackets.

Unacceptable materials are metal, corrugated fibreglass and concrete (posts).

3.6. Windows

- Guidelines:
- (a) In the store front improvement, the display window should be designed to respect the historic rhythm and be part of the overall facade.
 - (b) The window on the upper floors should form a historic rhythm different from the picture windows and be within a proportion of the overall facade.
 - (c) The upper floor windows should be framed.

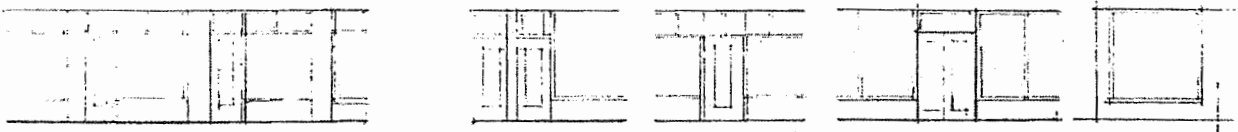
The store fronts are designed to display the business with the "picture" windows being an important feature. At street level, the windows of the store front shows the merchandise and allows visual access into the shop while at the same time forming the wall that separates the inside from the outside.

The design of the windows with transoms, mullions, opaque or translucent glass and multiple glass panes form important patterns in the overall store front facade. The lower portion usually referred to as the "bulkhead", is part of the designed window. The picture window creates store front rhythm and the streetscape.

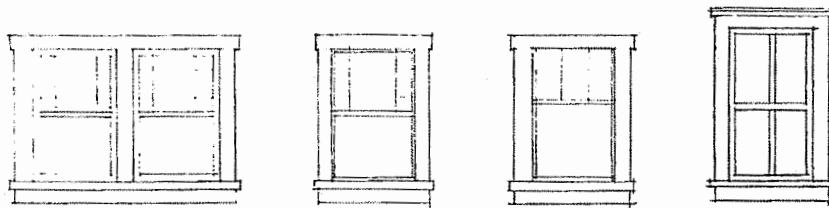
STORE FRONT FACADE GUIDELINES (continued)

3.6. Windows (continued)

Acceptable picture windows are as follows:



Historically, the pattern of the windows on the upper floor is different from the picture windows. They form a rhythm which is in keeping with the overall facade. Acceptable upper floor window patterns are as follows:

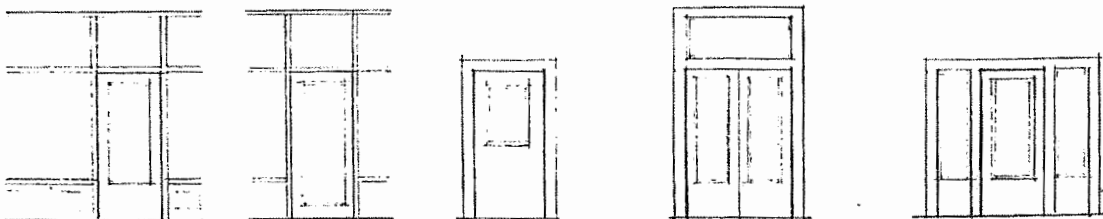


The window frames may be wood, white or coloured aluminum or steel and the glass may be clear or grey tinted. All other colored or mirror finish glass is unacceptable.

3.7. Doors

Guidelines: (a) Doors should be designed to be part of the overall store front character and should have glass panels.

(b) Acceptable doors are as follows:



STORE FRONT FACADE GUIDELINES (continued)

3.7. Doors (continued)

- (c) Acceptable doors are solid wood, wood panel and aluminum frame. Doors without glazing and metal doors are not acceptable.

3.8. Signage

- Guidelines:
- (a) Signs for the building should be an integral part of the facade design.
 - (b) Signs consistent with the Sign By-law should be approved along with the facade design.

Often signs are attached to the building as an afterthought. They are part of carrying out business, but are neglected until the business is about to open.

The prerequisite of a good sign is a clear message and legibility. A balance where neither the building or the sign dominates is needed for the building and the signs to be read. The importance of one well located sign over many signs needs to be stressed. Signs conceived independently can create a discordant image of the downtown and a rash of street signs results in the loss of the purpose of signage. For Steveston, the signs need to be oriented to slow moving traffic and predominantly to pedestrians.

Acceptable signage is as follows:

Fascia Signs: These are flat rectangular signs placed above the store front (as the buildings main business identification). The message in the sign board should be restricted to the name of the business for the sake of clarity; but may include a very brief trade description. In place of sign boards, but in keeping with a similar intent and flavor, signs may be painted directly on to the building facade, generally on the upper storey.

Sign boards may be illuminated from the back or painted boards may be illuminated with fixtures which are in keeping with the facade character.

Window Signs: These are painted on the inside of the main display window. The message should be kept brief, usually to the name of the business; but may include a brief trade description.

STORE FRONT FACADE GUIDELINES (continued)

3.8. Signage (continued)

Projecting or Hanging Signs: Signs may be hung along the store front or perpendicular to the building face. The message should be kept brief and to the business name or logo.

Awning Signs: These signs are painted directly onto the face of canopy, front edge (valance or flounce) or side panel. These messages should be restricted to the name of the business and logo. Back lit awning signs are unacceptable. A Sign Permit will be required for awning signs.

3.9. Building Materials and Finishes

Guidelines: (a) Building materials added for store front improvements should be restricted to the following:

- ship lap or flat lap horizontal wood
- 4 inch lap bevel boards
- drop cove horizontal wood siding
- board and batten
- vertical channel board
- wood shingles for small areas and features
- gingerbread details
- smooth stucco

(b) Acceptable finishes are as follows:

- natural weather
- transparent and opaque stains
- paint

Materials and finishes which are not in keeping with the historic character of the town are unacceptable. These are as follows:

- veneered brick, terra cotta, or stone
- metal siding (aluminum and steel)
- vinyl siding
- textured stucco (California style)
- asbestos shingles and panels
- plywood
- enamel panels
- ceramic or glass tiles
- concrete

An existing concrete block wall may be painted provided the store front painting schedule is within a context of an overall design concept.

STORE FRONT FACADE GUIDELINES (continued)

3.10. Color Coordination

Guidelines: (a) Color schemes for buildings should use only heritage colors.

(b) Color schedules for facade improvements shall be submitted with samples along with the color samples of the adjoining buildings.

(c) The appropriate use of colors can dramatically increase the visual impact of a building as well as the surrounding context. In selecting the color scheme, neighbouring buildings, building function, surface material color balance and color contrast should be considered. Acceptable colors are as follows:

- natural colored wood
- stained wood
- heritage color of paint manufacturers
- colors to accentuate architectural details

Unacceptable are extensive bright colors, use of pure white in large masses, monochromatic and monotone color schemes.

3.11. Lighting

Guideline: Lighting should be provided to illuminate the store front facades, windows and signs.

For Steveston, the street lighting provides illumination for the requirements of the street. Buildings, facades and signs are not conveniently highlighted from the street.

Designed illumination can highlight special features of the facade, well prepared signs, main entrances and tastefully prepared displays. For businesses which operate after dark, special care should be given to lighting.

For signage, lighted signs need not be limited to the standard internally lit plastic-face box. Alternatives may be more attractive, more effective and more affordable. Direct illumination of a sign with hooded lights or goose necked lamps is a traditional form of lighting. Other acceptable methods of lighting are concealed spotlights, recessed fixtures, exposed industrial lights and historical feature fixtures which are integrated into the design of the facade.

STORE FRONT FACADE GUIDELINES (continued)

3.11. Lighting (continued)

The plastic-face sign box is a fact of life today. If a box is to be used, effective designs should fit the sign into a framework and into the building facade. The background should be dark colored with light lettering and the plastic face should be matte finished to minimize the sheen.

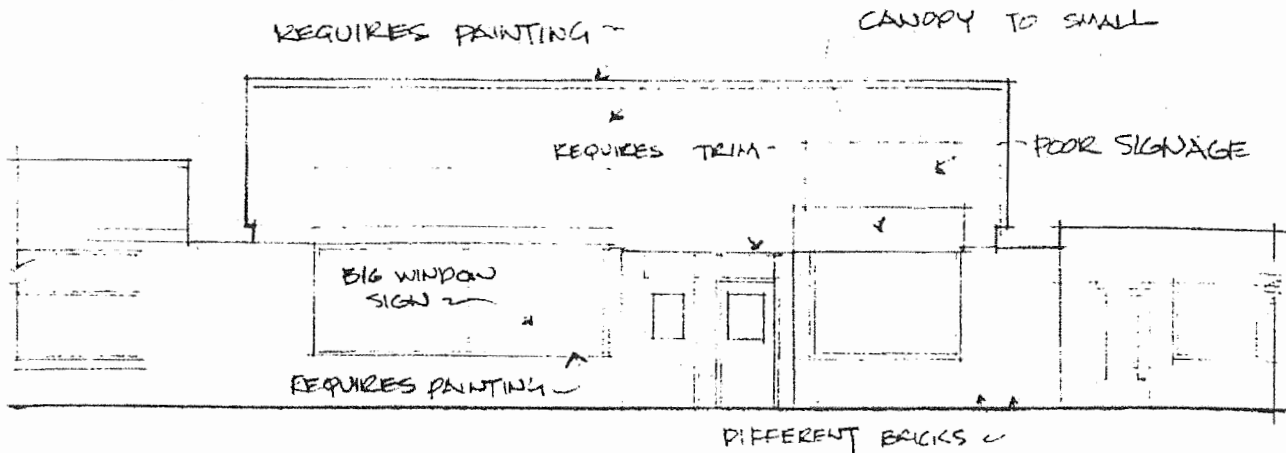
If neon is to be used, it should be for artistic design features and not for the purpose of signage.

Lights which are unacceptable are fluorescent lights in display windows, mercury vapour and high pressure sodium lights

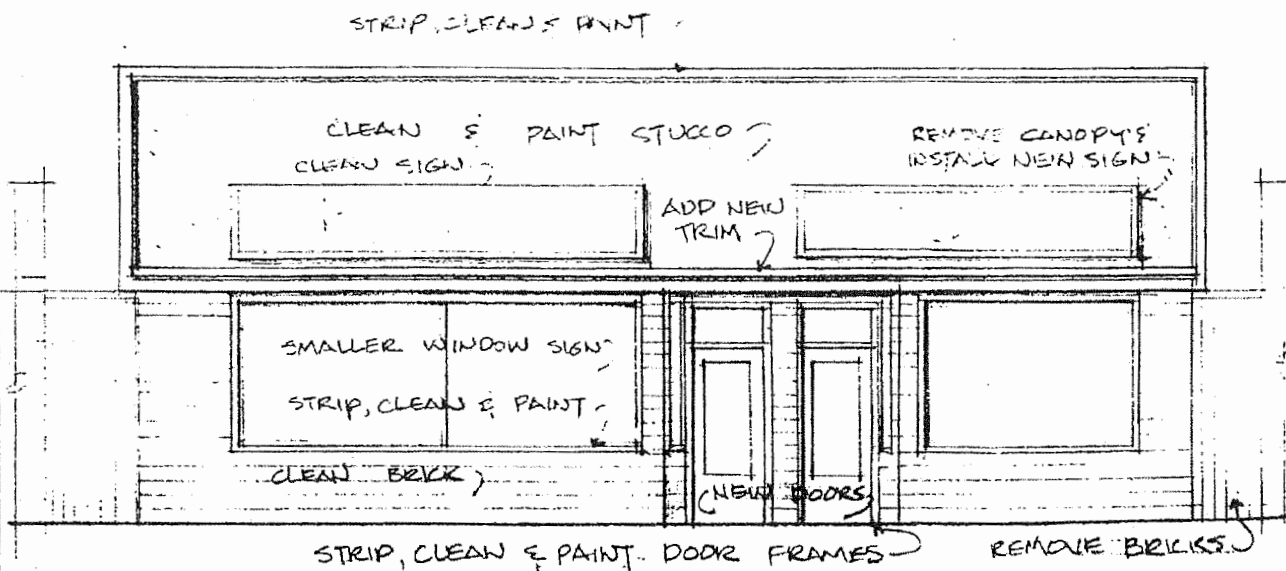
4. FACADE IMPROVEMENT EXAMPLES

The following pages provide examples of facade improvements in Steveston.

FACADE IMPROVEMENT EXAMPLE #4.1



ANALYSIS - EXISTING FACADE



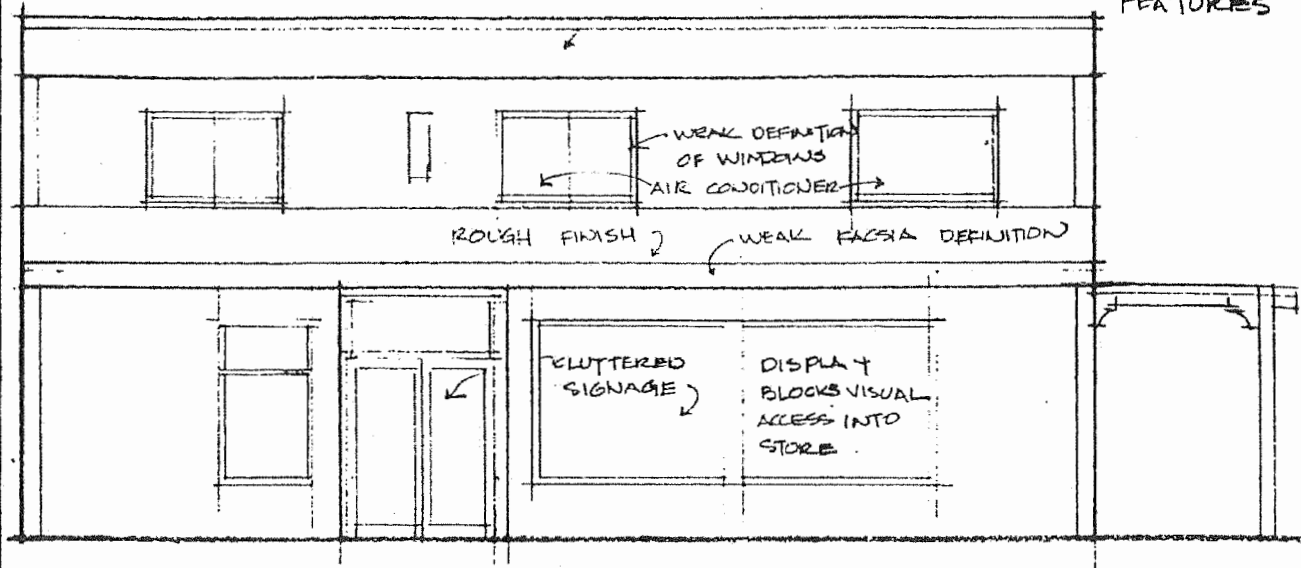
FACADE RECOMMENDATIONS

RICHMOND DINISH BAKERY
MONCTON ST. STEVESTON

FACADE IMPROVEMENT EXAMPLE #4.2

REQUIRES PAINTING -

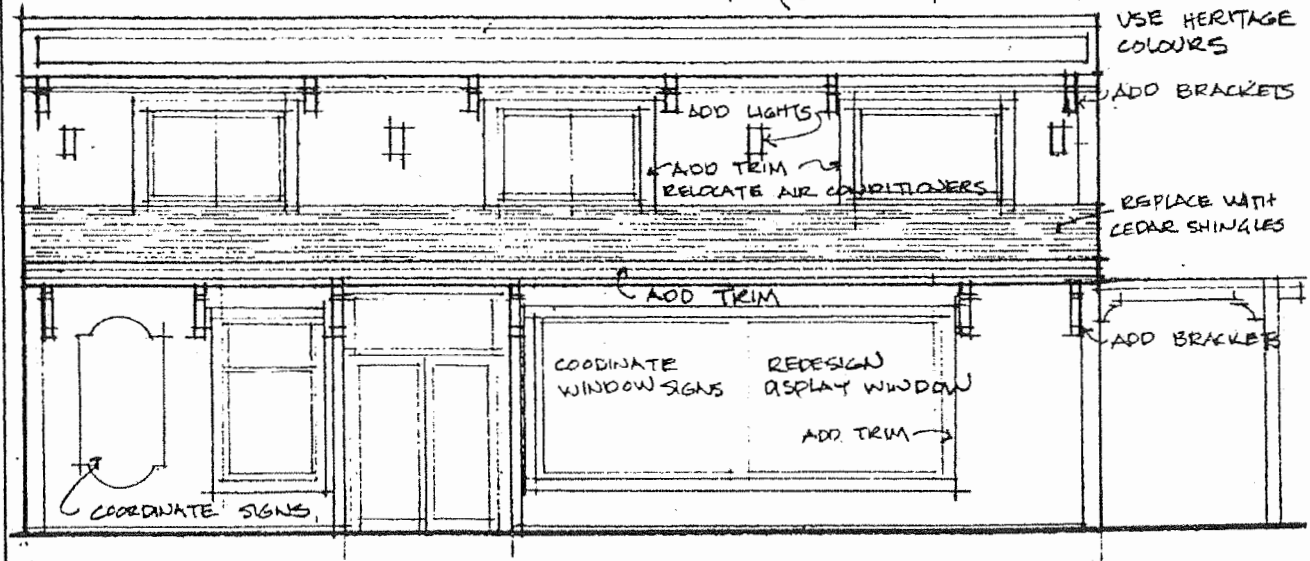
FACADE NEED DEFINITION & FEATURES



ANALYSIS - EXISTING FACADE

ADD TRIM

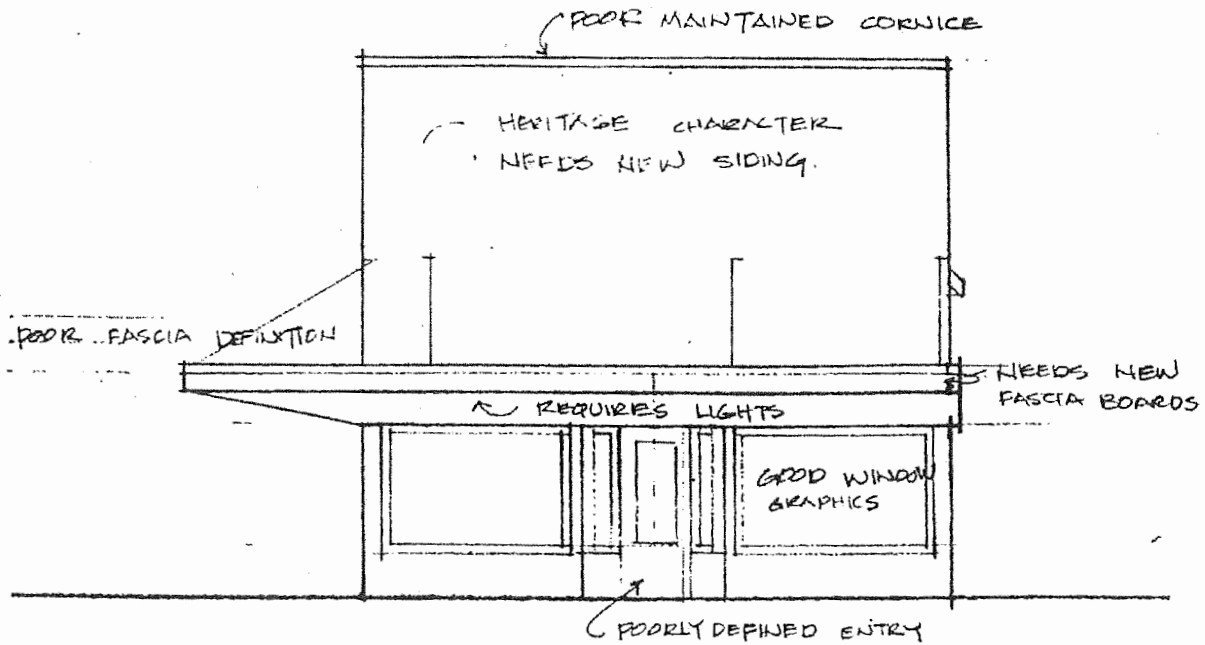
COORDINATE (3 COLOUR) COLOUR SCHEME



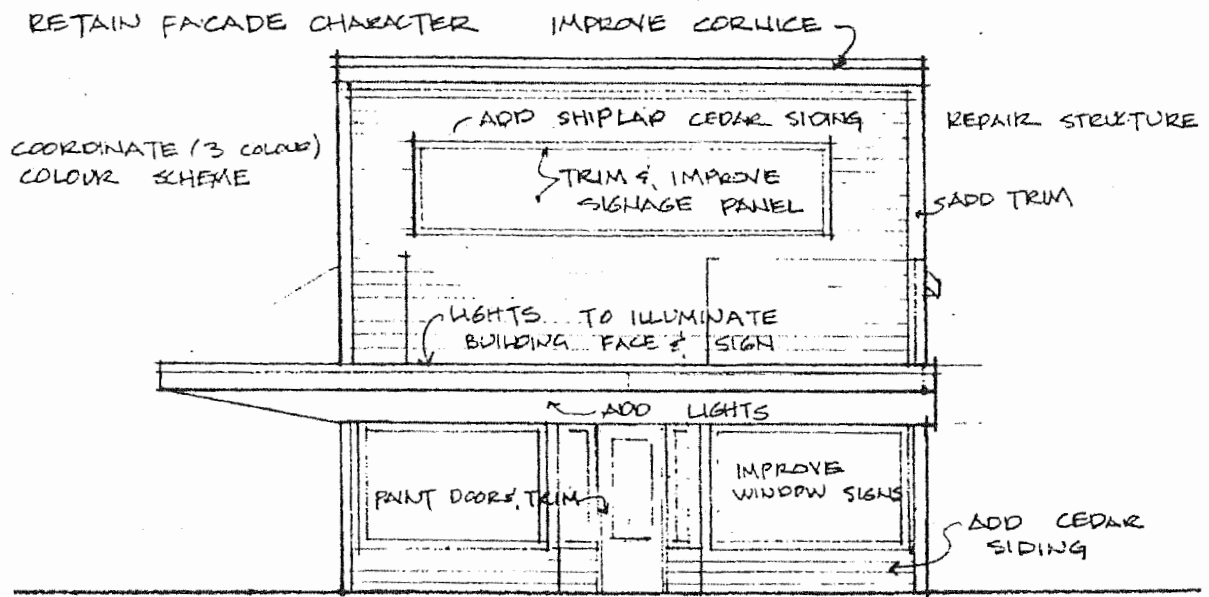
FACADE RECOMMENDATIONS

PACIFIC NET & TWINE
MONCTON STREET, STEVESTON

FACADE IMPROVEMENT EXAMPLE #4.3



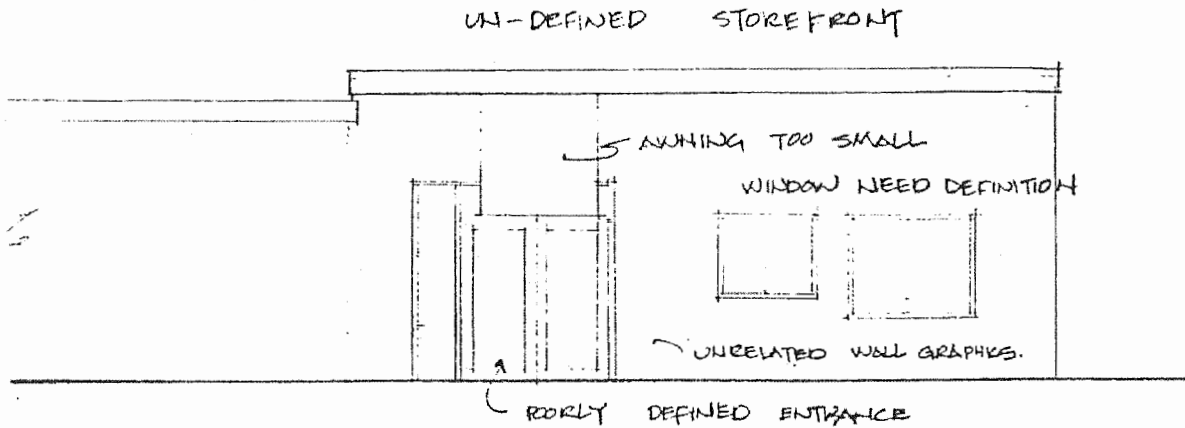
ANALYSIS - EXISTING FACADE



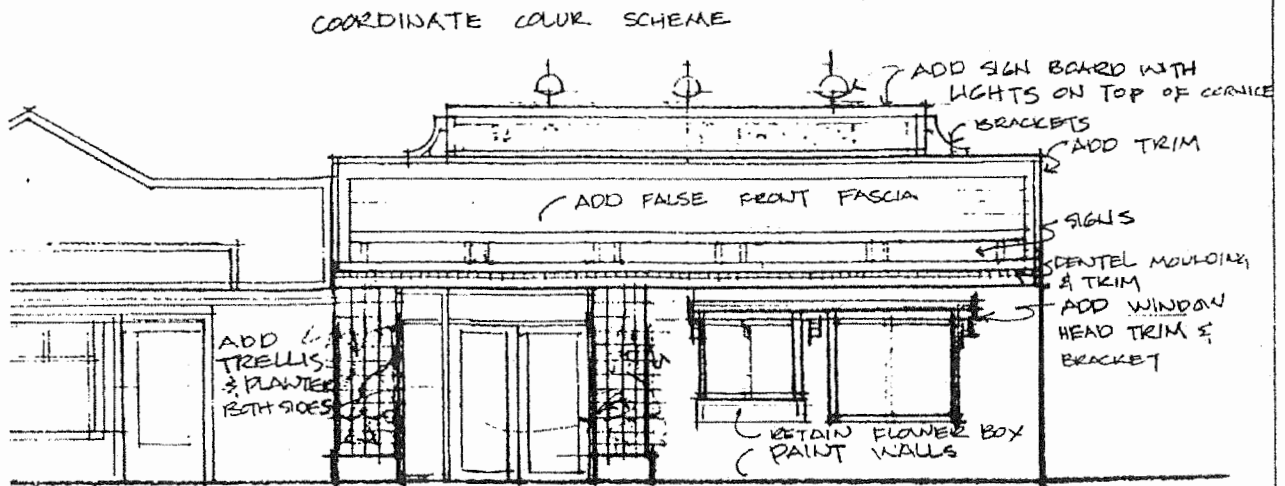
FACADE RECOMMENDATIONS

REDDEN NETS
MONCTON STREET STEVESTON

FACADE IMPROVEMENT EXAMPLE # 4.4



ANALYSIS - EXISTING FACADE

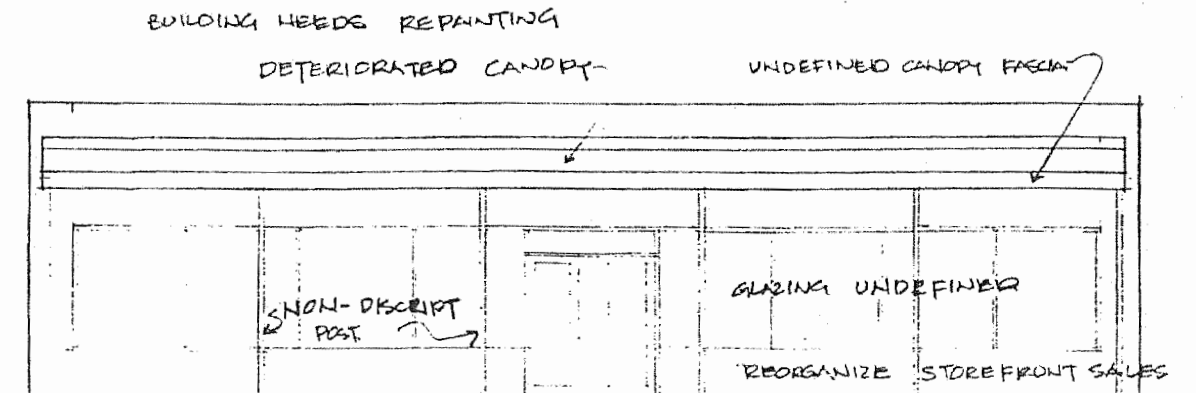


FACADE RECOMMENDATIONS

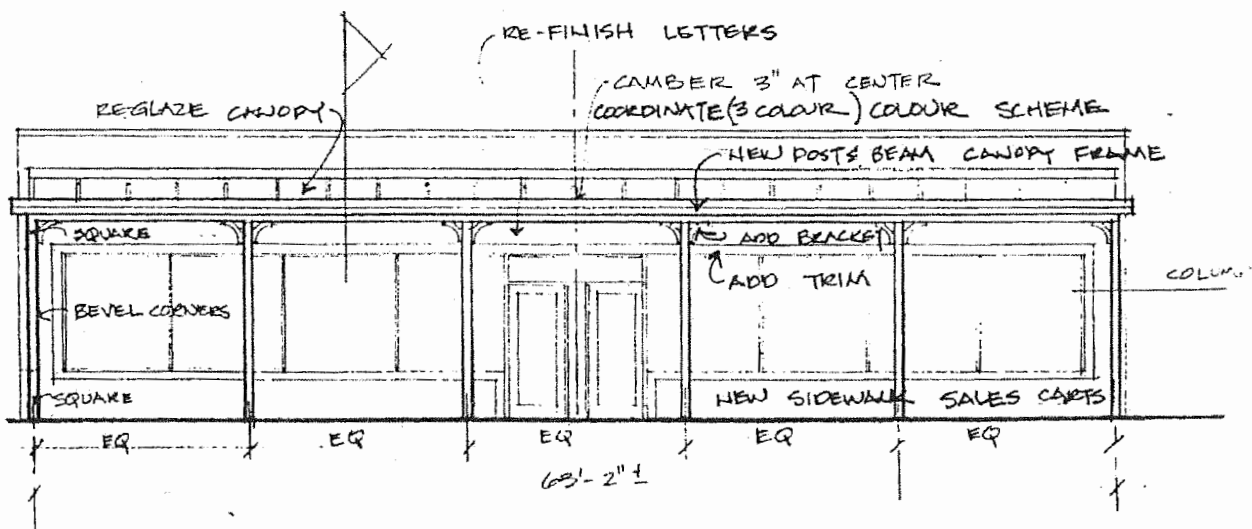
COUNTRY MOUSE

1ST AVENUE STEVESTON

FACADE IMPROVEMENT EXAMPLE # 4.5



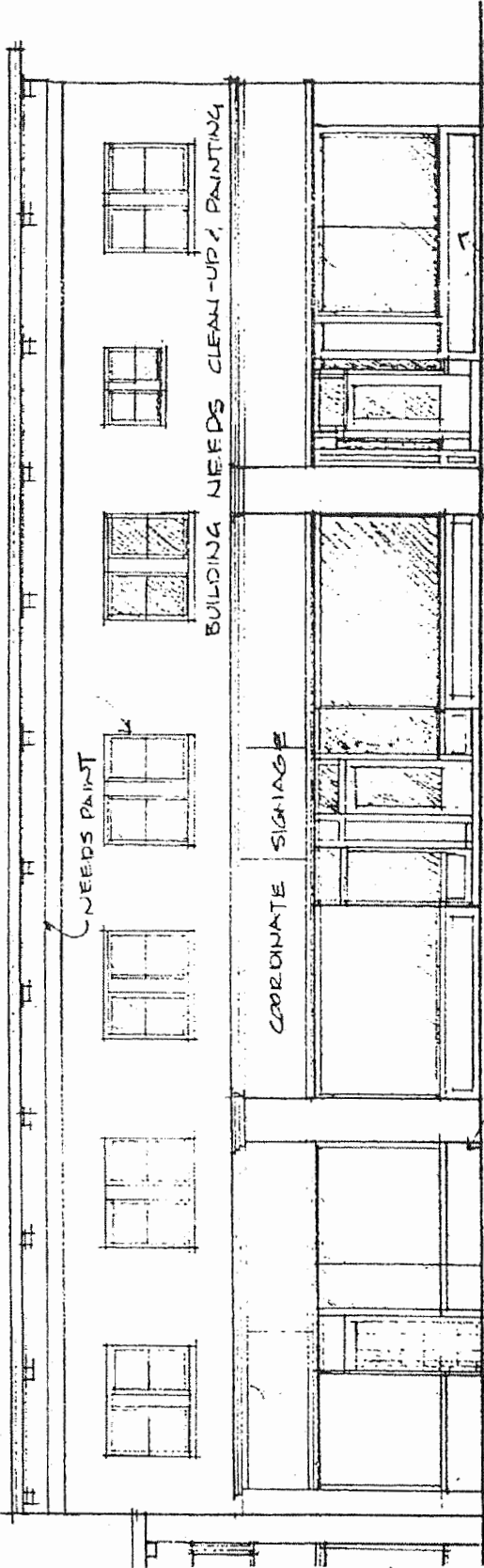
ANALYSIS - EXISTING FACADE



FACADE RECOMMENDATIONS

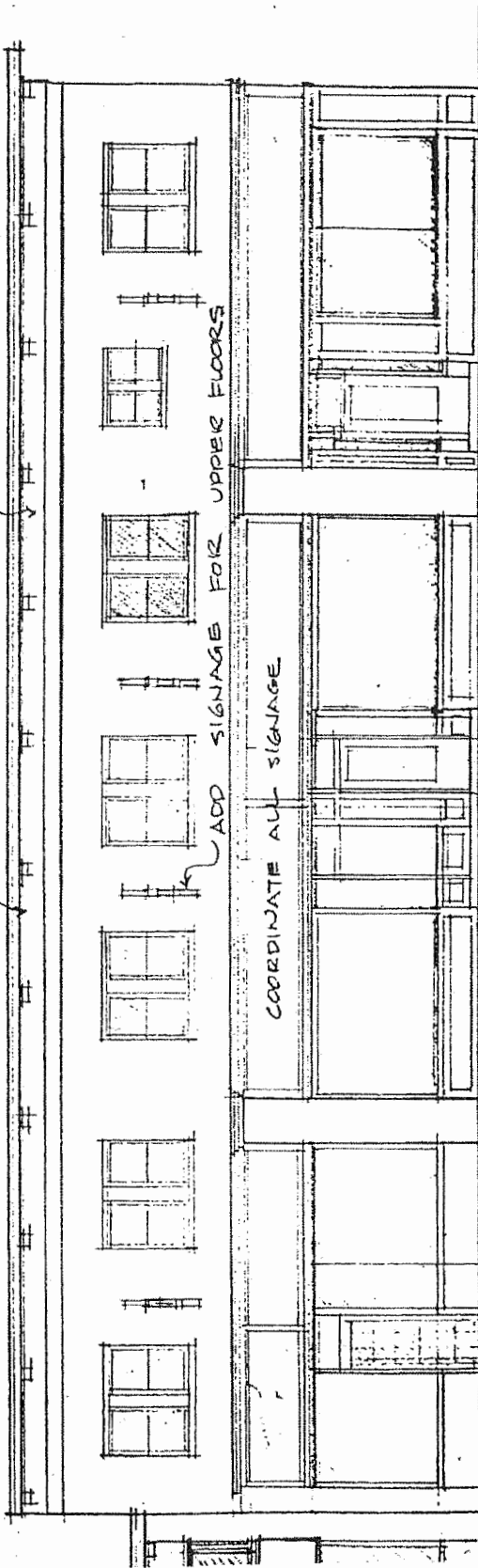
STEVESTON MARINE & HARDWARE
MONCTON STREET STEVESTON

FACADE IMPROVEMENT EXAMPLE 4.6



ANALYSIS - EXISTING FACADE

COORDINATE COLOURS — ENHANCE HERITAGE CHARACTER



FACADE RECOMMENDATION

HEPNORTH BUILDING
MONCTON STREET STEVESTON

APPENDIX 1

DESIGN REVIEW PROCEDURES

(a) Steps to Facade Improvement

The following steps should be followed for facade improvements:

- . Develop a clear idea of what image you want your business and store front to have. Write it down.
- . With the use of these guidelines, analyze your store front and with your business image in mind, select the features that are the most suited to your situation.
- . Translate your ideas into drawings which will be required for design approvals and for grant applications. It is strongly recommended that you hire an experienced professional designer. The drawings must show all proposed facade improvements to scale and include color chips, fabric samples and photographs or sketches of the building.
- . Present drawings to the Revitalization Review Committee. Store front improvements will be reviewed by the Revitalization Facade Review Committee. The committee may advise you on what other merchants and owners are doing with their store fronts in Steveston to help you coordinate plans and ideas. Please contact the Coordinator responsible for the Steveston area, or the designated Municipal Planner at 276-4082.
- . Make sure you follow the guidelines. You may be asked by the Revitalization Committee to revise and resubmit your drawings if the guidelines are not followed.
- . After the committee has given your submission design approval, fill out a special municipal Revitalization Development Permit Application and submit it along with your drawings and anticipated costs to the Planning Department at Municipal Hall. These documents will make up the grant application.

DESIGN REVIEW PROCEDURES (continued)

(b) Facade Grant Administration

- . Once plans have been submitted and a permit has been issued, the designated Municipal Planner records the anticipated costs of the improvement; certifies that the qualifying requirements have been met; confirms the frontage calculations; and ensures the work conforms to municipal bylaws and is being made to existing buildings. A copy of the approved permit is then sent to the Ministry of Municipal Affairs.
- . The grant is payable directly to the applicant (whether tenant or owner) upon completion of the work unless the Ministry contacts the Municipal Planner within 21 days of receiving the permit copy for further documentation or clarification.
- . The applicant should, upon request, provide invoices and timesheets for the construction to substantiate all costs claimed.
- . After the completion of construction and a final inspection, the Building Inspector certifies the completion on a copy of the building permit and forwards it to the Ministry.
- . The grant is then issued from Victoria directly to the applicant. The Municipality of Richmond will not be receiving the grant and then forwarding it to the applicant.

STEVESTON REVITALIZATION FACADE IMPROVEMENT APPLICATION

TELEPHONE: 278-5575

1. APPLICATION FOR PLAN REVIEW

Date: _____

PLEASE PRINT (to be completed by applicant)

Property address: _____ Unit No: _____

Legal description: _____

Registered tenant/owner: _____ Tel. No: _____

Tenant/Owner's mailing address: _____
(if different from above)

Contractor's business name: _____

Architect/Engineer: _____

PROPOSED WORK - CHECK ONE:

New _____, Add/Alter _____, Interior Finish _____, Repair _____,

Other (specify) _____

Tenant/Owner: _____

Nature of business: _____

Telephone: _____ (H) _____ (O)

2. Please provide a letter outlining the work in full.

3. Six sets of plans and sketches showing scope of work.

OFFICE USE ONLY

COMMENTS

Applicant Fee: \$ _____	Receipt No.: _____	_____
Roll No: _____	Richmond Key: _____	_____
Work Desc: _____	Class: _____	_____
Contractor's Business Licence No: _____	_____	_____
PERMIT NO. _____	_____	_____

APPENDIX 2

STEVESTON DOWNTOWN REVITALIZATION PLAN

In September 1980, the Ministry of Municipal Affairs initiated a program of urban design and beautification for the downtown business cores in cities and towns throughout British Columbia.

Local Steveston business representatives, municipal staff and members of Council from Richmond, formed a 'Downtown Revitalization Committee' in November, 1985 and designated an area of the Village of Steveston suitable for revitalization. The role of this committee has been to provide a community based presentation for the overall revitalization design. The purpose of the Steveston Revitalization program is to:

- . Retain and encourage the fishing fleet and related facilities and thus enhance Steveston's image as a 'Fishing Community'.
- . Maintain the variety of uses geared to local residences and the fishing industry.
- . Integrate urban design features based on the needs of the local residents and the fishing industry.
- . Enhance existing built features and physical qualities of Steveston to reinforce its uniqueness in Richmond and the Lower Mainland.
- . View tourism as a secondary industry.

Design improvements include public improvements to streets and sidewalk reconstruction; provision of additional street furniture; upgrading of lighting and installation of business signage.

APPENDIX 3

RICHMOND SIGNAGE BY-LAW (Extracts Only)

(Certified copies of the original by-law should be consulted for all interpretation and applications of the by-laws on this subject)

APPLICATION FOR SIGN PERMIT

A signed written statement marked 'Application for Sign Permit' must be prepared with the following information:

- . Street address of proposed site of sign.
- . Name and address of person or company for whose benefit the sign is being set-up and the name of the agent for that person or company.
- . Full name and address of sign company.

Prepare plans and specifications drawn in accordance with standard architectural practice and showing:

- . Dimensions and weight of sign.
- . The area of all sides of the structure used as sign.
- . The overall height of the sign and the amount of clearance beneath it; both as measured from finished grade.
- . The proposed location of the sign in relation to the boundaries of the lot it is to be situated upon.
- . The proposed location of the sign in relation to the face of the building or in front of which it is to be affixed.
- . If incandescent lamps are used, the number to be installed.
- . If gas tubing is used, the number of feet of illuminated tubing to be installed.
- . No part of the sign shall project beyond the top or sides of the wall to which it is affixed.
- . Prior to the issuance of a permit, the Building Inspector shall have considered the report of Design Panel pertaining to the sign.

RICHMOND SIGNAGE BY-LAW (Extracts Only) (continued)

Projecting Signs

- . A projecting sign may not project over municipal Property more than 5 feet 6 inches and not less than 10 feet 6 inches from the level of the sidewalk.
- . Projecting signs shall be in an area (including the area of all sides used as a sign) no greater than 3 square feet per foot of wall length to which they are affixed.
- . No part of a projecting sign shall be closer at any point than 8 feet from the nearest finished grade of the site upon which they are situated.
- . No part of any projecting sign shall be higher at any point than the top of the roof line or wall to which they are affixed provided, however, that in no case shall the top of the sign be higher than 25 feet from the nearest finished grade of the site upon which they are situated.

Marquee Signs

- . A marquee sign is affixed wholly beneath a permanent canopy perpendicular to the face of the building.
- . A marquee sign may extend up to 5 feet 6 inches over public property when affixed wholly beneath a marquee or walkway covering.
- . A marquee sign shall be no greater than 8 square feet (including the total area of all sides of the marquee device used as a sign).

APPENDIX 4

GENERAL CRITERIA FOR CANOPIES PROJECTING OVER MUNICIPAL SIDEWALKS

DEFINITION

Canopies include any projection designed to project over municipal sidewalks to protect pedestrians from the elements. Canopies may also be called awnings or marquees.

Canopies must meet Building Code requirements. Canopies must be supported by structural elements on private property because no posts or supports will be permitted on public property.

INDEMNITY

Owners of properties with canopies projecting over municipal property shall sign a Section 215 agreement indemnifying the Municipality.

PERMITS

Canopies shall be regulated by Development Permits and Building Permits.

LOCATIONS

Canopies will be permitted in all Development Permit Areas, subject to the Guidelines adopted in that area.

CLEARANCES

(See sketch)

- . 2.7 metres (9.0 feet) headroom
- . 1.0 metres (3.0 feet) to utility poles
- . 600 mm (0.68 feet) to curb
- . 2.5 metres (8.0 feet) to wires or metal fixtures

DRAINAGE/SNOW ACCUMULATION

Canopies shall be designed to safely shed snow and rain. A minimum slope of 45° is recommended.

APPENDIX 5

POTENTIAL HERITAGE BUILDINGS

MAP
KEY
NO.

1. 12111 3rd Avenue
Steveston Hotel - Eastern Portion
2. 3480 Moncton Street - Bookstore/retail, pre - 1925, 3 buildings.
3. 3580 Moncton Street. "Hepworth Block", pre 1918
4. 3680 Moncton Street. Marine Grocery, pre 1920e
5. 3700 Moncton Street-Redden Net Co., pre 1925e
6. 12160 First Ave-"Steva Theatre" Eastern Portion
7. 3951 Moncton Street-Store
8. 3891 Moncton St.-Store/dwelling, pre 1915e
9. 3831 Moncton St. Store
10. 3771, 3791, 3811 Moncton St.-Museum-Post Office, 1907-8. DESIGNATED.
11. 12011 Third Ave.-Municipal Building, 1925-32e DESIGNATED.
12. 3731 Chatham St.-Steveston Bicycle "Church", 1894.
13. 12020 First Avenue - former bakery - west portion

9.0 Development Permit Guidelines

9.1 Application and Intent

These guidelines form part of the Steveston Area Plan, and prescribe criteria to be applied in the design of new development. These guidelines provide built form and character standards for the entire Steveston community, along with more detailed information for selected locations, and should be used in conjunction with more general City of Richmond Development Permit Guidelines and related documents aimed at ensuring the provision of adequate levels of livability, health, amenity, environment, and safety. It is the intent of these guidelines to support the area plan by building upon Steveston's recognized strengths, preserving and enhancing the valued elements of its built form, and encouraging new elements supportive of:

- a) Steveston's heritage and special character, and the distinctive qualities and opportunities inherent in its neighbourhoods, geography, and heritage;
- b) A high standard of livability, in residential, non-residential, and mixed-use settings;
- c) A high quality public realm, including public circulation routes, open spaces, and the buildings and structures that define them.

Throughout these guidelines, text highlighted in yellow, is a reference to the "Sakamoto Guidelines", a key aspect of heritage preservation and compatible design throughout the Steveston Village.

These guidelines do not require literal interpretation, in whole or in part. They will, however, be taken into account in the consideration of Development Permit applications.

9.2 General Development Permit Guidelines for Steveston

Development Permit Areas

Pursuant to the Municipal Act, the City designates multiple family residential, institutional, commercial, and industrial areas as Development Permit areas. Exemptions to the Development Permit process are as follows:

- 1. Renovations to interiors;
- 2. Exterior renovations of less than \$50,000 outside the Steveston Village Node.

It should be noted that the City also designates Environmentally Sensitive Areas (ESA) as Development Permit Areas. For details and exemptions to ESA's, please refer to the Official Community Plan.

Justification

Development policies for Steveston are aimed at creating a high-amenity community focused around its historic village centre and the riverfront, and complemented by a variety of residential and industrial neighbourhoods and special recreational opportunities. The community's mix of uses and users, its significant social and physical heritage, and its setting along the banks of the Fraser River create significant challenges to its sensitive development. Implementation of Development Permit Guidelines will help support Steveston's area plan and the evolution of the area's physical form by providing the opportunity for site-by-site consideration of development projects.

9.2.1 Settlement Patterns

The Steveston area has developed over an extended period of time, and the community's resulting settlement patterns are reflective of its transformation from an isolated fishing village, to a single-family suburb, and, more recently, to a centre for single- and multiple-family residential infill. As a result, an examination of Steveston reveals it is composed of a number of distinct "neighbourhoods" defined by their common characteristics (i.e. street and lot layout, relationship to specific park/school sites or roads, proximity to the water or a commercial centre, etc.). As Steveston continues to evolve and densify, new development should respect and enrich the community's existing settlement patterns.

Cohesive Environment

For all intents and purposes, the Steveston area is fully developed. New development, regardless of scale, should be approached as "infill" designed to knit together and enrich its context. To achieve this:

- a) Private roads, driveways, and pathways should be designed as extensions of public systems;
- b) Developments should be designed to avoid their function and/or appearance as new "insular neighbourhoods";
- c) New development should look beyond the boundaries of its own site in order that it may knit into not only what exists today, but what existed in the past and is likely to exist in the future;
- d) All development near the south and west dykes should provide for public access and views to/along the waterfront.



A residential pedestrian walkway



Landscaped pedestrian walkways in downtown Steveston

Pedestrian-Oriented Development

As Steveston densifies and attracts increasing numbers of residents, tourists, and businesses, it is critical that this growth support the community as a people friendly place that is safe, recognizable, visually pleasing, and easy to move around in. To achieve this, new development should:

- a) Create small, walkable blocks, defined primarily by public streets;
- b) Contribute to a cohesive public trail network designed to complement the street system and support a fine grained, human scale of development;
- c) Enhance connectivity within the community and improve public access to local services and amenities.

Neighbourhood Identity

New development should seek to respect and enhance the individual identities and hierarchy of local neighbourhoods within the Steveston area. To achieve this, the design of new development should:

- a) Enhance the edges, focal points, commercial and recreational/social nodes, and the hierarchy of circulation routes which contribute to make each neighbourhood distinct;
- b) Avoid projecting a homogeneous image across the community by building on local character attributes;
- c) Help define recognizable links between neighbourhoods.

Views

New development should enhance, preserve, and, where possible, contribute to the creation of significant public views, vistas, and focal points. Most importantly, new development should:

- a) Enhance street-end views towards the river on the south and Sturgeon Bank on the west;
- b) Enhance views of Steveston Village Node from the river;
- c) Contribute to the attractiveness of public streets and open spaces.

Natural, Built and Human Heritage

New development should contribute to the conservation and enhancement of heritage features, valued human landscapes, and natural areas, along with personal and cultural histories. To achieve this, new development should:

- a) Retain and re-use historic and/or culturally significant structures in ways which respect the unique value and opportunity of each;

- b) Seek to maintain the relationships of recognized heritage sites to their contexts (e.g., The park and boardwalk adjacent to the historic Post Office on Moncton Street are important to the heritage significance of the site and should be retained.);
- c) Encourage the protection and enhancement of significant landscape features, such as trees and water courses, through sensitive design and construction;
- d) Enhance public enjoyment and awareness of local natural and man-made features, and provide complementary amenities (e.g., trails, interpretive signage, etc.);
- e) Especially in areas of high pedestrian activity, facilitate opportunities to respect, honour, and celebrate the heritage of Steveston and its people through public art and other means.

9.2.2 Massing and Height

Steveston has traditionally been characterized by its single-family dwellings on smaller lots, the modest scale and varied forms of the commercial buildings in its historic village centre, and the massive fishing industry buildings that once dominated its riverfront. Recently, a distinctive new image has been introduced in the form of Southcove's four-storey apartment buildings. Together, these forms represent a "vocabulary" that helps define the Steveston community. A vocabulary which is special for the fact that:

- Form is married less to use than location (i.e. cannery-like buildings are typically appropriate along the riverfront whether they house industrial uses, shops, restaurants, or bed and breakfast/hotels);
- Sloped roofs and gable ends are common throughout.

The form of new development should be firmly rooted in this vocabulary, and seek to refine and enrich it.

Cohesive Character Areas

The form of new development should be guided by that of adjacent existing development, even where new uses are being introduced. For example, multiple family residential or commercial uses introduced adjacent to single family homes should adopt a scale and character similar to those existing dwellings, while the same uses introduced along the riverfront would be better to adopt a scale and form reflective of the area's historic cannery buildings.

9.2.3 Architectural Elements

Steveston's maritime heritage and historic buildings combine to create a powerful image of pitched roofs, false-fronted commercial buildings, porches, picket fences, clapboard, bay windows, docks, boardwalks, and fishing boats. While this image

is not found throughout Steveston, references to it and a love of it seem to exist everywhere, along with a distinctly human scale of development. New development should similarly be of a human scale, and demonstrate keen attention to detail and respect for local vernaculars.

Animated Streetscapes

Development should provide for street-oriented uses designed to contribute visual diversity, reinforce a human scale, and enhance pedestrian interest. Orient uses and architectural elements to enhance site-specific opportunities (i.e. prominent corners, landmarks, pedestrian nodes, etc.), and provide special treatments at principal entries (i.e. porches, trellises, stoops, and canopies) which emphasize the transition from public to private. Furthermore:

- a) In retail areas, including shopping centres:
 - i) Shops should typically front streets, not parking lots;
 - ii) Small, individual store fronts should predominate, having an average frontage of 4.6 m (15.1 ft.);
 - iii) Where a large tenancy is planned, its retail frontage should be limited to a maximum of 15.2 m (50 ft.) and its additional floor area should be concealed behind smaller retail frontages;
 - iv) Frontages should predominantly be devoted to windows which can accommodate changing displays and provide views into shop interiors;
 - v) Main entries should open directly onto City sidewalks and/or public open spaces. Where entries are set back from the City sidewalk, they should be highly visible, clear-glazed, and easily recognizable and accessible from the street;
 - vi) Outdoor retail displays, restaurants, and related activities are encouraged either along the sidewalk adjacent to related businesses, space permitting, or in designated areas (e.g., as required by the Liquor Control Board opening onto the sidewalk). Where a designated area is provided, it should typically be no larger than 37 m² (398.3 ft²) and have an elevational difference of no more than 0.9 m (3 ft.) between its grade and that of the adjacent City sidewalk, except within the Steveston Village Character Area where ground floor areas be built generally at the level of the adjacent sidewalk (or if no sidewalk, the road). In the case of a designated outdoor dining area, if it must be enclosed, the fence or wall should be no higher than 0.9 m (3 ft.) (although a trellis or similar structure may be permitted overhead, supported on posts);

- b) In residential neighbourhoods, including areas of townhouses, detached dwellings, and/or apartments:
 - i) Where properties abut public roads, developments must provide grade-oriented units with individual front doors (directly accessible and visible from the City sidewalk) and windows onto habitable rooms;
 - ii) Where no public road exists, developments should provide grade oriented units with individual front doors and windows opening onto internal “streets” (or where appropriate, public trails) designed to function and appear as an extension of City systems;
 - iii) New development should promote publicly-accessible streets as the primary pedestrian space and “front door” on the community. Off-street trails and paths should only take on this role when this will not diminish the role of the street system, and off street routes extend no further than 76 m (249.3 ft.) before being intercepted by a publicly-accessible street, and no further than 36 m (118.1 ft.) before being intercepted by an alternative pedestrian route (i.e. accessible trail, lane, or driveway);
- c) At industrial sites:
 - i) Site buildings to directly address the public street without intervening areas of parking and/or service yards;
 - ii) In areas of high pedestrian activity, provide windows and doors onto the street to permit public viewing of activities inside buildings, especially where those activities are visually interesting or related to the fishing industry (i.e. boat repair);
 - iii) Service and storage yards should be fenced for security and safety, but public views into those yards should be maintained and enhanced with trees, vegetation, street furniture, public art, etc.;
 - iv) Parking should typically be kept away from public view (i.e. to the rear of or inside buildings or appropriately screened with vegetation);
 - v) Where the nature of the use requires expansive building walls with minimal openings, special attention should be paid to building form, details, materials, and associated landscaping in order that it provides visual interest and compliments the public realm and adjacent developments (e.g. as demonstrated by the area’s historic Cannery buildings);

- d) At marinas, particular attention should be paid to the points where they connect to the upland. These points should be much more than security gates, fencing, and ramps. Ideally, they should contribute to the visual diversity of the riverfront as seen from the water and upland. Where public access is intended, they should be designed as public “pavilions”:
 - i) Providing views of the water and riverfront activity;
 - ii) Inviting people to sit in the sun or get out of the rain;
 - iii) Incorporating special (or even playful) architectural features and/or public art which make them distinctive landmarks on the waterfront;
 - iv) Offering interpretive material to enhance public appreciation of the area.

Roofscapes

Steveston’s roofscape is a key element affecting not only the area’s character, but its livability. New development should show an awareness of this by attending to the following:

- a) **Employ roof forms consistent with Steveston’s traditional character, including pitched roofs with gable ends and slopes, except in the Steveston Village Core Area, where flat roofs with parapet walls are encouraged to increase the livability of residential units in the Core Area, and support the false-fronted heritage buildings there;**
- b) Flat or other roof forms (e.g., dormers, turrets, etc.) may be used selectively in combination with simple pitched roofs to provide diversity and visual interest, where traditional character references can be demonstrated;
- c) Roofing materials should be selected on the basis of consistency with the area’s local vernacular;
- d) Mechanical equipment must be concealed from view, and antennae, dishes, vents, etc. should be situated where least visible from public areas;
- e) Special attention should be paid to the position of vents from restaurants and other food preparation uses to avoid negative impacts on adjacent pedestrian areas and residential uses;
- f) No more than one common roof access is permitted, and this access must be integrated with the roof where possible, and be situated where least visible from public areas;
- g) Where landscaping is provided on rooftop, as residential amenity space, no trees are permitted in landscape planters. Perennials, shrubs and low-lying ground cover are permitted.

Exterior Walls and Finishes

The form and finish of a building are key to determining not only the quality of that building, but the quality of the public realm it touches. Steveston's historic buildings were typically simple structures whose beauty came from their natural materials, craftsmanship, human scale, and attention to detail. New development should demonstrate a similar understanding and respect for these qualities, as follows:

- a) **Front façades** of buildings should employ projecting and/or recessed features to better integrate structures with their landscapes/streetscapes, and to provide visual interest and clues to passers-by with regard to the uses contained within. For this reason, bay windows, recessed and projecting porches, and similar features are encouraged, except in street façades of the Steveston Village area, where plain strong street walls are preferred;
- b) **Materials** should be of high quality and should avoid artificial "heritage" looks (e.g., old looking new brick) and misappropriated images (e.g. river rock façade treatments). The preferred material is wood in the form of narrow-board lap siding, board and batten, and shingles. Unpatterned stucco (preferably with a heavy texture, such as "slop-dash") is an acceptable alternative to wood, while limited use of corrugated metal siding is appropriate in the "maritime mixed use" and industrial areas. Brick or brick veneer are not supported as a cladding material. Typically, combinations of two or more materials on a single building should be avoided;
- c) **Trim**, including cornices, corner boards, windows, doors, window boxes, brackets, exposed rafters ends, etc., should be simple and designed to enrich the architectural character of the structures and enhance appreciation of their materials;
- d) **Building colours** should be compatible with Steveston's traditional character. Strong, but muted, colours produced as a "heritage series" by a number of commercial paint manufacturers are typically preferred. Typically, bright colours should be reserved for accent and trim applications and large expanses of white and pastel colours should be avoided;
- e) **Exposed end/party walls**, along with rear façades in areas of high pedestrian activity, should be treated in a manner which is consistent with the level of finish and materials employed on each building's front façade. Cornices, recesses, signage, planters, trellises, decorative trim, climbing vines, and tall trees may all be employed to enhance party walls and rear façades. Painted or raw concrete block should typically be avoided, and

contemporary materials, such as split-face concrete block, are discouraged in favour of woods, and heavy stucco finishes (i.e. “slop-dash”). More particular discussion of materials for the Steveston Village Core Area and Riverfront override these general material notes, and are contained in Section 9.3.2.2.a and 9.3.2.2.b respectively.

Weather Protection

Attractive, durable pedestrian weather protection along publicly-accessible frontages is key to enhancing the relationship of buildings with adjacent streets and public areas, and to encouraging pedestrian activity. New development should provide weather protection where:

- a) Retail uses are encouraged at grade;
- b) Shared residential building entries front public sidewalks or open spaces;
- c) Pedestrian activity and local character is enhanced;
- d) Transit stops exist or are contemplated;
- e) Buildings are set far back from the public sidewalk;
- f) Places of public gathering exist or are nearby; or
- g) A “gap” in the continuity of existing weather protection can be filled.

9.2.4 Landscape Elements

Landscape Elements

Situated at the mouth of the Fraser River, Steveston’s coastline is characterized by Garry Point Park’s windswept meadows, Sturgeon Bank’s intertidal marshes, the south dyke with its view of Steveston Island, the fishing boats moored near the village, and boats plying the waters of the channel. Tucked away from the wind and the river, manicured gardens abound with flowers. New development should seek to reinforce the importance of Steveston’s public realm, and enhance it as a green and pedestrian-oriented environment reflective of both its riverfront setting and garden traditions.

Public Open Spaces

To be invaluable to a community, public open spaces must go beyond supporting specific activities; they must be integrated with the activity of everyday life. In Steveston, this requires that the City’s parks and trails adopt a character which reflects the diversity of Steveston’s landscape and built form, and that they be integrated visually and physically with adjacent development. For new development, this means it should:

- a) Facilitate the physical and visual continuity of the City's open space network, especially as it applies to trails and the provision of continuous public access along the water's edge;
- b) Provide a varied open space environment along the riverfront reflective of existing and/or historic site features (i.e. piers, boardwalks, natural areas, etc.);
- c) Wherever possible, seek to enhance the physical and visual openness of City open spaces onto public roads;
- d) Provide privately-owned/publicly-accessible open spaces where they will serve recognized needs, and/or enhance the physical and/or social relationship of the development with its neighbours;
- e) Open onto parks and trails with pedestrian-friendly edge treatments, "front doors", "front yards" (e.g. with low fences and gates), windows, pathways, etc. designed to enhance the safety, surveillance, accessibility, and usefulness of the open space;
- f) Be designed to complement the intended activities, landscape character, etc. of the adjacent open space, whether it is a lighted sports field, a "naturalized" trail, or a noisy playground.

Street Edges

New development should contribute to a strongly public streetscape that is comfortable and attractive to pedestrians through:

- a) Provision of high quality, coordinated street improvements (i.e. finishes, landscaping, and furnishings) designed to complement local activities and character;
- b) Restriction of driveway crossings at sidewalks and, where crossings are needed, use of measures designed to ensure that such crossings do not inconvenience/endanger pedestrians, nor compromise street landscaping and furnishings;
- c) Concealment of utility wires and related equipment (e.g., underground) where the City has determined these elements are unsightly or undesirable;
- d) Creation of "display gardens" adjacent to uses which are either inaccessible or require privacy, incorporating a variety of indigenous and other plant materials designed to provide a year-round buffer and visual amenity for the street;
- e) Provision of public art.

Private Open Spaces

Outdoor spaces intended for the private or shared use of tenants in a development should be designed to enhance the use, comfort, and enjoyment of associated indoor spaces, and to integrate the development with its environment. New development should feature:

- a) Decks, patios, and other outdoor spaces as natural extensions of indoor spaces;
- b) A grade difference of no more than one half-storey between usable outdoor spaces and associated primary indoor living areas;
- c) With the exception of properties in the Steveston Village, usable front yards, defined not by high fences, but by any combination of changes in grade, vegetation, and low, decorative fences/walls along publicly-accessible streets and rights-of-ways. These yards serve to:
 - i) Accommodate an area of privacy for residents;
 - ii) Maintain some view to and from the street;
 - iii) Create a series of landscape “layers” between the street and the building;
- d) A difference in elevation is no greater than 1.2 m (3.9 ft.), or where the grade difference is greater than 1.2 m (3.9 ft.), the yard between the sidewalk/path and the building should be raised to an elevation equal to approximately half the total difference in grade, where a unit’s main living level is above the grade of the adjacent publicly-accessible sidewalk or path. Under no circumstance should a unit’s main living level be more than 2.4 m (7.9 ft.) above the grade of the adjacent publicly-accessible sidewalk/path. Furthermore, the ratio of total grade change to building setback from the sidewalk/path should typically be no steeper than 1 in 3;
- e) Opportunities to cluster shared open spaces with public trails, parks, and/or the shared open space of neighbouring development(s) to provide a larger, more usable and accessible space, and a focus for local neighbourhood activities.

Trees and Vegetation

New development should contribute to the image of a mature landscape tied to its unique setting and the traditions of its residents by:

- a) Maintaining and incorporating existing trees and mature vegetation wherever possible;
- b) Tailoring the siting and selection of trees to enhance specific neighbourhood characteristics, focal points, features, etc.;

- c) Avoiding the consistent planting of street trees in even rows in favour of tree planting patterns which are more sensitive to the area's distinct neighbourhoods;
- d) Where possible, advocating the nurturing and refinement of the natural flora rather, than replacing it with typically suburban vegetation;
- e) Incorporating planters, window boxes, and container gardens (rendered in materials complementary to the local built form) as a key way to introduce seasonal colour and interest;
- f) Where landscaping is provided on rooftop, as residential amenity space, no trees are permitted in landscape planters. Perennials, shrubs and low-lying ground cover are permitted.

9.2.5 Parking and Services

While Steveston's original townsite was laid out as a regular series of blocks with lanes, outside the commercial area, many of these lanes were never opened. Subsequent single family and townhouse developments followed the conventions of the day and adopted curvilinear road patterns without a secondary lane system. As a result, garage doors and parking are dominant images in many parts of Steveston. New development should seek to minimize disruptions to the safety and attractiveness of the public realm caused by on-site parking and related services.

Lanes

New development should retain or expand the existing lane system and, where appropriate, create new lanes to facilitate service functions. Where implementation of service lanes is not practical, parking/service functions should typically be internalized within the proposed development, and:

- a) Access should typically be from secondary streets;
- b) Driveway crossings of pedestrian routes should be minimized;
- c) Parking and service entrances should be consolidated and integrated into the development's building/landscape design.

Visual Impact

New development should minimize the visual impact of parking on the public realm and, where possible, mitigate the impact of existing facilities, as follows:

- a) Parking structures should be fully concealed from public streets and open spaces by non-parking uses, or with landscaping and special architectural treatments where the resulting building is consistent with and complementary to the character of adjacent development and uses;

b) Surface parking lots should be:

- i) Located to the rear of buildings, where they can be concealed from public streets and open spaces;
 - ii) Limited in size to 0.13 ha (0.3 ac.) (as applied to a single lot or the aggregate total area of abutting lots defined by buildings or publicly-accessible streets landscaped to City standards);
 - iii) Landscaped, fenced, etc. around their perimeters to enhance their appearance from public streets and open spaces and reinforce continuity of the streetscape;
 - iv) Planted with sufficient trees so that within 10 years, 70% of the surface area of the lot will be shaded in summer;
 - v) Planned to minimize the extent of paved areas, and designed so that, wherever possible, the parking surface complements the surface treatment of adjacent pedestrian areas (i.e. heavy timber decking should be used where a parking lot is adjacent to a pedestrian boardwalk);
- c) In residential situations, especially townhouses and detached dwellings:
- i) Garage entries should not be located on the front façades of units (e.g. the same façade as the “front door”), especially where this situation is repeated on adjacent units;
 - ii) Garage entries should receive special architectural and landscape treatments to enhance their appearance (i.e. decorative doors, narrow door widths, overhead trellises with climbing plants, trees and planting between the garage and adjacent uses, decorative paving, and where no solid door is installed, the extension of the building’s exterior materials and level of finish into the areas of the garage visible to the public);
 - iii) Driveways and private roads should not be gated;
 - iv) Driveways and private roads should be kept as narrow as possible, paved and landscaped to enhance the appearance of the overall development, and designed to safely accommodate a variety of activities (i.e. basketball, road hockey, car washing, etc.);
 - v) In the case of townhouse and detached units, where a unit’s garage door is not adjacent to its front door, a “back door” should be provided so that residents may access the unit’s interior without using the garage door.

**STEVESTON DEVELOPMENT PERMIT AREA
STEVESTON VILLAGE CHARACTER AREA**

**PROPOSED NEW GENERAL AND CORE AREA AND RIVERFRONT DESIGN GUIDELINES
FOR EXTERIOR MATERIALS AND WINDOW TREATMENTS
(based on 1989 'Sakamoto Guidelines')
For Consultation Purposes Only**

1. General Guidelines

Revise "Steveston Village General Guidelines" Section 9.3.2.1(g) through rescinding the existing wording and addition of the following wording:

"Using horizontal siding as the primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco and delicate timber details. Siding is encouraged to include historical treatments such as ship lap, flat lap horizontal wood, board-and-batten, and wood shingles. In keeping with the special character of the two sub-areas, the use of metal for exterior cladding or architectural detailing is not permitted in the Village Core except to replace existing metal materials with similar metal finishes in any existing building. The use of brick is not permitted in the Riverfront precinct except to replace any existing brick with similar brick."

2. Core Area Guidelines

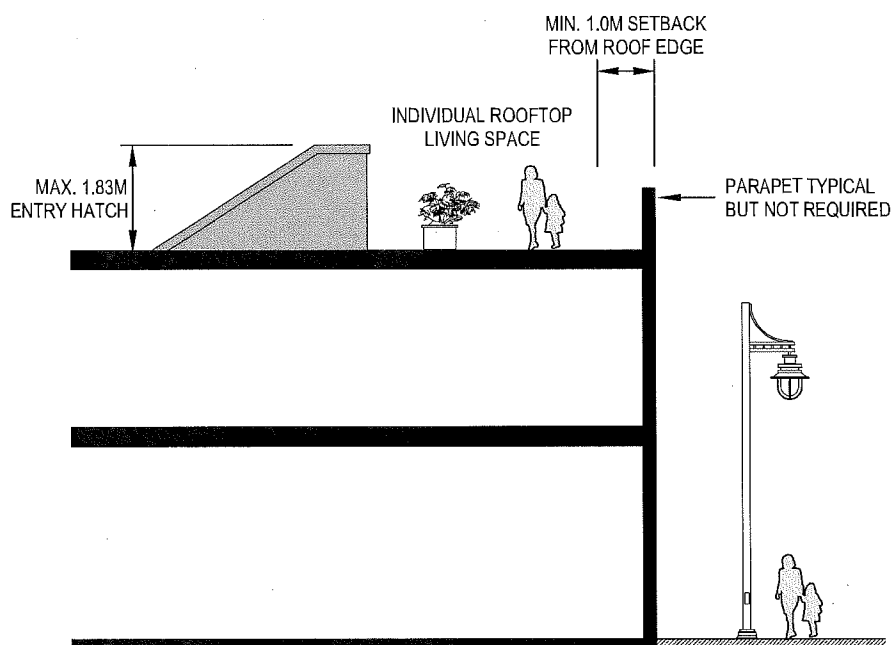
Revise "Steveston Village Core Area" Section 9.3.2.2(a) through rescinding the existing wording and addition of the following wording:

"High quality materials that weather gracefully. Preferred cladding materials to be historic materials such as horizontal wood siding, board and batten, vertical channel board, wood shingles, 150mm wide by 19mm wood trim boards, or contemporary materials that provide effect (e.g., cementitious beveled board that replaces the appearance of bevelled wood siding). The use of brick is permitted as a secondary treatment for architectural elements and detailing in new buildings and new additions if that brick is clearly distinguishable from the Hepworth Building's brick in colour and texture. For façade improvements to existing buildings, any brick that is removed should be replaced with similar brick, or a different brick or materials that would improve the aesthetics of the building and the area character. Stucco is prohibited. The use of brick or metal for exterior cladding or architectural detailing is not permitted, except to replace existing brick or metal materials with suitable brick, or similar metal, finishes in any existing building."

3. Riverfront Guidelines

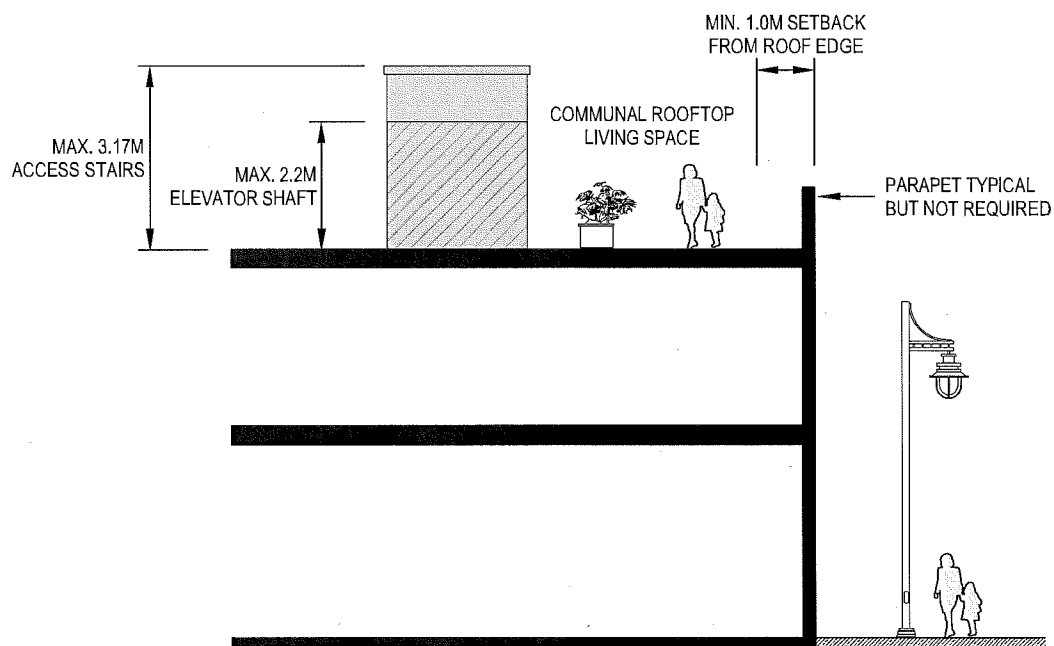
Revise "Steveston Village Riverfront" Section 9.3.2.2(b) through the addition of a new guideline with the following wording:

“Metal or wood frame windows are preferred, or contemporary materials that offer a compatible look, but not vinyl framed. Vinyl siding is not permitted. Cementitious boards may be considered. The use of brick for exterior cladding or architectural detailing is not permitted, except to replace existing brick materials with suitable brick finishes in any existing building.”



DESIGN GUIDELINE FOR ROOFTOP STRUCTURE ACCESS HATCH ENTRANCE

2



**DESIGN GUIDELINE FOR
ROOFTOP STRUCTURE ACCESS
ELEVATOR SHAFT OR
ACCESS STAIRS**

Sample Site of View Radius For Managing the Visibility of Rooftop Structures



Legend

-  Heritage Conservation Area
-  Sample Site (3720 Moncton St)
-  90m View Radius
-  Heritage Properties

March 23, 2017
Prepared by Onkar Buttar

Note:

The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information. Users are reminded that lot sizes and legal description must be confirmed at the Land Title office in New Westminster. This IS NOT a legal document, and is published for information and convenience purposes only. © City of Richmond, 2017. All rights reserved. Not to be reproduced or distributed without permission.



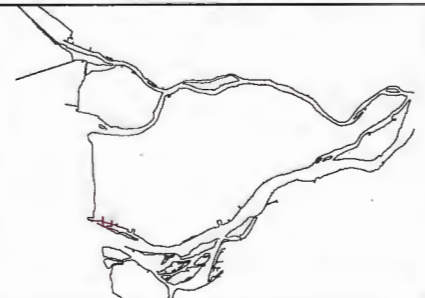
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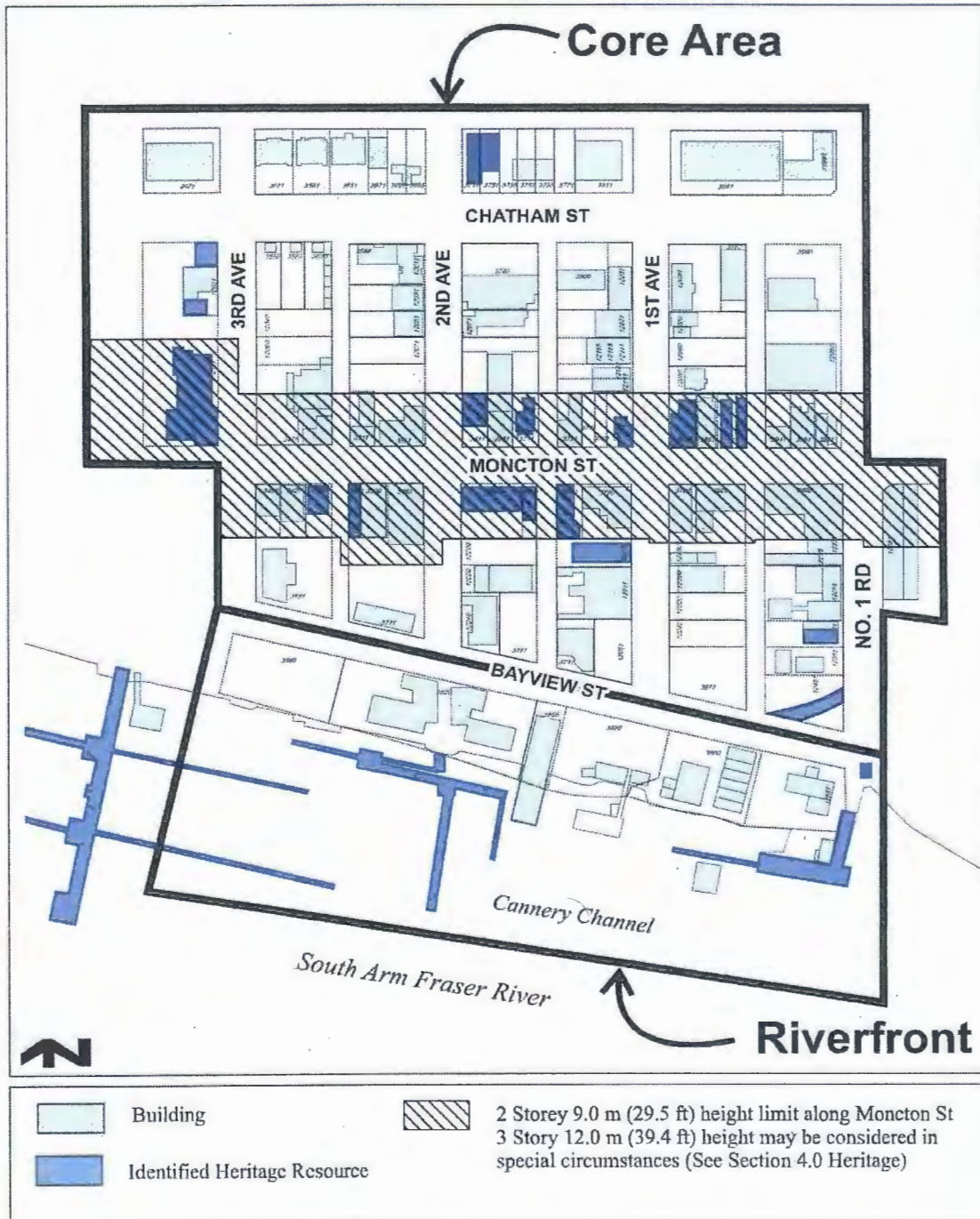


**City of
Richmond**



City of Richmond

Steveston Village Character Area Map



- d) Recessing building entries a maximum of 1.20 m (3.9 ft.) from the street property line;
- e) Provide a varied street façade when spanning one or more historic lot line(s) as seen in the Steveston Village 1892 Historic Lot Lines Map, by articulating the historic lot line(s) in the façade and may include height variation.
- f) Enhance public use of pedestrian arcades and courtyards by massing development to allow direct sunlight access where possible.
- g) Make use of roofs as outdoor living space except for the roof areas within 3.0 m of the street property line; use the 3.0 m zone as solar or water collection areas, or as inaccessible landscape area where no element or mature plant material is higher than 1.05 m above roof deck level.
- h) Building façades facing streets, or within 10 m (32.8 ft.) of a street, should have parapets at least 1.05 m above roof deck level.

Architectural Elements

To build on the commercial vitality of the Core Area, new development should incorporate the following:

- a) Building façades facing streets should not be set back from the street property lines, except in the following ways:
 - i) Limited setback of ground floor for pedestrian arcades along streets;
 - ii) Limited open passages to rear lanes;
 - iii) Limited recessed balconies on the second and third floors;
- b) High quality materials that weather gracefully. Preferred cladding materials to be traditional materials such as horizontal wood siding, 150mm wide by 19mm thick wood trim boards, or modern materials that effect a similar effect (e.g. cementitious beveled board that replicates the appearance of beveled wood siding); more industrial materials (e.g., corrugated metal sheeting) may be preferred in the context of existing industrial buildings;
- c) Wood framed windows are preferred, or modern materials that offer a compatible look, but not vinyl framed windows. Imitation divided lights should be avoided.
- d) Coordinate colour scheme with the streetscape. Heritage colours are preferred, although brighter colours can be used to accentuate architectural details.
- e) General avoidance of artificial materials that are made to appear as something they are not (e.g., vinyl siding

STEVESTON DEVELOPMENT PERMIT AREA
STEVESTON VILLAGE CHARACTER AREA

PROPOSED OFFICIAL COMMUNITY PLAN BYLAW 7100 AMENDMENTS:
NEW AND REVISED GENERAL GUIDELINES FOR RENEWAL ENERGY
INFRASTRUCTURE FOR NEW DEVELOPMENT

Core Area Guidelines

Remove "Section 9.3.2.2 Steveston Village Core Area Roofscapes, Exterior Walls, and Finishes"
“(g)” and “(h)” and replace with the following sections:

- (g) **Make use of roofs as outdoor living space except for the roof areas within 3.0 m of the street property line; use the 3.0 m zone as water collection area or inaccessible landscape area where no element or mature plant material is higher than 1.05m above roof deck level.***
- (h) Building facades facing streets, or within 10m (32.8 ft.) of a street, should have parapets at least **1.20 m** above roof deck level.
- (i) **Solar panels may be affixed to flat roofs up to a height of 1.20 m and placed in any section of the roof deck that is a minimum distance of 1.0 m back from the roof edge. On a sloped roof, panels must be affixed flush to the roof and may not be more than 0.2 m above the roof surface.**

*The language that is highlighted in bold has been altered or added.



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ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
--	-------------	-----------------

SUSTAINABILITY CONSIDERATIONS

- | | | |
|----|---|---|
| 20 | Adding new features to meet sustainability requirements, such as solar panels or a green roof, in a manner that respects the exterior form and minimizes impact on character-defining elements. | Adding a new feature to meet sustainability requirements in a location that obscures, damages or destroys character-defining elements. |
| 21 | Working with sustainability and conservation specialists to determine the most appropriate solution to sustainability requirements with the least impact on the character-defining elements and overall heritage value of the historic building. | Making changes to the exterior form, without first exploring alternative sustainability solutions that may be less damaging to the character-defining elements and overall heritage value of the historic building. |
| 22 | Complying with energy efficiency objectives in a manner that minimizes impact on the character-defining elements and overall heritage value of the historic building. | Damaging or destroying character-defining elements or undermining their heritage value, while making modifications to comply with energy efficiency objectives. |
| 23 | Accommodating functions requiring a controlled environment, such as artefact storage or exhibits in an addition, while using the historic building for functions that benefit from existing natural ventilation and/or daylight. | Introducing new mechanical systems based on airtight building envelope design in buildings that were designed to use natural ventilation. |

ADDITIONAL GUIDELINES FOR RESTORATION PROJECTS

	Recommended	Not Recommended
--	-------------	-----------------

- | | | |
|----|--|--|
| 24 | Reinstating the building's exterior form from the restoration period, based on documentary and physical evidence. | |
|----|--|--|

REMOVING EXISTING FEATURES FROM OTHER PERIODS

- | | | |
|----|---|--|
| 25 | Removing a non character-defining feature of the building's exterior form, such as an addition built after the restoration period. | <p>Failing to remove a non character-defining feature of the building's exterior form that confuses the depiction of the building's chosen restoration period.</p> <p>Removing a feature from a later period that serves an important function in the building's ongoing use, such as a fire escape.</p> |
|----|---|--|

RECREATING MISSING FEATURES FROM THE RESTORATION PERIOD

- | | | |
|----|--|---|
| 26 | Recreating missing features of the exterior form that existed during the restoration period, based on physical or documentary evidence; for example, duplicating a dormer or restoring a carport that was later enclosed. | Constructing a feature of the exterior form that was part of the building's original design but was never actually built, or a feature thought to have existed during the restoration period but for which there is insufficient documentation. |
|----|--|---|

**STEVESTON VILLAGE HERITAGE CONSERVATION AREA:
IMPACT OF SOLAR PANEL INSTALLATION ON PROTECTED HERITAGE PROPERTIES**

- (1) 12060 1st Avenue (known as “Sakata House and Garden”)
 - Features:
 - Low pitched roof
 - Two (2) storeys
 - Mid-block location with one (1) façade along 1st Avenue and a rear façade that faces the laneway.
 - Visible from multiple public vantage points
 - Assessment: Solar panels would be highly visible from 1st Avenue and No. 1 Road and may be difficult to blend with roof form.
- (2) 12080 1st Avenue (known as “Sakata House and Garden”)
 - Features:
 - Low pitched roof
 - Two (2) storeys
 - Mid-block location with one (1) façade along 1st Avenue and a rear façade that faces the laneway.
 - Visible from multiple public vantage points
 - Assessment: Solar panels would be highly visible from 1st Avenue and No. 1 Road and may be difficult to blend with roof form.
- (3) 12011 3rd Avenue (known as “Steveston Courthouse”)
 - Features:
 - Pitched roof
 - One-and-a-half storeys
 - Corner location with one (1) façade along 3rd Avenue
 - Limited visibility from public vantage points
 - Assessment: May be difficult to blend solar panels with roof form.
- (4) 12111 3rd Avenue (known as “Sockeye Hotel/Steveston Hotel”)
 - Features:
 - Flat roof
 - Three (3) storeys
 - Corner location with one (1) façade along Moncton Street and another along 3rd Avenue
 - Visible from multiple public vantage points
 - Assessment: If pushed back from the roof edges, it may be possible to install solar panels that cannot be seen from either street.
- (5) 12311 No.1 Road (known as “The Prickly Pear Garden Centre”)
 - Features:
 - Front gable roof

- Mid-block location with one (1) false front façade along No. 1 Road and a rear façade that faces the laneway.
 - Limited visibility from public vantage points
 - Assessment: If tucked behind the tall false front, it may be possible to install solar panels that cannot be seen from No. 1 Road.
- (6) 3711 Chatham Street & 3731 Chatham Street (known as “Steveston Bicycle Shop/Steveston Methodist Church”)
- Features:
 - High pitched roof
 - One-and-a-half storeys
 - Corner location with one (1) facade along 2nd Avenue and another façade along Chatham Street
 - Visible from multiple public vantage points
 - Assessment: Solar panels would be highly visible from 2nd Avenue and Chatham Street and may be difficult to blend with roof form.
- (7) 3460 Moncton Street (known as “Dave’s Fish and Chips”)
- Features:
 - Flat roof
 - One (1) storey
 - Corner location with one (1) façade along Moncton Street and another façade along the laneway.
 - Limited visibility from public vantage points
 - Assessment: If pushed back from the roof edges, it may be possible to install solar panels that would not be seen from Moncton Street.
- (8) 3480 Moncton Street (known as “Riverside Art Gallery/Watsida Building”)
- Features:
 - Front gable roof
 - One (1) storey
 - Corner location with one (1) false front façade along Moncton Street and another façade along the laneway
 - Limited visibility from public vantage points
 - Assessment: If tucked behind the tall false front, it may be possible to install solar panels that would not be seen from Moncton Street but it may be difficult to blend the panels with the roof form.
- (9) 3580 Moncton Street (known as the “Hepworth Block”)
- Features:
 - Flat roof
 - Two (2) storeys
 - Corner location with one (1) façade along Moncton Street and another façade along 2nd Avenue
 - Visible from multiple public vantage points

- Assessment: If pushed back from the roof edges, it may be possible to install solar panels that would not be seen from Moncton Street or from 2nd Avenue.
- (10) 3611 Moncton Street (known as “Marine Garage”)
- Features:
 - Flat roof
 - One (1) storey
 - Corner location with one (1) façade along Moncton Street and another façade along 2nd Avenue
 - Visible from multiple public vantage points
 - Assessment: If pushed back from the roof edges, it may be possible to install solar panels that would not be seen from Moncton Street or from 2nd Avenue.
- (11) 3680 Moncton Street (known as “Wakita Grocery”)
- Features:
 - Front gable roof
 - One (1) storey
 - Corner location with one (1) façade with false front along Moncton Street and one (1) façade along the laneway
 - Limited visibility from public vantage points
 - Assessment: May be difficult to blend solar panels with roof form.
- (12) 3700 Moncton Street (known as “Redden Net Company/Atagi Building”)
- Features:
 - Front gable roof
 - One-and-a-half storeys
 - Corner location with one (1) façade with false front along Moncton Street and one (1) façade along the laneway
 - Limited visibility from public vantage points
 - Assessment: May be difficult to blend solar panels with roof form.
- (13) 3711 Moncton Street (known as “Cannery Café”)
- Features:
 - Low pitched roofs
 - One and two storeys
 - Corner location with one (1) façade with false front along Moncton Street and one (1) façade along the laneway
 - Limited visibility from public vantage points
 - Assessment: May be difficult to blend solar panels with roof form.
- (14) 3811 Moncton Street (known as “Steveston Museum/Northern Bank”)
- Features:
 - Front gable bellcast roof with hip dormers
 - Two (2) storeys
 - Corner location with one (1) façade along Moncton Street and another façade along 1st Avenue



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Settlement Patterns

To integrate the Riverfront with the Core Area and reinforce it as a special place, new development should:

- a) Be characterized by images consistent with the area's historic cannery buildings. Massing that reflects the historic precedent of large buildings with extensions set apart from neighbouring buildings or sawtooth roof forms associated with the historic riverfront bunkhouses. The sense of street wall is to be achieved less by zero lot line development than by repetition of large simple gable-roofed building façades aligned along the Bayview Street property line;
- b) Strongly define the water's edge and the alignment of the dyke;
- c) Front both the upland development on its north and the river;
- d) Extend south over the water with finger piers and floating docks, both with and without buildings or structures on them, as was characteristic of the area in the past;
- e) Provide a pattern of seemingly random openings, courtyards, and pedestrian arcades of varying scales:
 - i) Offering direct and indirect physical access between the river and the Core Area (especially near north-south street and lane ends);
 - ii) Framing special near and distant views;
 - iii) Providing pedestrian access to a continuous riverfront walkway;
 - iv) Accommodating vehicular access and service functions in a shared pedestrian/vehicular environment;
- f) Ensure that street ends are focal points providing views to:
 - i) The river;
 - ii) Active uses situated on public or private piers/open spaces;
 - iii) Special architectural, public art, or heritage elements;
- g) Define the street edge along Bayview Street with buildings built at or close to the property line;
- h) Where possible, avoid segregating residential uses from non-residential uses, in favour of an approach which sees the two uses share a common character and features.

Massing and Height

To establish the Riverfront as an unconventional environment where viable industrial uses and public activities are juxtaposed to create exciting spaces and opportunities, new development should:

- a) Typically be simple building blocks with broad gable main roofs of approximately 12/12 pitch, augmented by lower subordinate portions with shed roof forms having shallower pitches seamlessly connected to the main roof form;
- b) Be of a scale and form to:
 - i) Create a dramatic and varied edge as seen from the river;
 - ii) Provide a backdrop to the Village Core;
- c) With regard to building height:
 - i) Typically vary from one to three storeys and up to 20 m GSC at main roof ridge, to not be taller than the Gulf of Georgia Cannery;
 - ii) Typically orient buildings or portions of buildings that main roof ridge run perpendicular to Bayview Street and their narrow ends face the Core Sub-Area and river;
 - iii) Provide abrupt transitions in height with neighbouring buildings and open spaces.

Architectural Elements

To impart a human-scale and build on the distinctive character of Steveston's historic riverfront buildings, new development should:

- a) Contribute to an interesting and varied roofscape which combines extensive use of shed and gable forms with very limited use of flat, symmetrical hip, feature roofs, and dormers;
- b) Ensure that windows, doors, and other features are used graphically/boldly to enhance a building's simple shape and supports a unified expression rather than constituent floor levels and interior uses;
- c) Provide contrasting areas where architectural elements (e.g., windows, doors) are concentrated, versus areas where large simple wall surfaces focus attention on materials, colour, and the overall building scale and shape;
- d) Typically, focus architectural details near a building's first floor to impart a human-scale to adjacent public streets and pedestrian areas, particularly in areas of highest public pedestrian use and adjacent to/facing residential development in neighbouring character areas;
- e) Employ architectural elements which enhance enjoyment of the river, the sun, and the view and provide opportunities for private open space, especially in the case of residential uses where generous roof decks, french balconies, and similar features are strongly encouraged;

STEVESTON DEVELOPMENT PERMIT AREA
STEVESTON VILLAGE CHARACTER AREA

PROPOSED OFFICIAL COMMUNITY PLAN BYLAW 7100 AMENDMENTS:
NEW AND REVISED RIVERFRONT SUB-AREA GUIDELINES FOR
FLAT ROOFS AND ROOF DECKS
For Consultation Purposes Only

Remove "Section 9.3.2.2.b Steveston Village Riverfront Massing and Height (a)" and replace with the following section:

- (a) Typically be simple buildings blocks with broad gable roofs of approximately 12/12 pitch, augmented by subordinate portions with shed roofs having shallower pitches seamlessly connected to the main roof form. **Flat roofs are not permitted*.**

Remove "Section 9.3.2.2.b Steveston Village Riverfront Architectural Elements" "(b)" and "(e)" and replace with the following sections:

- (b) Contribute to an interesting and varied roofscape which combines extensive use of shed and gable forms with **very limited use of symmetrical hip, feature roofs, and dormers.**
- (e) Employment of architectural elements which enhance enjoyment of the river, the sun, and the view and provide opportunities for private open space, especially in the case of residential uses **where french balconies and similar features are encouraged. Roof decks are not permitted.**

*The language that is highlighted in bold has been altered or added.

**PROPOSED AMENDMENTS TO STEVESTON LOCAL AREA PLAN
WATERFRONT WALKWAY: POLICIES AND GUIDING PRINCIPLES
For Consultation Purposes Only**

3.2.3 Steveston Village Node

POLICIES

- h) Promote public access to the waterfront between 3rd Avenue and No. 1 Road through new pedestrian connections from Bayview Street and upgrades to the existing pedestrian paths.
- i) Work toward an uninterrupted connectivity along the waterfront between 3rd Avenue and No. 1 Road through extensions and improvements to walkway infrastructure and surfaces.

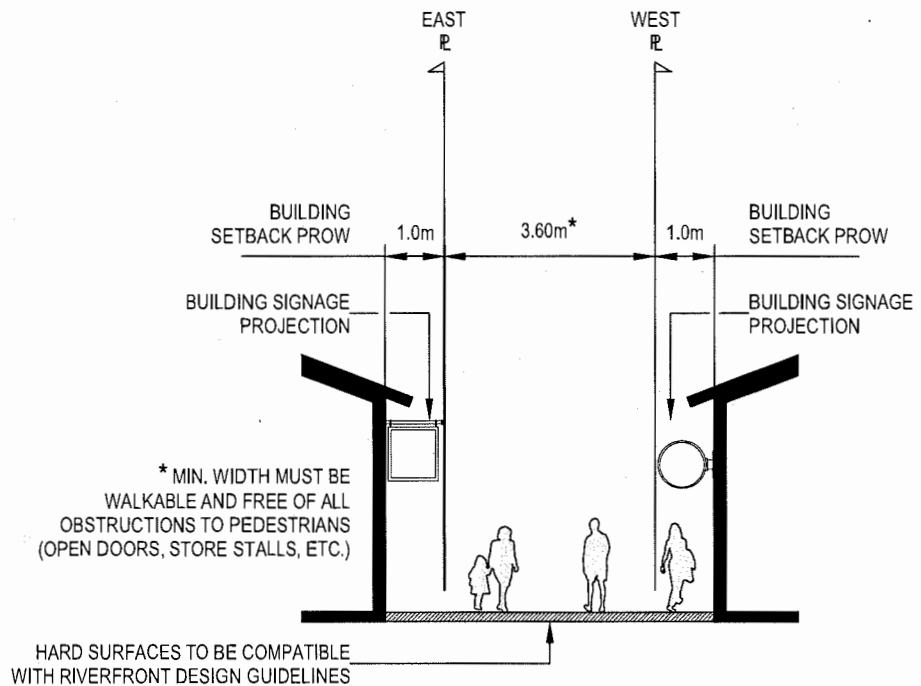
6.0 Natural & Human Environment

OBJECTIVE 6: Work toward public accessibility for pedestrians to and along the waterfront between 3rd Avenue and No. 1 Road through pathways that connect Bayview Street to the water's edge, and completion of a continuous boardwalk.

POLICIES

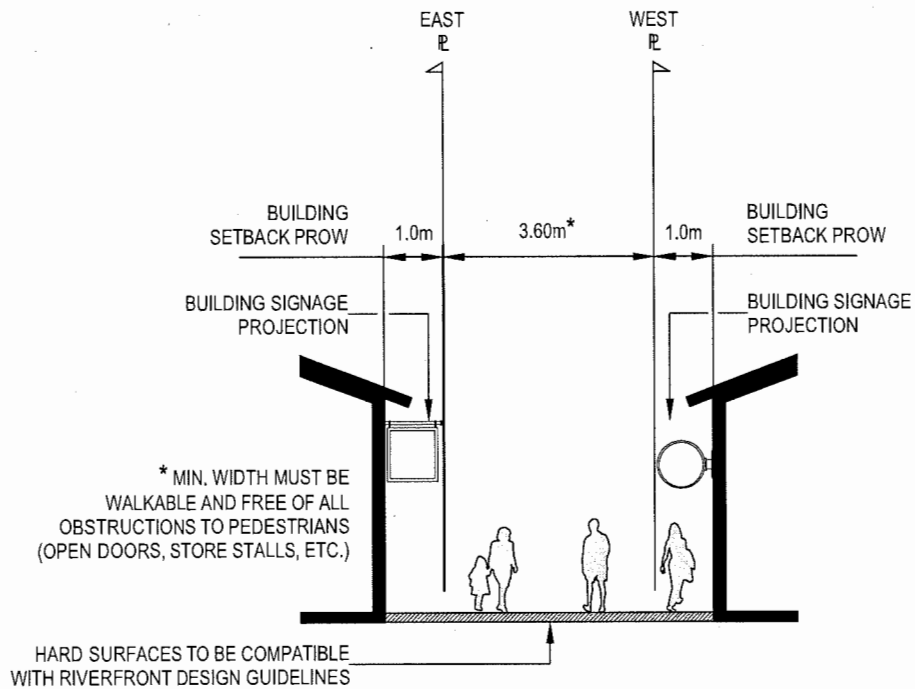
- a) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish new pedestrian connections at the following street and lane ends.
 - Pedestrian connections at road ends at the south foot of No. 1 Road, 1st Avenue and 3rd Avenue will meet the following guiding principles for universal accessibility and urban design:
 - Create a public right-of-passage with a minimum width of 5.6 m including 1.0 m setbacks from adjacent buildings
 - Building signage projections up to 1.0 m into any building setback and detailed as per Steveston Development Permit Area Design Guidelines
 - A minimum of 5.6 m of the above minimum 5.6 m public right-of-passage must be free and clear of obstructions, including but not limited to: building projections (except for signage), doors, patios, store stalls.
 - Accessible hard surfaces with materials compatible with "Steveston Village Riverfront" Development Permit Area design guidelines (see: Section 9.3.2.2.b).
 - Connections at the lane ends between No 1 Road and 1st Avenue, between 1st Avenue and 2nd Avenue; and between 2nd Avenue and 3rd Avenue, will meet the following guiding principles for universal accessibility and urban design:
 - Create a public right-of-passage with a minimum width of 4.5 m including 1.0 m setbacks from adjacent buildings
 - Building signage projections up to 1.0 m into any building setback and detailed as per Steveston Development Permit Area Design Guidelines

- A minimum of 4.5 m of the above minimum 4.5 m public right-of-passage must be free and clear of obstructions, including but not limited to: building projections (except for signage), doors, patios, store stalls.
 - Accessible hard surfaces with materials compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
- b) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish waterfront walkway connections at, and above, high water mark.
- Walkway sections that are situated at high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
 - Minimum 6.0 m in width.
 - Connected to walkways above, at the street end nodes, with gangways to create accessible access points.
 - Float structures with heavy timber surfaces.
 - Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
 - Lighting to enable nighttime use consistent with Steveston Harbour Authority floats.
 - Walkway sections that are situated above high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
 - Minimum 6.0 m in width including projections toward the water’s edge at nodes (i.e. both street end and lane end connections).
 - Heavy timber boardwalk structures at the dike crest elevation.
 - Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
 - Lighting, seating and other site furnishings, as appropriate, at nodes.
- c) Work with Steveston Harbour Authority to connect the waterfront walkway to existing structures as follows:
- Piers at the south foot of No. 1 Road and 3rd Avenue:
 - Increase the accommodation of pedestrian volume, circulation, resting and viewing points, while removing any obstructions to access to the water for harbour-related activities.
 - Add seating and other site furnishings in accessible locations (e.g. pier ends) to further enable people to observe harbour activities.
 - Floats:
 - Extend the length of publicly accessible floats.
 - Increase the number of connections from the land side.
 - Parking lot at 3rd Avenue:
 - Dedicate a pedestrian route to the waterfront boardwalk and pier.
 - Develop a bridge crossing to the Gulf of Georgia Cannery waterside deck.



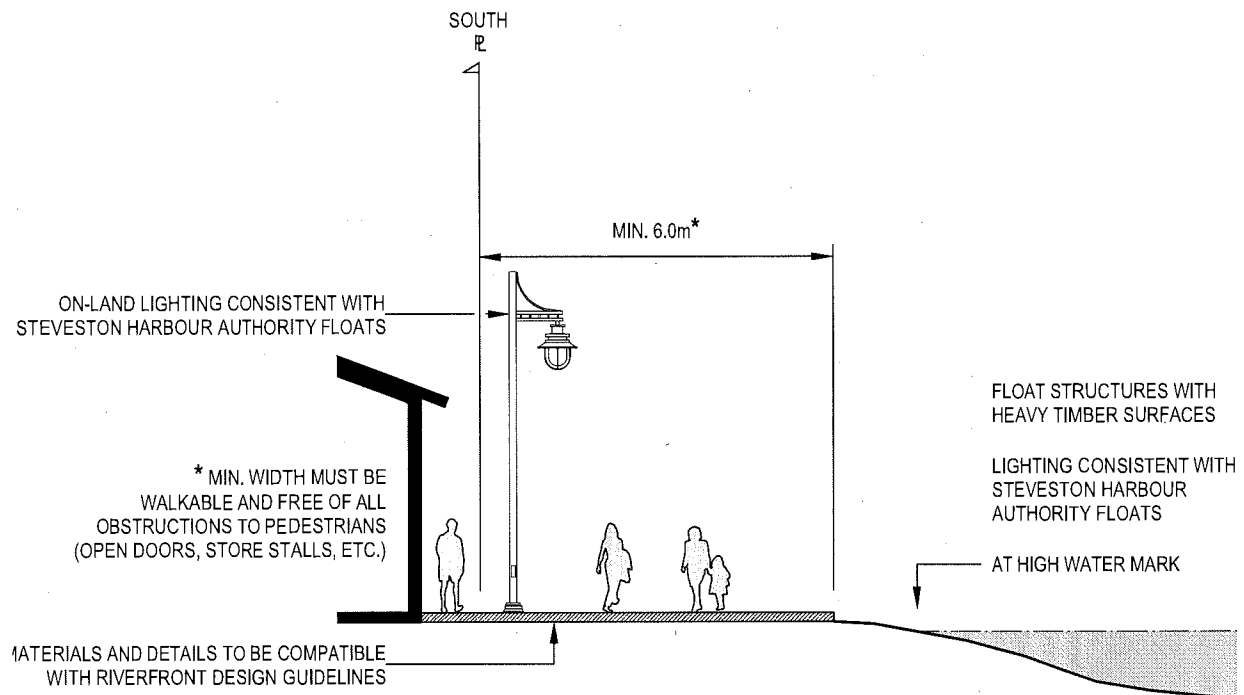
X-SECTION NORTH - SOUTH WALKWAYS

SOUTH FOOT OF:
NO.1 ROAD
1ST AVENUE
3RD AVENUE

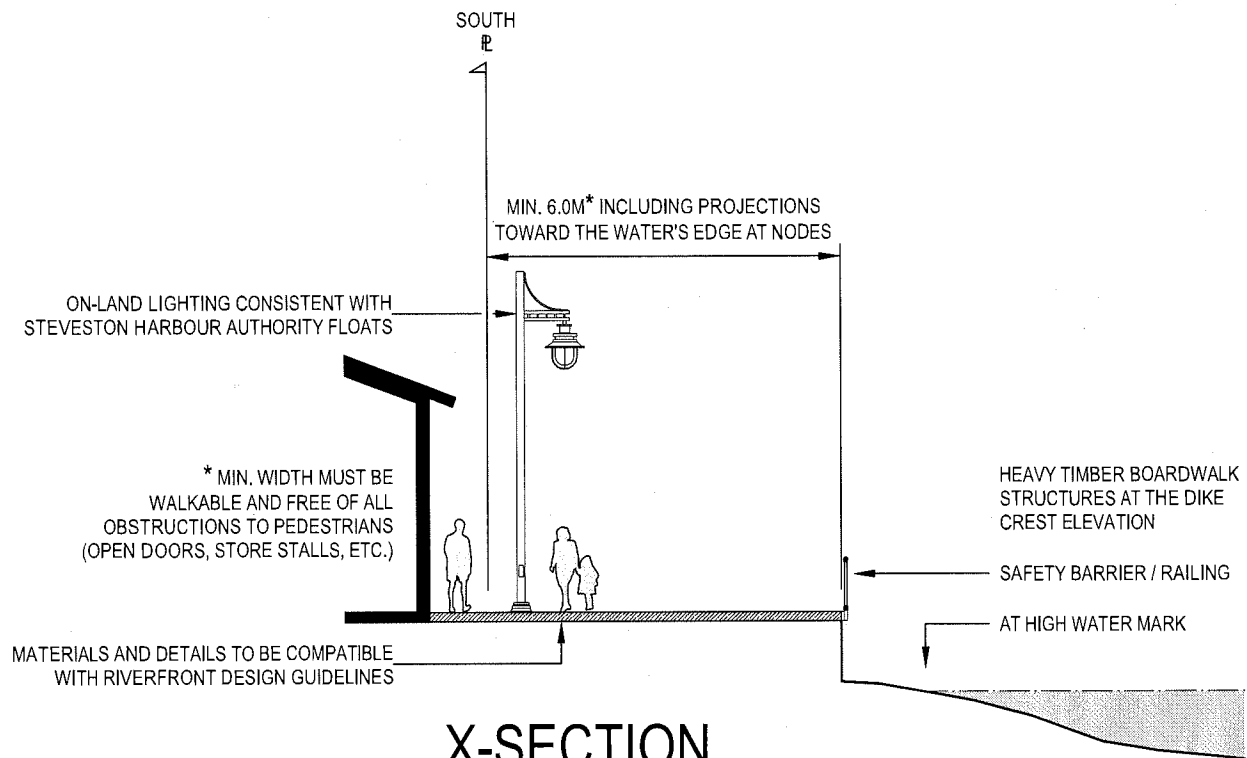


X-SECTION NORTH - SOUTH WALKWAYS

SOUTH FOOT OF:
NO.1 ROAD
1ST AVENUE
2ND AVENUE
3RD AVENUE



X-SECTION WATERFRONT WALKWAY AT HIGH WATER MARK



X-SECTION WATERFRONT WALKWAY ABOVE HIGH WATER MARK

Steveston Village Conservation Program

Conservation Strategy – Managing Change

2. **of Fisheries and Oceans**
Area-wide Statement of Significance:

Steveston Townsite

Description of Historic Place

The area currently under study is located within the Steveston town site, a small commercial and residential village located near the mouth of the Fraser River at the southwest corner of Lulu Island.

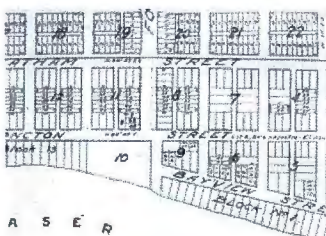
This specific area of the town comprises approximately nine blocks with commercial streets and service lanes, strong landscape features, and an immediate physical and economic relationship to the Fraser River.



Values

The heritage value of Steveston lies in the complex threads of its history which, combined with the integration of its natural landscape and resources with human activity, have determined its form, character and cultural associations. This history is embodied in Steveston's historic, aesthetic, social, associative, and natural values.

Steveston is significant as a Fraser River settlement which is representative of British Columbia's natural resource-based development since the 1880s. Its heritage values lie in the evidence it retains of the influences of the agriculture and fishing industries on its growth over time, which enabled it to become one of the most important early West Coast towns. True to William Herbert Steves's vision to make this settlement a major economic centre, destination, and terminus when he pre-empted the land in 1880, Steveston's history and intrinsic heritage resonate across the province and beyond.



Steveston is valued as Richmond's earliest example of city planning.

Its grid pattern layout, characterized by small blocks, narrow lots, and rear service lanes, dates to 1888 and reflects the original survey which focused the town site on the river and ensured that the local infrastructure accommodated the needs of both fishing fleets and canneries which were abundant here at the time and continued to thrive until the mid twentieth century. The location of the commercial core of the village is also significant, as it reflects the importance of the interrelationship between water, rail, and road which played a crucial role in the economic and physical development of the town in the late nineteenth and early twentieth centuries.



Steveston is valued for the extent of its historic character and intrinsic heritage values, seen less in individual buildings than in the cumulative effect its physical and intangible elements have had on its heritage significance since 1880. Its unpretentious working environment and aesthetic character provide an important counterpoint

Steveston Village Conservation Program

Conservation Strategy – Managing Change



to its traces of urban complexity, diverse commercial service and retail uses, and range of building types which embody the complexity and vitality of its economic and social history. It evokes a sense of a bygone era, and most significantly retains the character of an early twentieth century small town in an area that is surrounded by major urban development.

Steveston's social values are reflected through its use over almost a century as a community gathering place for residents and business people from the surrounding area. Moncton Street in particular is a testament to the importance of the commercial core of small-town British Columbia; it continues to evolve as the economic and social heart of the village and the primary local source for goods and services, much as it was historically.

Steveston's associative values make it an excellent representative example of the effects of boom-and-bust cycles in British Columbia's economic and cultural development since the late nineteenth century. A significant contributor to the social value of the town site is the multi-cultural nature of the residential community and the work force, brought into existence because of the early canneries and fishing fleets. It is significant that Steveston resonates throughout British Columbia, both for its role as an inter-racial community and as a central place of prosperity and promise.



Steveston exists in its current form in part because of the physical and natural environment found in its location at the mouth of the Fraser River. The town site reflects significant natural heritage values; these values are embodied in the ecology of the Fraser River, traces of surviving indigenous vegetation, riverine and terrestrial habitat values, and open spaces such as nearby Garry Point Park. It is also important that the town site is visually connected to its surrounding natural landscapes, with views of Shady Island in the Fraser River and the North Shore Mountains.

Character-Defining Elements

The character-defining elements of the study area include:

Built/Planned Environment

- Small commercial buildings with wood framed facades and false fronts
- Building details including cornices, brackets
- Strong street wall edges created by the buildings at Moncton Street
- Pedestrian scale
- Commercial streets parallel to the water
- Cross-grid of north/south streets
- **North/south streets with visual access to the dyke**
- Associative gathering places (Net Shed, hotel)

Steveston Village Conservation Program

Conservation Strategy – Managing Change



- Historical patterns and buildings on the north side of Chatham
- Proximity of the residential area to the commercial area
- Residential components of the streets;
- Varying street widths
- Original grid layout
- Exposed drainage ditches
- Lack of street curbs in lanes
- Way in which the site reflects original development
- Archetypal main street pattern of Moncton Street:
- Multi-use utilitarian lanes and alleyways
- Variety of building styles and construction types
- Evidence of multi-culturalism in the town
- Industrial traces such as the railway tracks

Landscape

- Landscape elements including ditches, bridges, fences, lawn areas and planted areas
- Mature trees which differentiate the residential area north of Chatham
- Containment of the place by the physical landscape feature of the ocean to the west and river to the south
- Slope of the land down from the dyke
- Location of the site 5 kilometres from the mouth of the South Arm of the Fraser River
- Traces of residential gardens
- Significant open spaces that frame the townsite such as Steveston Park,
- Garry Point Park
- Views from the townsite to the Gulf of Georgia to the south and west, and to the north shore mountains to the north
- Roughness and unfinished nature of parts of the site



Waterfront

- Direct connection to the waterfront
- Small scale elements including pilings and wharves, rip-rap river edges, fences, signs
- Presence of marine industrial heritage – boats, masts, rigging, wharves, fish sales, fish store
- Sounds, smells of the waterfront
- Relationship of the site to the waterfront
- Evidence of the use of the waterfront
- Clean water and the natural landscape of the river

Uses

- Diverse business activity – you can get most everything you need
- Working nature of the town reflected by commercial and industrial businesses and businesses related to the fishing

Steveston Village Conservation Program

Conservation Strategy – Managing Change



industry

- Informal pedestrian use of the streets (eg. jaywalking)
- Ability to access the waterfront and the wharves on foot
- Sense of being in a small town, characterized by such elements as diagonal parking on the street, informal lane parking, shortcuts through properties, small scale building, limited area overall.



3 (6) Summary of Individual Resources

.1 Criteria for identifying resources:

- Criterion 1: The overall contribution of the resource to the heritage value and character of Steveston.
- Criterion 2: The ability of the resource to represent a certain historical process, philosophy, design, function, technique, or style
- Criterion 3: The level of importance of associations with an era, event or person important in Steveston's history and development
- Criterion 4: The intactness, evocative qualities and unity in scale, form, materials, texture and colour.

.2 Statements of Significance have been written for individual resources that are identified as worthy of conservation.

- Village-wide resources
- Moncton Street resources
- Chatham Street resources
- Bayview Street resources
- No.1 Road resources
- 1st Avenue resources
- 2nd Avenue resources
- 3rd Avenue resources
- East Lane resources
- Centre lane resources
- West Lane resources

3 (7) Location Maps for Identified Heritage Resources

The following maps identifies 54 individual heritage resources in the Village.

LEGEND

- Existing Waterfront Walkway
- Future Waterfront Walkway
- Existing Pedestrian Connection
- Required Future Pedestrian Connection

Map Labels: Moncton St, 3rd Ave, 2nd Ave, 1st Ave, No. 1 Rd, Bayview St, Steveston Landing, Koye Restaurant & Complex, Fisheries & Oceans, South Arm Fraser River, 3540, 3600, 3866, 3880, 3900, 12551, Imperial Oil Site, Parking Lot Owner's & Fed SHA, Steveston Landing Owner's & Fed SHA.

Connections: 1 Required Connection, 2 Required Connection, 3 Existing Connection, 4 Existing Connection, 5 Required Connection, 6 Existing Connection, 7 Existing Connection, 8 Required Connection.

Long-Term Vision for Future Walkway

Original Date: 04/26/16
Revised Date: 05/10/17

Steveston Waterfront Existing and Required Walkway and Pedestrian Connections: Large Lot Configuration

LEGEND

EXISTING CONNECTION AND EXISTING WIDTH

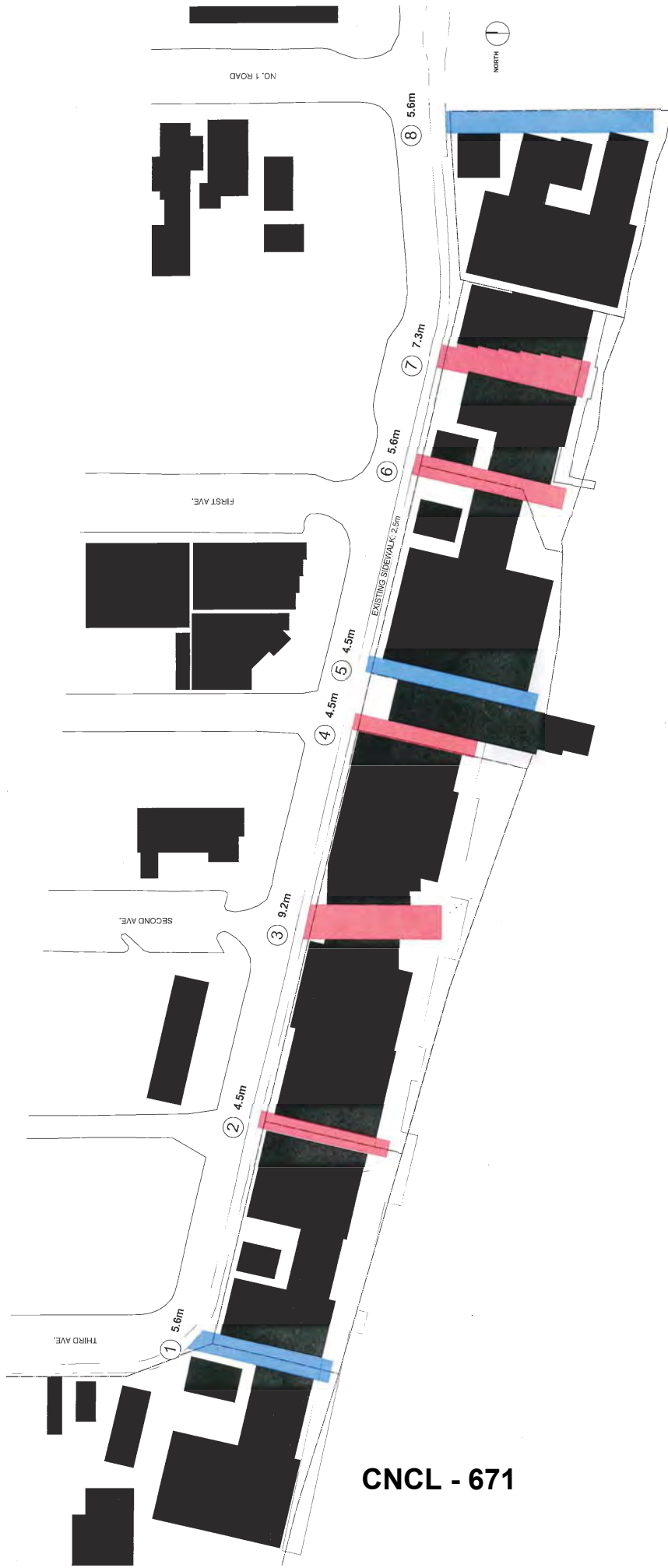
MINIMUM WIDTH MUST BE WALKABLE AND FREE OF ALL OBSTRUCTIONS TO PEDESTRIANS
(OPEN DOORS, STORE STALLS, ETC.)



BIRMINGHAM & WOOD ARCHITECTS - PLANNERS	PROJECT	Sturges Waterfront Richmond, BC
	DRAWING TITLE	EXISTING
	SCALE	3"=50' Nov 18, 1996
	SHEET NO.	

[illegible]

UNIVERSITY OF CALIFORNIA



SOUTH SIDE OF BAYVIEW: "LARGE LOT" SCENARIO

LEGEND

EXISTING CONNECTION AND FUTURE WIDTH (MINIMUM) *

FUTURE CONNECTION AND FUTURE WIDTH (MINIMUM) *

MINIMUM WIDTH MUST BE WALKABLE AND FREE OF ALL OBSTRUCTIONS TO PEDESTRIANS (OPEN DOORS, STORE STALLS, ETC.)

PROJECT Surrey Waterfront	LOCATION Richmond, BC
DRAWING TITLE "LARGE LOT" SCENARIO	DATE Nov. 18, 2018
SCALE 1:500	SHEET NO. 1

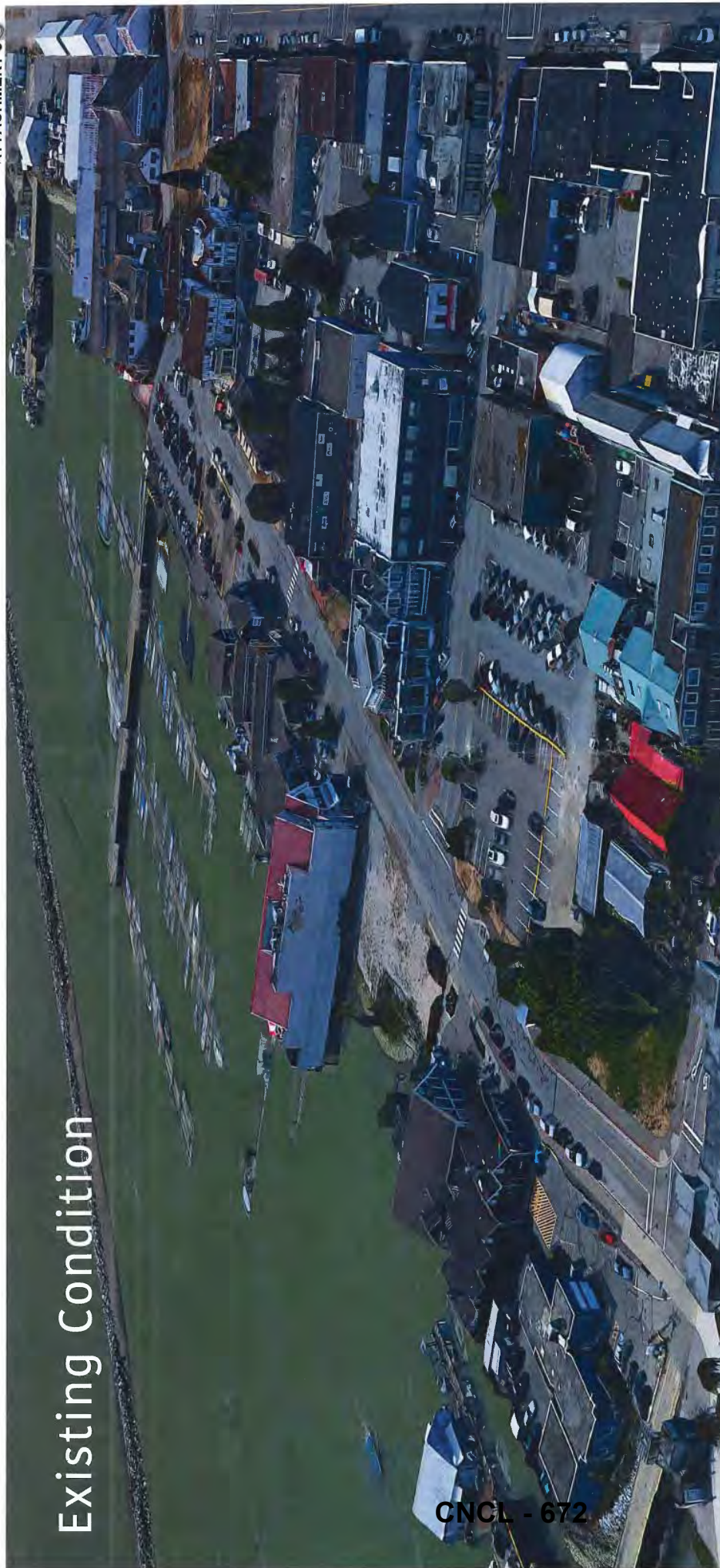
BIRMINGHAM & WOOD ARCHITECTS + PLANNERS	
--	--

DATE	REVISION

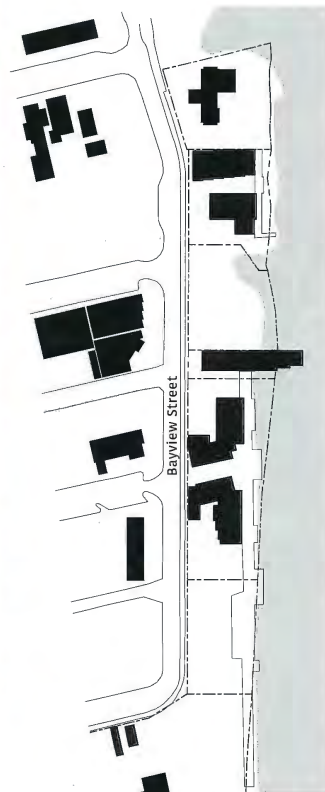
Prepared by: [Name]

Existing Condition

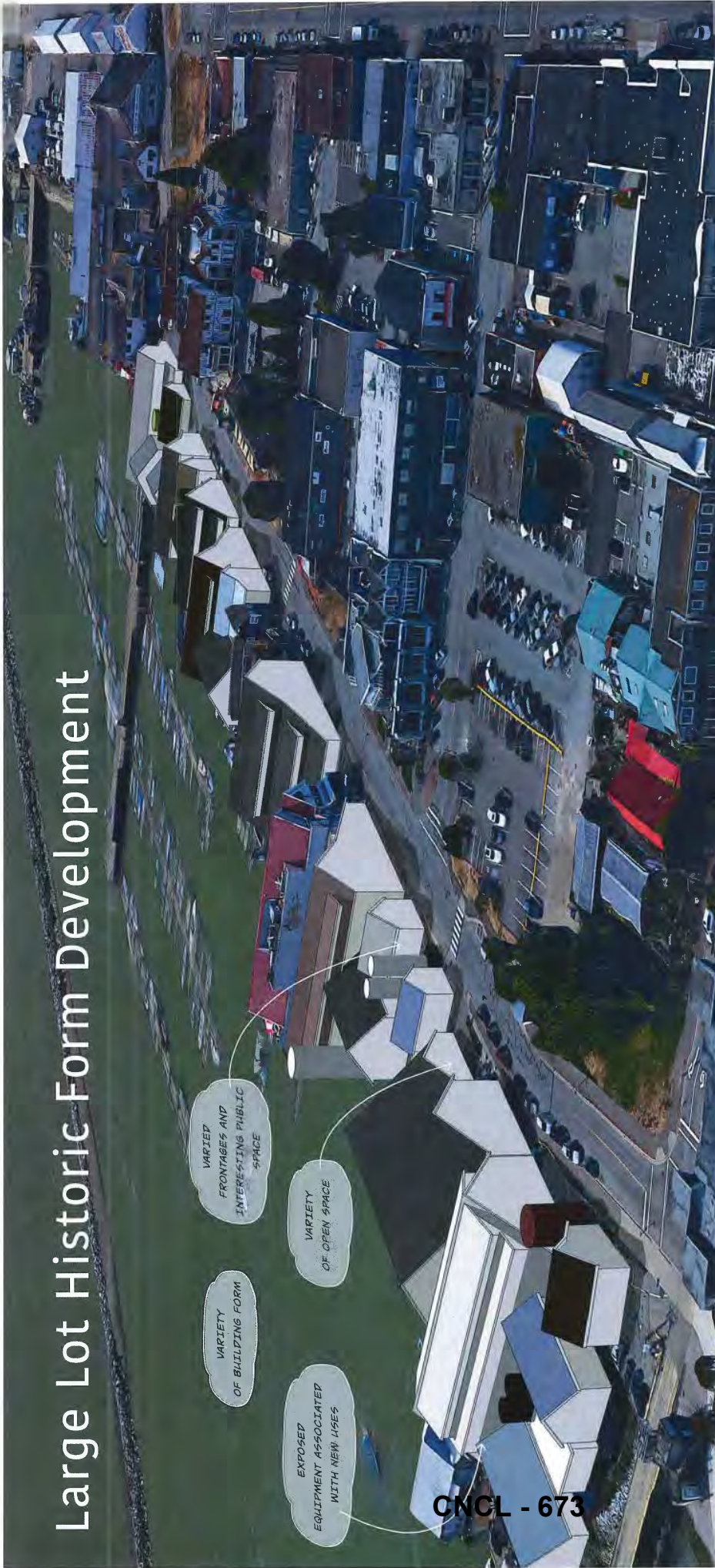
ATTACHMENT 30



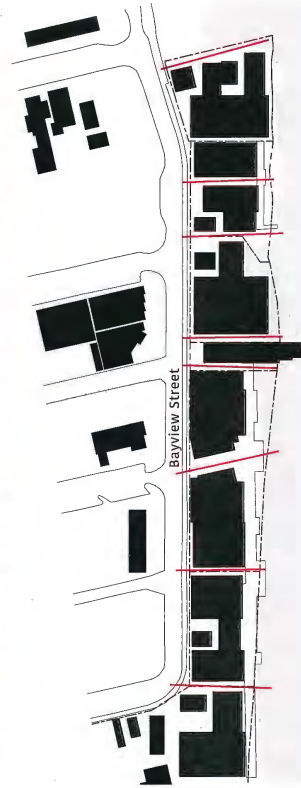
CNCL - 672



Large Lot Historic Form Development



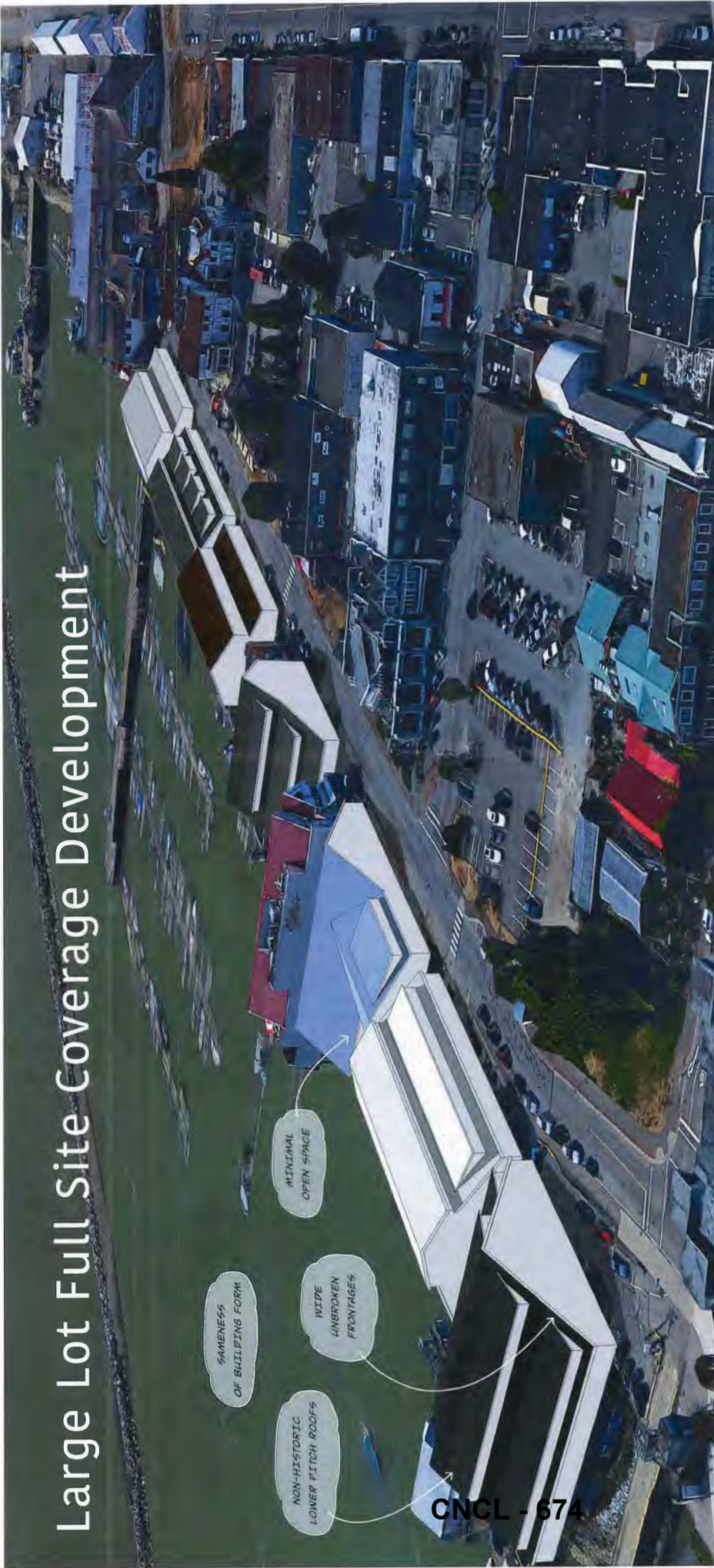
CNCL - 673



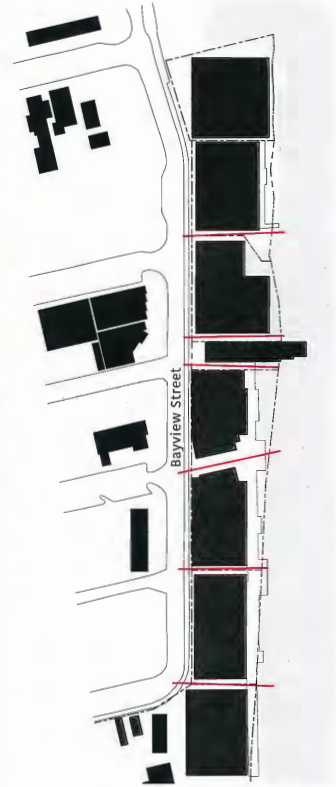
Historic Characteristics										Development Stats			
dominant gable roof	•	•	•	•	•	•	•	•	•	FAR	1.6	46'	8+
secondary cross-gable	•	•	•	•	•	•	•	•	•	building height			
asymmetric gable forms	•	•	•	•	•	•	•	•	•	variety of open space			
shed dormers for windows	•	•	•	•	•	•	•	•	•	exposed equipment			
various sized ancillary bays	•	•	•	•	•	•	•	•	•	waterfront connections			

Gulf of Georgia Cannery
Large Lot Historic Form Development

Large Lot Full Site Coverage Development



CNCL - 674



Gulf of Georgia Cannery
Large Lot Full Site Coverage Development

Historic Characteristics

- dominant gable roof
- secondary cross-gable
- asymmetric gable forms
- shed dormers for windows
- various sized ancillary bays
- exposed equipment
- variety of open space

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Development Stats

- FAR
- building height
- waterfront connections

1.6	46'	6
-----	-----	---



Legend

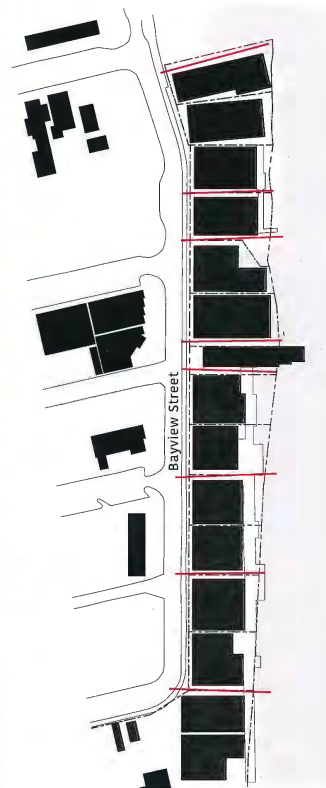
- EXISTING CONNECTION AND FUTURE WIDTH (MINIMUM) *

MINIMUM WIDTH MUST BE WALKABLE AND FREE OF ALL OBSTRUCTIONS TO PEDESTRIANS
(OPEN DOORS, STORE STALLS, ETC.)

[illegible]

COPYRIGHT RESERVED:

PROJECT Seveston Waterfront	DRAWING TITLE "SMALL LOT" SCENARIO	SHEET NO.	
		SCALE 1"=5'	DATE Nov. 18, 2006



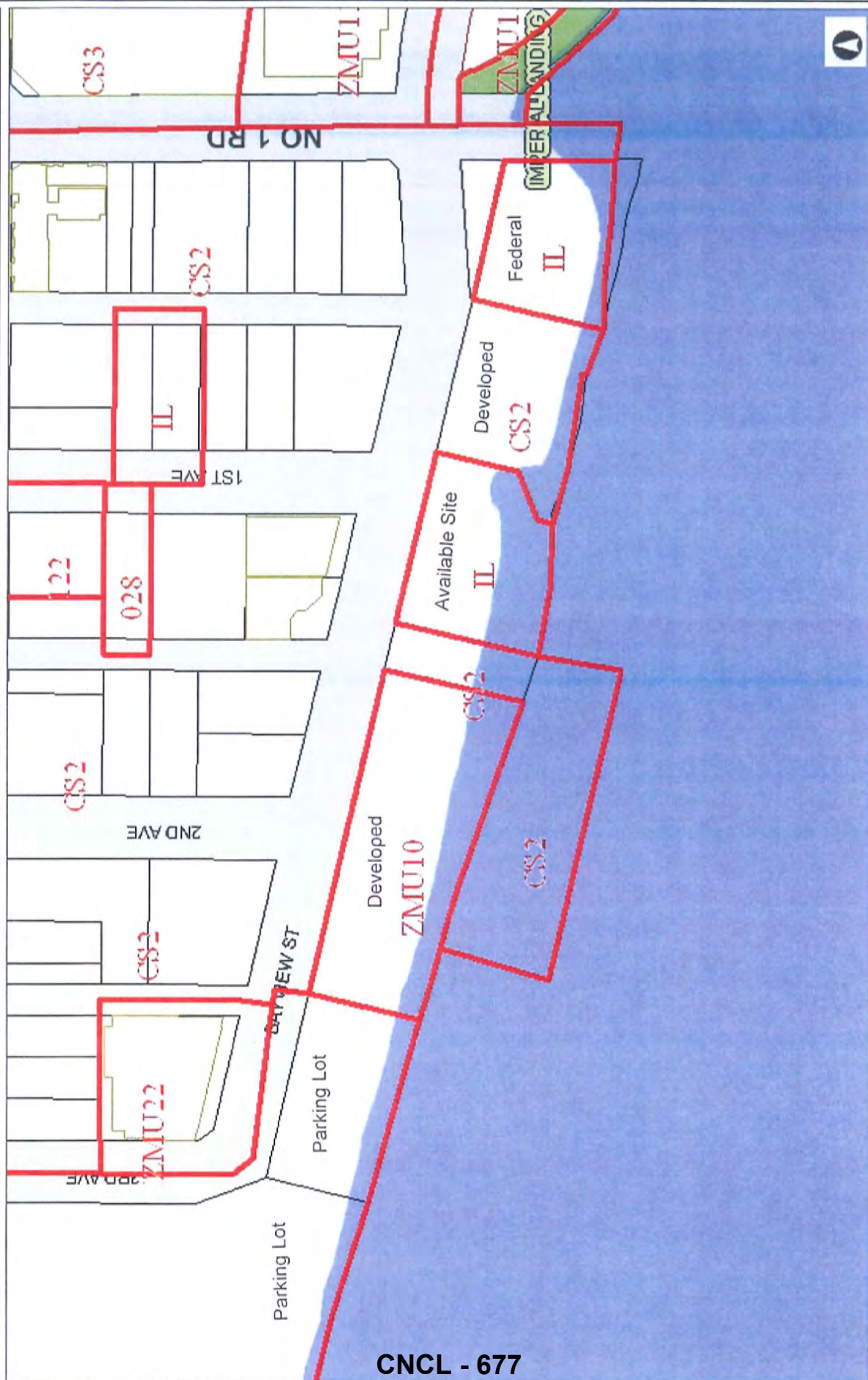
Development Stats

variety of open space

Small Lot Development

1.6	46'	8
-----	-----	---

South Side of Bayview Street: Zoning and Development Potential



CNCL - 677

84.7 0 42.33 84.7 Meters

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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION



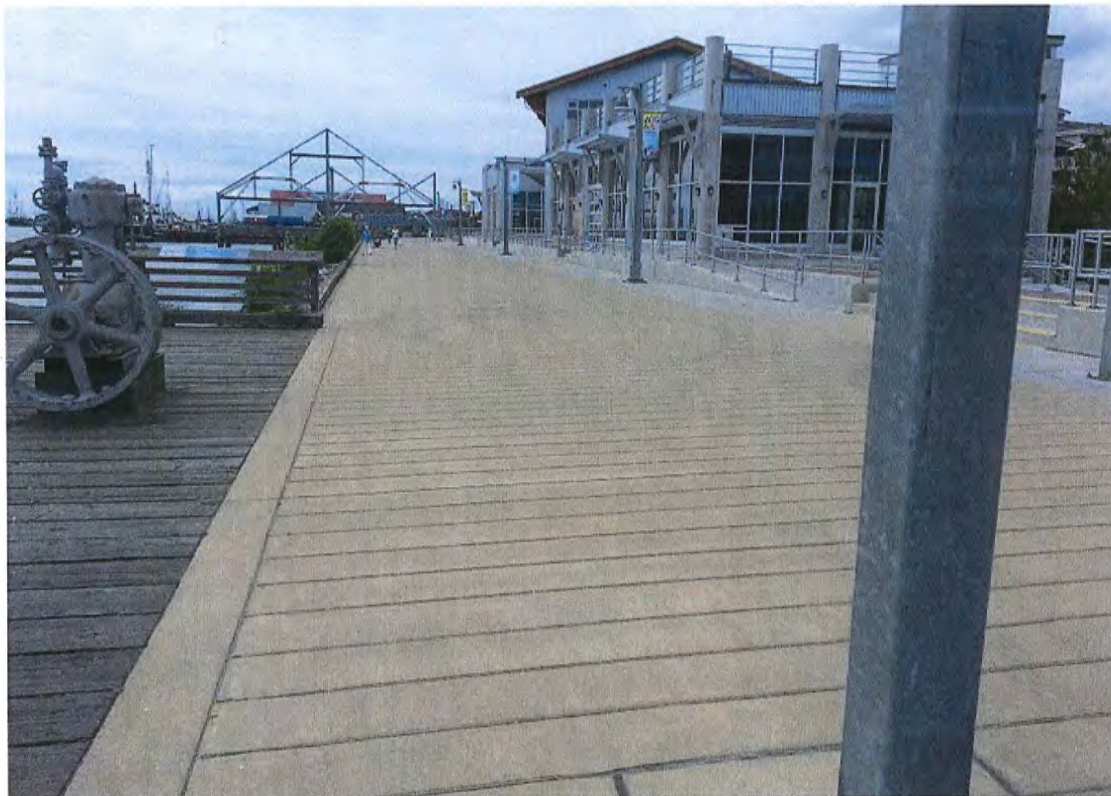
**Moncton Street: Existing Concrete
Boulevard and Wood Sidewalk**



**Bayview Street: Concrete Sidewalk and
Wood Boulevard**



Bayview Street: Concrete Sidewalk and Textured Concrete Boulevard

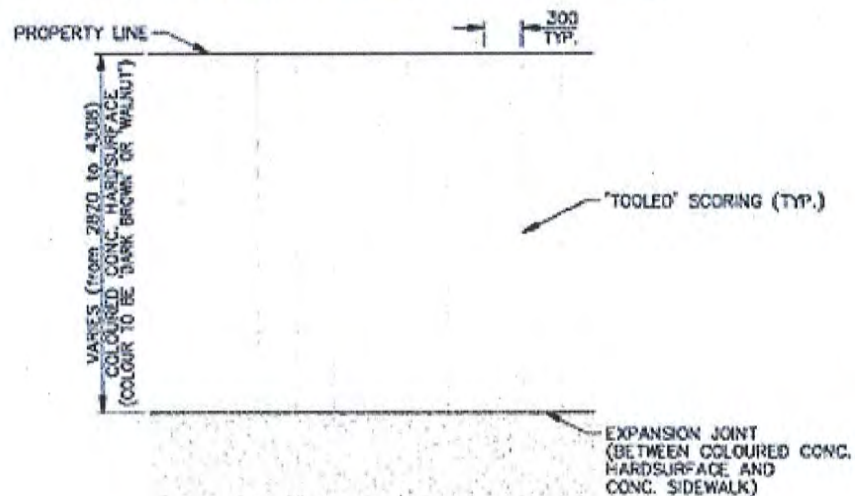


**Concrete Textured to Appear as Wood Planks:
Waterfront Boardwalk Parallel to Bayview Street East of No. 1 Road**

COLOURED CONC. HARDSURFACE NOTES:

1. CONC. TO BE BROOM FINISHED WITH NO TROWEL MARKS.
2. CONC. TO BE SCORED TO CREATE 300mm WIDE "PLANKS".
3. EXPANSION JOINTS TO BE AT 9.0m SPACING, AS PER CITY SUPPLEMENTAL DWG. No. R-2-SD, AND ARE TO COINCIDE WITH EXPANSION JOINT LOCATIONS ASSOCIATED WITH THE CONC. SIDEWALK.
4. CONTROL JOINTS TO BE AT 3.0m SPACING, AS PER CITY SUPPLEMENTAL DWG. No. R-2-SD, AND ARE TO COINCIDE WITH CONTROL JOINT LOCATIONS ASSOCIATED WITH THE CONC. SIDEWALK.

COLOURED CONC. HARDSURFACE STRUCTURE AS FOLLOWS:
 •120 CONCRETE
 •150 GRANULAR BASE
 (GRANULAR BASE COMPACTED TO MIN. 95% MODIFIED PROCTOR DRY DENSITY AT A MOISTURE CONTENT WITHIN 2% OF OPTIMUM FOR COMPACTION.)



**Technical Specifications
CNCL - 679**



Concrete Textured to Appear as Wood Planks: Additional Examples



CNCL - 680



Concrete Textured to Appear as Wood Planks: Additional Examples

CNCL - 681

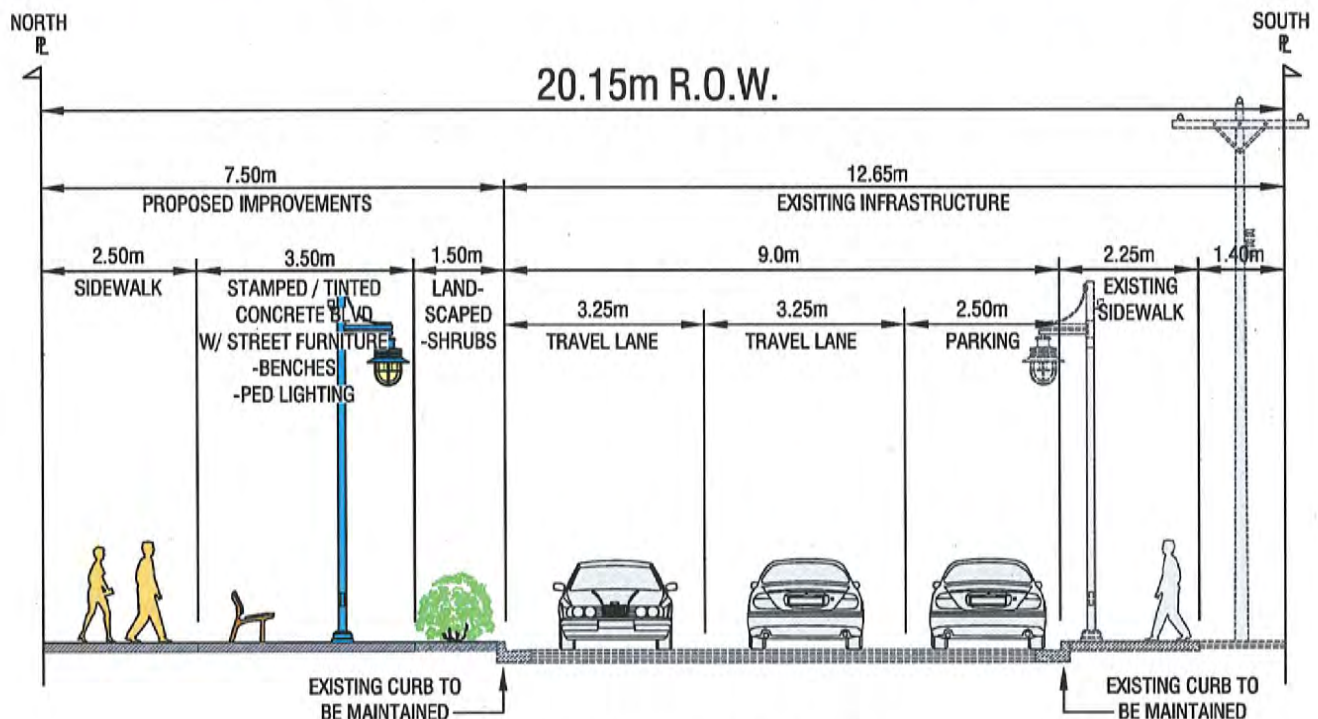
Long-Term Streetscape Visions for Bayview and Chatham Streets
Summary of Survey Results: April-May 2013

Survey Question		Survey Responses	
Q1-3: Demographics		<ul style="list-style-type: none"> GP: 78% live within 1 km of Steveston Village GP: main travel modes are walking (38%), vehicle as driver or passenger (18%) and cycling (5%) 	
Q4: Public Parking Supply (Free and Pay)		<ul style="list-style-type: none"> GP: 52% believe that existing number of public parking spaces is either sufficient or too many SH: mixed responses 	
Streetscape Vision for Bayview Street	Q5: Improvement of Existing Streetscape	<ul style="list-style-type: none"> GP: 83% believe that existing streetscape should be improved SH: mixed responses 	
	Q6: Important Elements of Pedestrian Realm (Top 3 Cited)	<u>General Public</u> <ul style="list-style-type: none"> continuous sidewalks (67%) benches and seating (55%) wider sidewalks (51%) 	<u>Stakeholder</u> <ul style="list-style-type: none"> continuous sidewalks (43%) benches and seating (43%) maintain green space on north side (43%)
	Q7: Option 1 – Improved Pedestrian Realm on North Side	<u>Important Elements</u> <ul style="list-style-type: none"> Continuous sidewalks More space for pedestrians 	<u>Not Important Elements</u> <ul style="list-style-type: none"> Any additional parking Width of south sidewalk
	Q7: Option 2 – Improved Pedestrian Realm & Angle Parking on North Side	<u>Important Elements</u> <ul style="list-style-type: none"> Improved and wider sidewalks Additional angle parking 	<u>Not Important Elements</u> <ul style="list-style-type: none"> Additional angle parking Reduced sidewalk width relative to Option 1
	Q7: Option 3 – Improved Pedestrian Realm & Parallel Parking on North Side	<u>Important Elements</u> <ul style="list-style-type: none"> Improved sidewalks Additional parallel parking 	<u>Not Important Elements</u> <ul style="list-style-type: none"> Additional parallel parking Reduced sidewalk width relative to Option 1
	Q8: Preferred Vision	<ul style="list-style-type: none"> GP: Option 1 (43.4%) / Option 3 (23%) / Option 2 (7%) SH: Option 1/Do Nothing (43%) / Option 3 (43%) 	
Streetscape Vision for Chatham Street	Q9: Improvement of Existing Streetscape	<ul style="list-style-type: none"> Existing streetscape should be improved (GP: 73.5% / SH: 57%) 	
	Q10: Important Elements of Pedestrian Realm (Top 3 Cited)	<u>General Public</u> <ul style="list-style-type: none"> continuous sidewalks (64%) more street trees (54%) benches and seating (49%) 	<u>Stakeholder</u> <ul style="list-style-type: none"> continuous sidewalks (71%) benches and seating (43%)
	Q11: Option 1 – Improved Pedestrian Realm on Both Sides	<u>Important Elements</u> <ul style="list-style-type: none"> Wider sidewalks More street trees 	<u>Not Important Elements</u> <ul style="list-style-type: none"> Any additional parking Width of pedestrian realm
	Q11: Option 2 – Improved Pedestrian Realm & Angle Parking on Both Sides	<u>Important Elements</u> <ul style="list-style-type: none"> Improved and wider sidewalks Additional angle parking 	<u>Not Important Elements</u> <ul style="list-style-type: none"> Additional angle parking Reduced sidewalk width and street trees relative to Option 1
	Q11: Option 3 – Improved Pedestrian Realm on Both Sides & Centre Angle Parking	<u>Important Elements</u> <ul style="list-style-type: none"> Improved sidewalks Relocate driveways to rear 	<u>Not Important Elements</u> <ul style="list-style-type: none"> Additional angle parking Reduced sidewalk width relative to Option 1
	Q12: Preferred Vision	<ul style="list-style-type: none"> GP: Option 1 (53%) / Option 3 (17%) / Option 2 (6%) SH: Option 1 (43%) / Option 2 (43%) / Option 3 (0%) 	

Note: GP = General Public
SH = Stakeholder



Option 1 - Bayview Street: Enhanced Pedestrian Realm on North Side Only

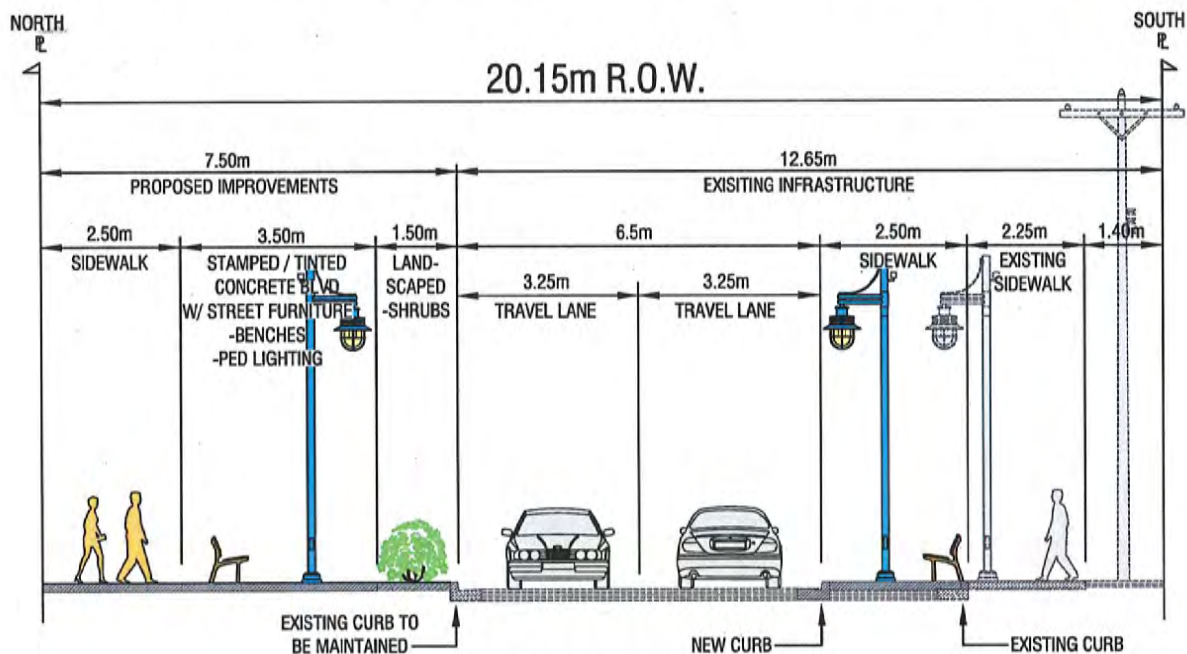


**OPTION 1 X-SECTION
BAYVIEW STREET
THIRD AVENUE TO NO 1 ROAD**

CNCL - 683



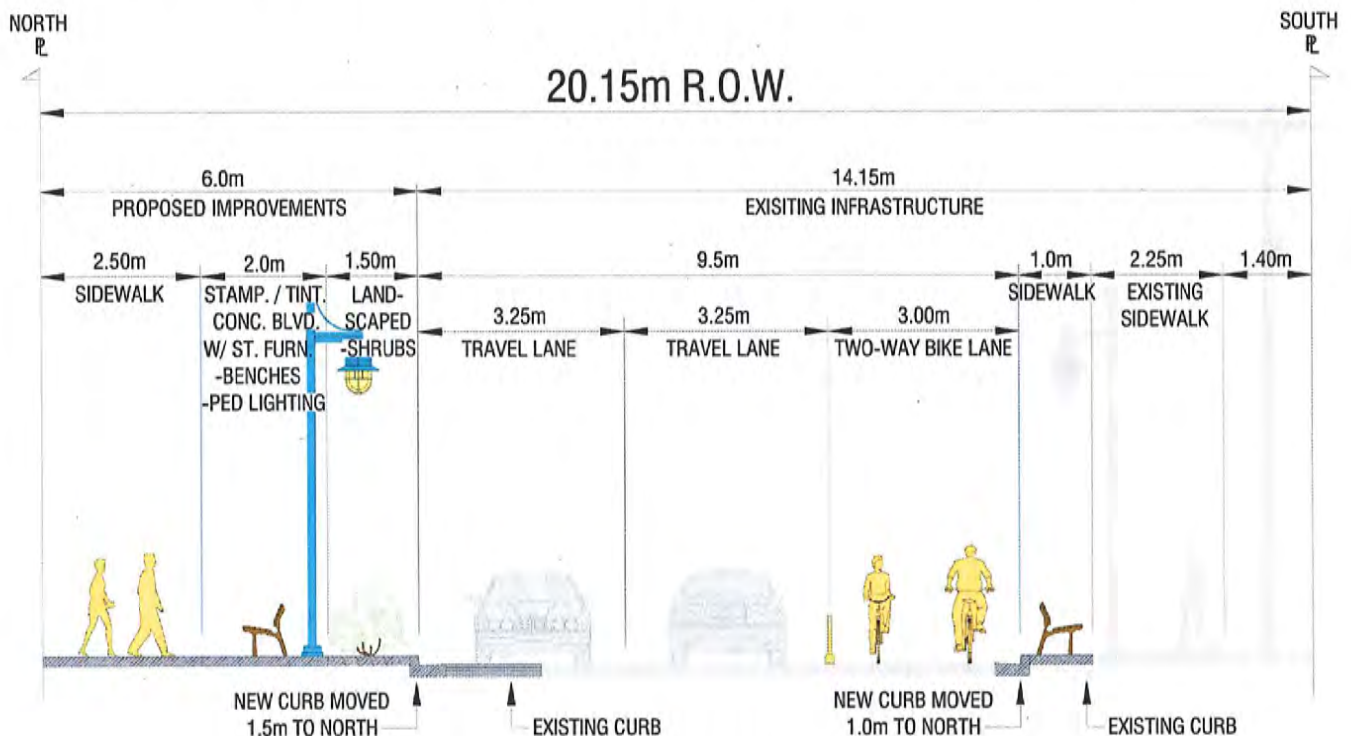
Option 2 - Bayview Street: Enhanced Pedestrian Realm on North & South Sides



**OPTION 2 X-SECTION
BAYVIEW STREET
THIRD AVENUE TO NO 1 ROAD
CNCL - 684**



**Option 3 - Bayview Street: Enhanced Pedestrian Realm on North & South Sides
plus Continuous Greenway**

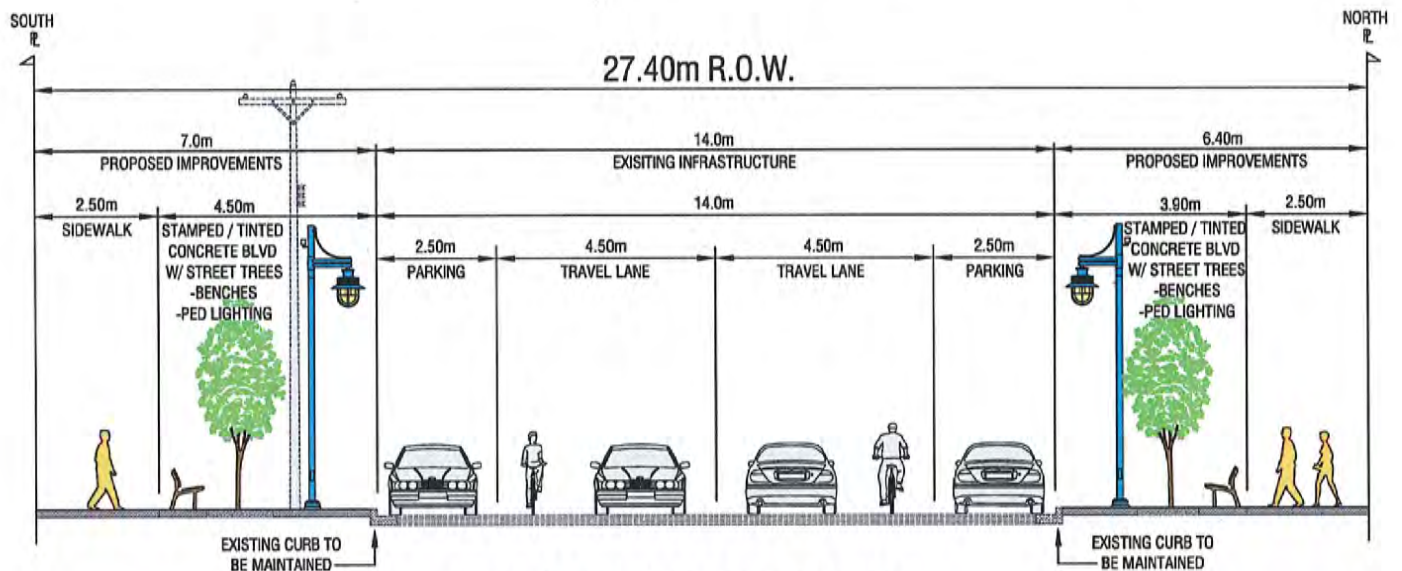


**OPTION 3 X-SECTION
BAYVIEW STREET
THIRD AVENUE TO NO 1 ROAD**

CNCL - 685



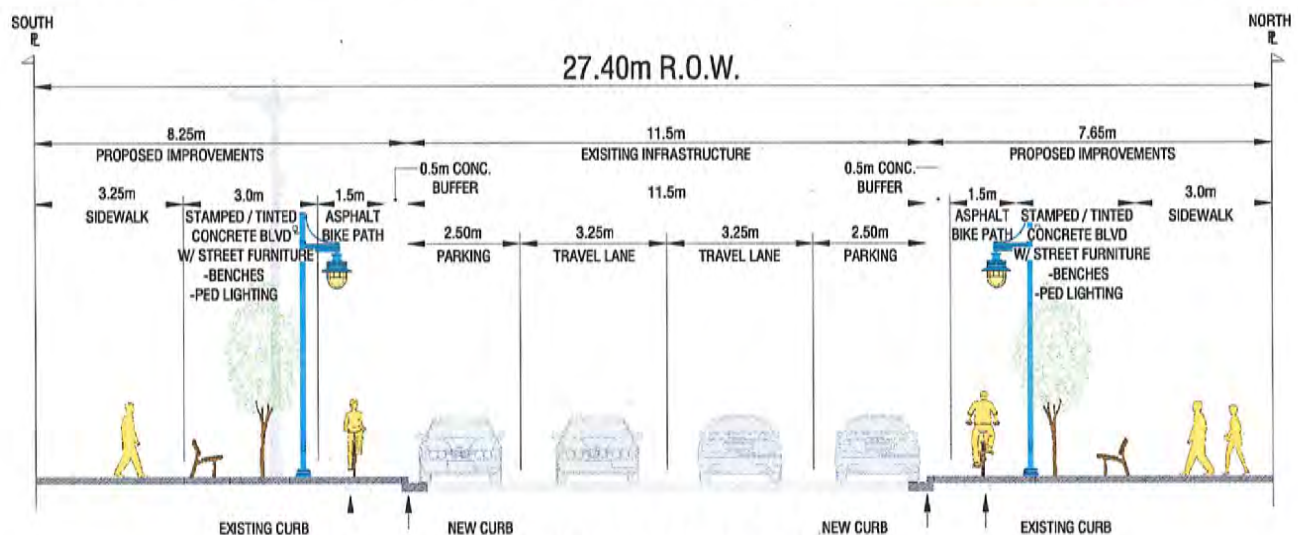
Option 1 - Chatham Street: Widened Pedestrian Realm on North & South Sides



CNCL - 686



Option 2 - Chatham Street: Narrowed Road & Widened Pedestrian Realm on North & South Sides



CNCL - 687



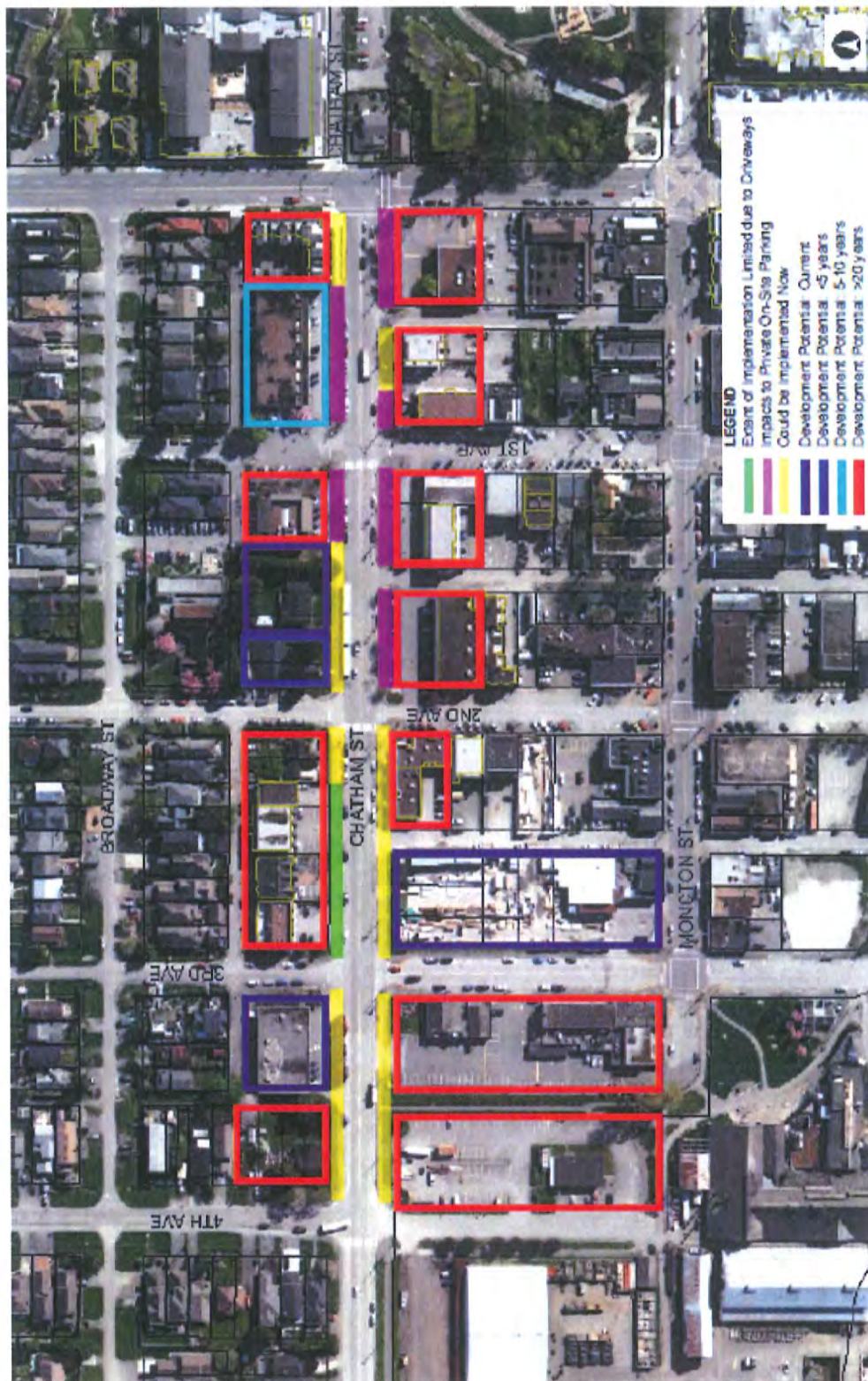
Moncton Street: Potential Modification of Curb Bulges



**Moncton Street: Potential Textured Concrete Boulevard
CNCL - 688**



Bayview Street: Timing of Implementation of Potential Streetscape Improvements
CNCL - 689



Chatham Street: Timing of Implementation of Potential Streetscape Improvements

CNCL - 690



City of Richmond

Report to Committee

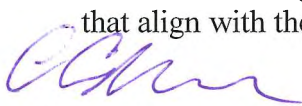
To: General Purposes Committee
From: Carli Edwards, P.Eng.
Chief Licence Inspector
Re: New Sign Regulation Bylaw



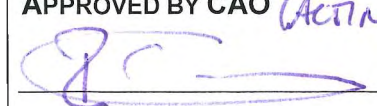
Date: May 31, 2017
File: 03-0900-01/2017-Vol
01

Staff Recommendation

In respect to implementing de-cluttering, and modernizing the regulations in the existing Sign Bylaw 5560 that:

1. Each of the following Bylaws be introduced and given first, second and third readings:
 - a) Sign Regulation Bylaw 9700;
 - b) Notice of Bylaw Violation Dispute Adjudication Bylaw 8122, Amendment Bylaw 9719;
 - c) Municipal Ticket Information Bylaw 7321, Amendment Bylaw 9720; and
 - d) Consolidated Fees Bylaw 8636, Amendment Bylaw 9721;
2. A Full Time Sign Inspector position and the associated costs, to provide outreach and enforcement of the Sign Regulations, be considered during the 2018 budget process; and
3. Richmond Zoning Bylaw, Amendment Bylaw 9723 to make housekeeping adjustments that align with the new Sign Regulation Bylaw be introduced and given first reading.


Carli Edwards, P.Eng.
Chief Licence Inspector
(604-276-4136)

REPORT CONCURRENCE		
ROUTED TO: Engineering Community Bylaws Law Building Approvals Development Applications Policy Planning Transportation Finance	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO (ACTING) 

CNCL - 691

Staff Report

Origin

At the Council meeting on November 14, 2016, Council adopted the following resolution:

- (1) That the proposed changes to Sign Bylaw No. 5560 outlined in the staff report titled "Sign Bylaw Update and Public Consultation Process", dated October 13, 2016, from the Director, Administration and Compliance be received for information; and*
- (2) That proposed public consultation process detailed in the staff report titled "Sign Bylaw Update and Public Consultation Process", dated October 13, 2016, from the Director, Administration and Compliance be endorsed.*

And at the Regular Council meeting held on May 25, 2015, Council adopted the following motion:

- (1) That Option 2: "De-cluttering without a language provision" which entails the continuation of outreach effort and updating Sign Bylaw No. 5560 be approved. The Sign Bylaw update will include de-cluttering without a language provision and addressing non language related regulatory gaps; and*
- (2) That staff be directed to review the Sign Permit Application fees and bring an update to the Consolidated Fees Bylaw No. 8636 for consideration by Council along with the new Sign Bylaw.*

This report provides a summary of the public consultation results and introduces the New Sign Bylaw and amends the Notice of Bylaw Violation Dispute Adjudication Bylaw, the Municipal Ticket Information Bylaw, Consolidated Fees Bylaws and Richmond Zoning Bylaw as directed by Council to address de-cluttering without a language provision and regulatory gaps in order to modernize and strengthen the bylaw requirements.

Analysis

A. Consultation

The City undertook targeted outreach and broad based community consultation to seek feedback on the proposed Sign Bylaw based on the plan described in the staff report titled "Sign Bylaw Update and Public Consultation Process", dated October 13, 2016, endorsed by Council on November 14, 2016 (Attachment 1).

Attachment 2 collates all the written responses received during the public consultation process. In total approximately 190 written feedback submissions were received from Richmond residents, stakeholders and industry associations. In addition, stakeholder organizations such as the Richmond Intercultural Advisory Committee, Richmond Chamber of Commerce, Urban Development Institute and small builders were consulted separately using the same consultation material and feedback form.

Key highlights:

- 95% of the respondents identified themselves as Richmond residents. Only 2% of the responses identified as business owners/operators and 1% from the sign industry.
- The use of language to promote community harmony remains of concern to some of the respondents. The public comments vary from 9% (on signs allowed without a permit (e.g. community event)) to 51% (specifically regarding window signs) regarding the use of language depending on the type of signage under discussion.
- Lots of specific comments/scenarios were raised by the respondents to provide context for their comments. These were very useful to staff in refining some of the proposed changes.
- The development industry and business organizations did not express any significant concerns and have provided input to improve the proposed sign bylaw regulations to reflect the needs of their members.
- The Richmond Intercultural Advisory Committee was generally supportive of the proposed bylaw changes and the “de-cluttering” approach in particular.

B. Proposed Changes

On May, 25, 2015, Council selected the option “De-cluttering without a language provision” and instructed staff to update the Sign Bylaw to address de-cluttering and other non-language related regulatory gaps.

The new Sign Bylaw further takes into consideration input from businesses and the sign industry and responds to the inquiries/complaints received by the City over the last 2 years. In general, businesses are looking for minimum “red tape” and flexibility to address their business needs. The sign industry is looking for a streamlined application processes and clearly defined regulations that accommodate new technologies and demands from their clients-e.g. special consideration for temporary signs advertising new businesses and flexibility to display information (e.g. electronic changeable signs to display weekly specials, etc.)

The proposed changes captured in the new Sign Bylaw, taking into consideration community and stakeholders’ input received, are summarized below.

Highlights:

I. De-cluttering with flexibility:

- Limiting the percentage of storefront windows that can be covered. The proposed bylaw provides an incentive to voluntarily minimize clutter by allowing businesses to cover up to 25% of the storefront window without a sign permit. Permits will still be required for other signs on the premises such as fascia, awning or projecting signs. Any window coverage beyond 25% will require a permit, up to a maximum of 50%.

- Allowing electronic signs with changeable copy to allow more information to be displayed within a much smaller footprint.

II. Provide Certainty:

- Modernize language and provide clarity about what is and what is not allowed.
- Clarify rules for temporary signs, such as signs for new businesses (e.g. sandwich board signs can be displayed for up to one month from opening of new business at a location), signs for community events or signs on construction sites.
- Specify the number, location and duration of display of each types of sign permitted (e.g. open house signs)

III. Modernize Sign Bylaw:

- Update the existing Sign Bylaw from 1990 to meet the current business needs, technology advancements and trends.
- Provide specific regulations for signs on construction sites
- Enhance regulations for real estate and open house signs
- Provide more clarity for community event signs

IV. Amend existing bylaws to align with new Sign Bylaw:

- Replace references that exist in other bylaws with references to the new Sign Regulation Bylaw.
- Bring forward housekeeping changes to the Zoning Bylaw that replace references to the old sign bylaw and ensure that references in site specific and general zones are consistent with the new Sign Regulation Bylaw.

A summary of the comments received for sign types regulated in the Bylaw is provided in a table as Attachment 3. In addition to a summary of complaints, the table also specifies the action taken in response to each of the concerns. In some cases, the staff proposal was amended based on public feedback, in other cases language was strengthened or additional clarity was provided.

C. Community Harmony Outreach Result

Council further directed staff in May, 2015 to take an educational, rather than regulatory approach to address the use of language on signage. As part of that direction, Council approved a pilot outreach project to deploy temporary staff to conduct site visits to talk to businesses about signage and to promote community harmony. Staff visited businesses in the City Centre and parts of Bridgeport Road and River Road to encourage the inclusion of English on signage and advertising, and to remind businesses about sign permit requirements. Community Bylaw Officers also conducted visual inspections in commercial centres in the Steveston and Hamilton areas.

As a result of the pilot project, staff in the Permit Centre have continued to encourage the inclusion of a minimum 50% of English content on all business signage. In order to continue this outreach to existing business, Council also approved a Temporary Full-Time (TFT) Sign Bylaw Inspector position for one year. Fluency in English, Cantonese and Mandarin was a requirement for this position. The results of the outreach efforts include:

1. 468 sign applications were submitted in 2016 and 117 in Q1-2017. This is an increase from historical levels where 300 applications were received annually.
2. All businesses with approved sign permits have agreed to include English in their signage.
3. Staff continue to receive good cooperation from business operators when inspections staff pursue and resolve inquiries/complaints related to signage in the community.

While the City continues to receive inquiries and complaints from time to time, the types of inquiries are changing from predominately language related to “nuisance” related. The City received:

- 110 sign complaints in 2015;
- 178 sign complaints in 2016; and
- 150 sign complaints in the first quarter of 2017.

The largest increase in complaints have been related to real estate signs (72 complaints in 2016 but 81 in the first Quarter of 2017) and signs on City property (31 complaints in 2016 but already at 11 in the first quarter of 2017). In most cases, the approach to these complaints is to first request voluntary compliance and then to issue MTI tickets for non-compliance with the bylaw. This approach has proven very effective in getting signs removed in a timely manner.

D. Sustaining the Outreach and Enforcement

1. **Continue Outreach:** The TFT Sign Inspector, with fluency in English and Chinese, was critical to the success of the outreach efforts to educate businesses about sign regulation and encourage community harmony. It will be important to continue educating new business operators through the permitting process as well as provide enhanced communication and translation to ensure that all businesses comply with the new Sign Bylaw.
2. **Increase Application Fees:** Permit fees for signs have not been updated in several years and, as a result, are not enough to sustain the permitting process and have lagged behind neighbouring municipalities. Attachment 4 provides a summary of the existing fees, proposed fees, as well as a comparison to fees in Surrey (who have a modern Sign Bylaw). Of particular note are new fees for signs on construction/development sites as well as a different fee schedule for freestanding signs. Recent years have seen a marked increase in signs on construction sites, along with a corresponding increase in complaints. Separated permit fees for freestanding signs from other sign types is proposed in order to better reflect the substantial engineering and transportation review required for this sign type.
3. **Increase Penalties:** Along with amendments to the fees, it is also proposed to amend the bylaws related to fines for non-compliance. Both Notice of Bylaw Violation Dispute Adjudication Bylaw 8122 and Municipal Ticket Information Authorization Bylaw 7321 are proposed to be amended to compliment the new sign bylaw. Notice of Bylaw Violation Dispute Adjudication Bylaw provides inspectors the authority to issue administrative penalties of up to \$500, while providing an adjudication process to settle disputes. Municipal Ticket Information Authorization Bylaw 7321 provides the authority

to issue higher fines up to \$1000. These \$1000 fines are forwarded to Provincial court should disputes arise. The new fines will make it easier for bylaw officers to use enforcement measures as an option, although the department will continue to rely on education and voluntary compliance as a first step.

4. **Permanent Sign Bylaw Inspector:** Staff recommend that the Sign Bylaw Inspector position, with the job requirement to be fluent in English, Mandarin and Cantonese be made permanent. The annual cost (salary, inspection vehicle and equipment) is anticipated to be approximately \$85,000/year.
5. **Consistent Application:** the new bylaw refers decisions on permits, inspections and enforcement to the “Director of Permits and Licences”. This is a generic term that is used in other bylaws where the authority is related to land use matters. In practice, the Sign Regulation Bylaw will be administered by the Manager of Customer Service and Business Licences. Currently, staff in Customer Service process and issue sign permit applications whereas the new Sign Inspector position (for field inspections and enforcement) will be included with the Business Licencing team.

Financial Impact

There will be additional costs incurred in order to provide the increase in service level by converting the TFT Sign Bylaw Inspector into a permanent position. Approximately \$60,000 will be recovered from Sign Permit fees, therefore \$25,000 will be required in order to fund the full time position. Staff recommend that this additional level request be considered as part of the 2018 budget process.

Conclusion

The City has carried out a thorough public consultation process. The adoption of proposed Richmond Sign Bylaw 9700 and associated changes to the Notice of Bylaw Violation Dispute Adjudication Bylaw 8122, Municipal Ticket Information Authorization Bylaw 7321, Consolidated Fees Bylaw 8636 and Richmond Zoning Bylaw 8500 in conjunction with a dedicated full-time Sign Bylaw Inspector, would provide the resources necessary to regulate business signage and promote community harmony.



Carli Edwards, P.Eng.
Chief Licence Inspector
(604-276-4136)

- Att. 1: Staff report titled “Sign Bylaw Update and Public Consultation Process”
2: Summary of responses received during the public consultation process
3: Comments and Actions Resulting from Sign Bylaw Change Consultation
4: Existing and Proposed Sign Permit Fees



**City of
Richmond**

Report to Committee

To:	General Purposes Committee	Date:	October 13, 2016
From:	Cecilia Achiam, MCIP, BCSLA Director, Administration and Compliance	File:	03-0900-01/2016-Vol 01
Re:	Sign Bylaw Update and Public Consultation Process		

Staff Recommendation

1. That the proposed changes to Sign Bylaw No. 5560 outlined in the staff report titled "Sign Bylaw Update and Public Consultation Process", dated October 13, 2016, from the Director, Administration and Compliance be received for information; and
2. That proposed public consultation process detailed in the staff report titled "Sign Bylaw Update and Public Consultation Process", dated October 13, 2016, from the Director, Administration and Compliance be endorsed.

Cecilia Achiam, MCIP, BCSLA
Director, Administration and Compliance
(604-276-4122)

Att. 3

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW
APPROVED BY CAO (ACTING).	

Staff Report

Origin

At the Regular Council meeting held on May 25, 2015, Council adopted the following motion:

- (1) That Option 2: "De-cluttering without a language provision" which entails the continuation of outreach effort and updating Sign Bylaw No. 5560 be approved. The Sign Bylaw update will include de-cluttering without a language provision and addressing non language related regulatory gaps; and*
- (2) That staff be directed to review the Sign Permit Application fees and bring an update to the Consolidated Fees Bylaw No. 8636 for consideration by Council along with the new Sign Bylaw.*

This report provides an update on the proposed changes to the Sign Bylaw to address de-cluttering without a language provision and regulatory gaps in order to modernize and strengthen the bylaw requirements. It also outlines a public consultation plan for Council's consideration.

Analysis

A. Current State

The existing Richmond Sign Bylaw No. 5560 (Sign Bylaw) regulates the size, design and location of exterior signage. Regulated signage includes canopy, fascia and freestanding signs as well as signage promoting the sale or lease of real estate and directional signs on private properties. Some signs require a sign permit from the City (canopy and freestanding signs for example) prior to installation while other signs (directional signs and for sale or lease sign) do not require a permit. The Sign Bylaw does not:

- a) apply to interior signs;
- b) regulate promotional materials such as inserts in newspapers, posters in stores (even if visible externally); or
- c) advertisements in bus shelters.

B. Community Harmony Outreach:

At the Regular Council meeting on October 27, 2014, Council indicated that *"as a priority, staff consult with the sign owners to encourage more use of the English language on their signs."*

The outreach/education approach, based on Council's instruction, continues to yield positive outcomes. Since the outreach commenced in late 2014, all business premises that have applied and received permits for signs have included English in their business signage. This trend continues to date as all business premises that have applied for a sign permit have been cooperative when asked to include English on their business signs. Some businesses opted to have multiple signs for the same business resulting in some signs in English only and some in a foreign language only on the

same premise. The City's proactive approach continues to encourage inclusiveness and promote community harmony.

It was observed that during the initial community outreach that approximately 60% of the signs visually inspected did not have a sign permit. At that time the City received approximately 320 new sign applications annually. The number of sign applications has risen dramatically since the 2015 pilot outreach. Approximately 900 sign applications were received in 2015 and 314 have been received as of September 30, 2016.

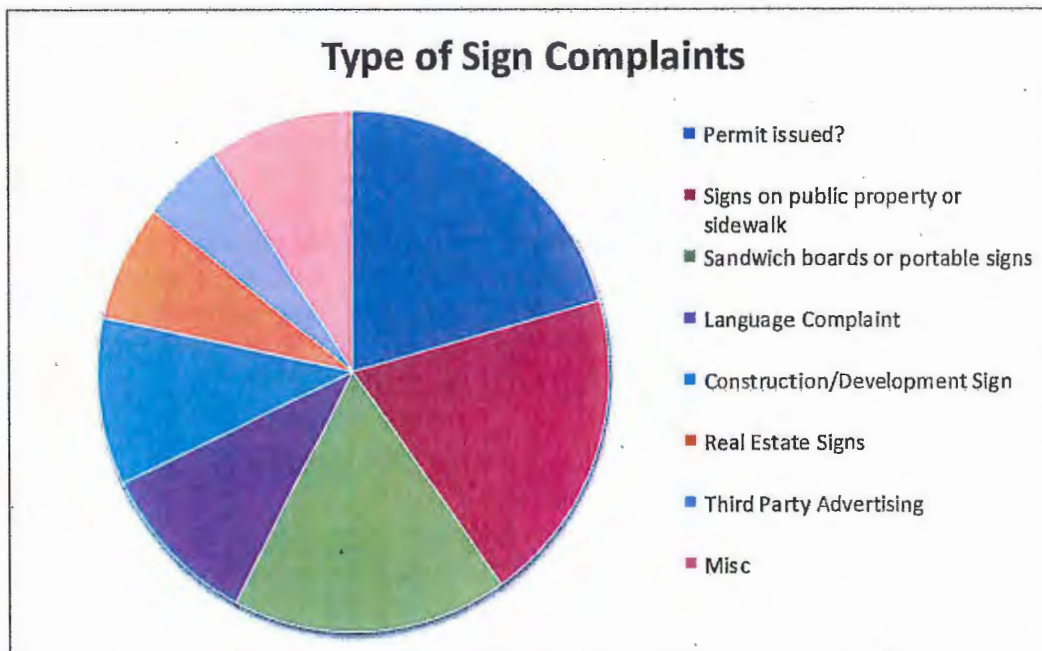
Having a dedicated resource in the form of a temporary Sign/Business Licence Inspector (approved for 1 year by Council) has been indispensable with respect to customer service. Response time has been reduced and having real time translation capability removes communication barriers during outreach and facilitates compliance. This connection has also given the City the opportunity to reach out to all new businesses when they apply for a licence and prompt them to apply for sign permits at the same time. The Sign/Business Licence Inspector also connects with existing businesses as part of their annual licence renewal.

Staff will bring forward a recommendation on the outreach pilot program with the new Sign Bylaw in spring 2017 after collecting another full year (2016) of data on the results.

C. Overview of Sign Inquiries /Complaints:

The City receives inquiries/complaints regarding signage and advertisement from time to time. Staff systematically investigate each complaint and respond as appropriate. For example, 110 complaints were received in 2015 whereas approximately 140 complaints have been received year to date in 2016. A breakdown between the types of complaints received since the start of the pilot is shown below (Figure 1).

Figure 1: 2016 Sign Complaints Analysis



Real Estate: The most frequent complaints regarding signage related to real estate are:

- the use of foreign language other than English;
- the size and location of the real estate sign, and
- the number of open house signs on public right-of-ways.

Staff have had great success in convincing the sign owners to incorporate English into the real estate signs to address community harmony through direct contact. The existing Sign Bylaw did not specifically address the issues regarding size, location and number of real estate and open house signs other than those located in public right-of-ways. The proposed changes to the Sign Bylaw (detailed in Attachment 1 and 2) have included provisions to address these concerns. The regulations around real estate signs have been strengthened and made explicit in the proposed new bylaw. In addition, the number, size and display duration of open house signs will be specified.

Advertisements: For complaints regarding the use of language in advertisement, the City's ability to respond varies. For advertisement at locations owned by the City (e.g. bus shelters and benches in public right-of-ways), a commitment that "any advertising with a foreign language must include a minimum of 50% English in terms of overall space, font size, content, and level of detail" has been built into the contract.

For advertisement at other locations, the City's ability to respond is limited¹. Staff continue to pass on comments received and work with the appropriate organization/agency to encourage the inclusion of English to support community harmony.

D. Proposed Changes to the Sign Bylaw:

In accordance to direction from Council, no language requirement provisions will be included in the proposed changes to the Sign Bylaw. Instead, it will implement "de-cluttering" of storefront signage to limit visual clutter and to address non-language related regulatory gaps.

Best practice research, plus input from business operators and the sign industry suggests that it is important to balance the need for regulations that enhance the aesthetics of business signage and provide flexibility to meet the operational needs of businesses. Signs can provide an important way finding tool and are often a significant investment for businesses.

Attachments 1 to 3 of this report form the public consultation package. Attachment 1 describes the key proposed changes in a graphic manner and represents the draft presentation material for the proposed consultation process detailed in this report. Attachment 2 summarizes all the proposed changes in a table format as a compendium to the Open House Boards. Attachment 3 is the comment forms organized around the presentation material for public input.

¹ A legal opinion was provided by Sandra Carter of Valkyrie Law Group LLP, related to the Charter of Rights and Freedoms, previously provided to Council as part of the staff report titled "Signage on Private Property" dated October 27, 2014. (http://www.richmond.ca/agendafiles/Open_Council_10-27-2014.pdf) from the Director, Administration and Compliance.

The proposed Sign Bylaw strikes this balance by categorizing signage into those that are permitted with and without a sign permit. It also expands the proposed bylaw to accommodate current and emerging signage technologies and clarify the types, location and duration of temporary signs such as open house and other construction or real estate sales signs.

De-cluttering of storefronts:

Several innovations of the proposed Sign Bylaw specifically address de-cluttering:

- i. All signs/posters visible from the exterior of the storefront will now be regulated as signage.
- ii. Reward businesses that voluntarily limit cluttering of their storefronts by allowing up to 25% of the window area of a storefront to be covered without requiring a sign permit.

(Note: The visual impact of covering up to 25% of the window area of a storefront (Figure 2) is deemed to be generally aesthetically acceptable through consultation with sign industry experts and visual mock-up exercises.)

- iii. A sign permit is required should the business operator wish to exceed the 25% coverage. The proposed maximum coverage of storefront windows is 50% (Figure 2). The sign application process would enable staff to review the visual impact and remind the applicant with respect to the City's inclusiveness and community harmony preference:

Figure 2: Mock-up of 25% and 50% coverage on store front



- iv. Prohibiting specific sign types that are visually unappealing, potentially hazardous or distracting to motorists is another way to minimize visual clutter of storefronts. Signs that are prohibited include abandoned signs, billboard signs (third party advertisement), container signs, flag/blade signs, flashing signs, inflatables, portable signs, searchlights, roof signs that project beyond the roof line and parked vehicle signs. (See Attachment 1 for photos and description of these signs).
- v. Allowing changeable copy on specific signs that provide flexibility to businesses to display activities and or products that are available on the premise to avoid the need to cover window areas excessively.

Modernizing the Sign Bylaw:

- i. New sign types have been included in the proposed bylaw to take into consideration new technologies and business needs. Examples of new sign types include banners, and projected-image signs (Attachment 1 and 2).
- ii. New approaches to lessening red tape for specific types/sizes of signs by allowing them to be erected without a sign permit. Examples include community event signs that are temporary in nature or to facilitate way finding (e.g. address and directional sign)

E. Proposed Consultation Process:

The objective of the consultation is to seek feedback on the new Sign Bylaw. The proposed process includes targeted outreach, such as presentation to the Richmond Intercultural Advisory Committee and broad based consultation of the community (e.g. Open house, "Let's Talk Richmond"). Feedback forms outlining each key topic of discussion will be made available on all platforms used during the consultation process.

Key Stakeholders Consultation:		
<ul style="list-style-type: none"> Staff will meet with these key community/industry stakeholders to seek feedback on the proposed Sign Bylaw 		
Activity	Approximate Timeframe	Comment
Richmond Intercultural Advisory Committee (RIAC)	November-December 2016	Staff to attend RIAC meeting to seek input
Richmond Chamber of Commerce RCOC	November-December 2016	Staff to consult with the executive of RCOC for input
BC Sign Association	November-December 2016	Staff to contact the BC Sign Association for input

Broad Consultation:		
<ul style="list-style-type: none"> All open house material including feedback forms made available online for the duration that Let's Talk Richmond is activated 		
Activity	Approximate Timeframe	Comment
Public Open House at City Hall <ul style="list-style-type: none"> display and comment forms available in the Meeting House for 1 week 2 staffed sessions (one afternoon and one evening) 	November/December 2016	<ul style="list-style-type: none"> Notify all the business organizations and community partners that we reached out to in 2014 by email/letter (e.g. S.U.C.C.E.S.S. various real estate and property management companies, email contact from the last workshop, etc.)
Reactivate dedicated email Signsconsult@richmond.ca on City website to receive comments	November/December 2016	Online for 2 weeks commencing the same time as the Open House display
Let's Talk Richmond	November/December 2016	Online for 2 weeks commencing the same time as the Open House display

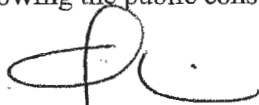
Staff will incorporate feedback from the community consultation into the proposed Sign Bylaw and report back to Council in spring 2017.

Financial Impact

The cost of the consultation process is approximately \$40,000 and will be funded from general contingency.

Conclusion

The pilot outreach program continues to improve compliance and provides better customer service. It is anticipated that the proposed Richmond Sign Bylaw and associated changes to the Consolidated Fees Bylaw No. 8636 will be presented to Council for consideration in spring 2017 following the public consultation process.



Cecilia Achiam, MCIP, BCSLA
Director, Administration and Compliance
(604-276-4122)



Carli Edwards, P.Eng.
Manager, Customer Services and Licencing
(604-276-4136)

- Att. 1: Draft Sign Bylaw Changes Presentation Material
 2: Draft Summary of Proposed Amendments to Sign Bylaw 5560
 2: Draft feedback form

Richmond Sign Bylaw No. 5560 Consultation

DRAFT

Welcome

Richmond Sign Bylaw Consultation

November 29 and 30, 2016

Richmond Sign Bylaw No. 5560 Consultation

Welcome to the Open House

Richmond Sign Bylaw Update

Thank you for coming to the Sign Bylaw Open House. Your feedback will be used to refine the draft regulations proposed for the updated Sign Bylaw.

At the Open House you will find the following information presented on a series of boards:

- Background information on the Sign Bylaw update
- Overview of the process and engagement efforts
- Proposed amendments to the types of signs addressed in the bylaw
- Information on general Questions and Answers that may be of interest related to the bylaw

Please share your comments to the proposed bylaw amendments on the Comment Form provided. You will find the Comment Forms and a drop box for completed forms on the Welcome Table. Alternatively (instead) you may complete the Comment Form online before Sunday, _____ at LetsTalkRichmond.ca/signs.

Questions?

City staff are present at the Open House and available to answer questions you may have.

Sign Bylaw Update— Background Information

Improved Compliance— Results of Outreach/Education To-date:

At the October 27, 2014 regular Council meeting, Council adopted the following resolution, **“as a priority, staff consult with sign owners to encourage more use of the English language on their signs”**.

The outreach/education approach, based on Council's instruction, continues to yield positive outcomes. More businesses are taking out sign permits and all businesses with business signs that have received a sign permit have voluntarily included English in their signage.

Improved Compliance Results Observed

Year	Sign Permit Issued	Inclusive Signage (% of Businesses with only foreign language business signs)
2012	278	1.4%
2013	321	4.4%
2014	331	0%
2015	900	0%
2016 (to Oct)	314	0%

Community Harmony— Approach and Engagement To-date:

Council approved an update to Sign Bylaw No. 5560, which will include a de-cluttering regulation without a language provision on May 25, 2015. More specifically, this entails:

- continuation of outreach effort to support community harmony by encouraging inclusive use of language on business signage
- modernization of Sign Bylaw No. 5560 to address non language related regulatory gaps and
- improvement to compliance with the Sign Bylaw through education and enforcement

Engagement To-date

Engagement Opportunity Since Council Referral	Participation
Signsconsult@richmond.ca	24 emails received
Let's Talk Richmond	260 responses
Sign Workshop on March 12, 2015	100 participants
Sign Companies	79 contacted in writing
Community Consultation	Over 1000 face to face meetings 10 community partners/agencies meetings



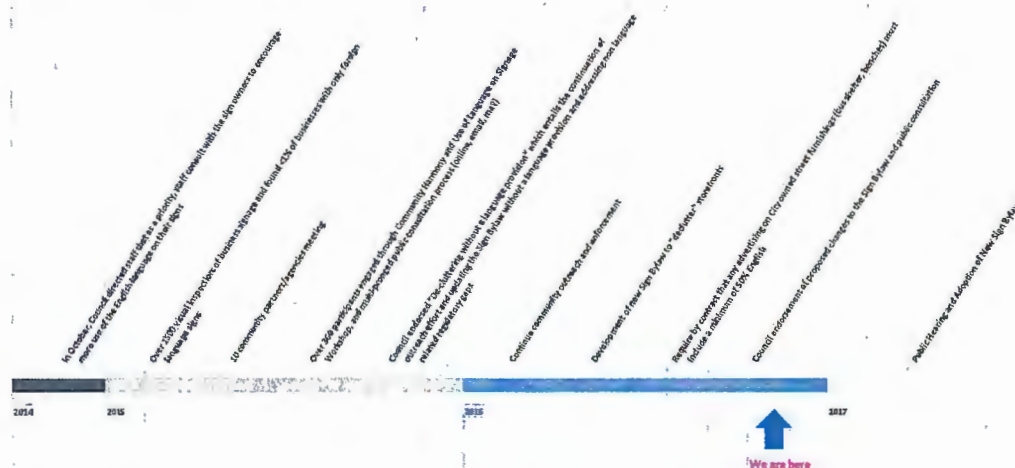
Sign Bylaw Update— Our Objectives and Timelines

The current sign bylaw has not in all cases kept pace with current signage situations facing the City and has become outdated. This update provides an opportunity to address signs in a manner consistent with the City's social vision for shaping an inclusive, engaged, and caring community to support community harmony. In addition, the update helps to realize the City to be the most appealing, livable and well-managed community in Canada.

Sign Bylaw Update—Objectives:

- To fully update the Sign Bylaw to a modern standard and ensure that it reflects the current and anticipated needs of the City, can effectively regulate the type of signs being experienced, considers legislative authority and legal requirements.
- To improve the content, structure, language, and format of the Sign Bylaw to increase its effectiveness, user friendliness, clarity, and ease of interpretation by the public, developers and City staff.
- Efforts to de-clutter will be strengthened and embedded in the Bylaw.
- Address deficiencies in the definition section; accommodate trends in sign technology and respond to business needs (e.g. electronic signs, multi-faceted free standing signs, etc.); additional types of signs to be regulated; correct errors and omissions.

Below is a summary of steps the City has taken to update sign regulations and a project timeline:



Sign Bylaw Update— We Want to Hear From You

The series of boards you see at the Open House along with the Sign Bylaw Update Handouts, which can be found next to each board, illustrate and summarize the amendments being proposed to the Sign Bylaw.

To provide your feedback while at the Open House:

1. Review each board which contains information on the "Sign Types" in the bylaw along with the associated information on the "Sign Types" in the handout.
2. If you have any comments, note them on the Comment Form in the box for the "Sign Type" your comment is related to.
3. Place your completed Comment Form in the drop box located on the Welcome Table.

When reviewing the information please keep in mind the following points on what the new Sign Bylaw does and does not do:

What **does** the new Sign Bylaw do?

- ✓ Regulates the size, design and location of exterior business signage
- ✓ Minimize impact on traffic and sight lines for public safety
- ✓ Protect the public from the dangers of signs of inferior construction, and from nuisances or hazards arising out of improperly sited business signs
- ✓ Require sign permits for specific types of business signs
- ✓ Modernize regulations to accommodate business needs and emerging signage technologies
- ✓ De-clutter storefront and enhance the look and feel of City streets

What **doesn't** the new Sign Bylaw do?

- ✗ Regulate use of language
- ✗ Regulate advertisement or promotional material
- ✗ Signage inside malls

Other Ways to Provide Comment:

In addition to this Open House, other ways to provide comments from November 28- December 9, 2016 include:

1. Visit www.LetsTalkRichmond.ca/signs to view the proposed changes and provide comments via an online survey.
2. View the proposed changes on the City's website at www.richmond.ca/signage and complete the fillable PDF version of the comment form and submit your completed comment form via:
 - email to signsconsult@richmond.ca, or
 - mail/drop off in person at City Hall, 6911 No. 3 Road, Richmond, BC, V6Y 2C1
 - fax: 604-276-4132

Questions?

Staff are in attendance at the Open House and happy to address any questions you may have.

Sign Type—Signs NOT Permitted

Portable signs



Inflatable signs



Vehicles parked to display Signs



Billboards



Flag/blade signs



Sign Type—Signs allowed WITHOUT a Permit

Special Rules Apply

Warning/Instructional sign

Up to 4 allowed per premise



Drive-through Sign

2 allowed per aisle



Home Based Business

Max sign area 0.2 m² (2 ft²)



Sandwich Board

Permitted for first 30 days of business



Sign Type—Signs allowed WITHOUT a Permit

Real Estate Signs—Special Rules Apply

Single or Two Family



Open House Signs

Three per listing



Commercial or Multi-family



Sign Type—Window Signs

No more than 50% of all windows permitted to be covered

Less than 25% of window covered by sign,
NO permit required



More than 25% of window covered by
sign, permit required



Resulting in De-cluttering of Storefront Windows

From Clutter

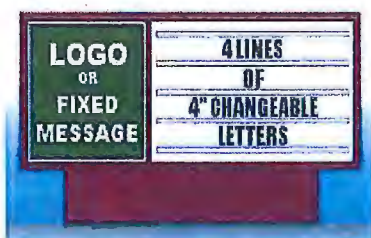
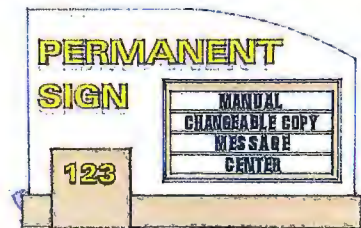


To Max 50% Coverage

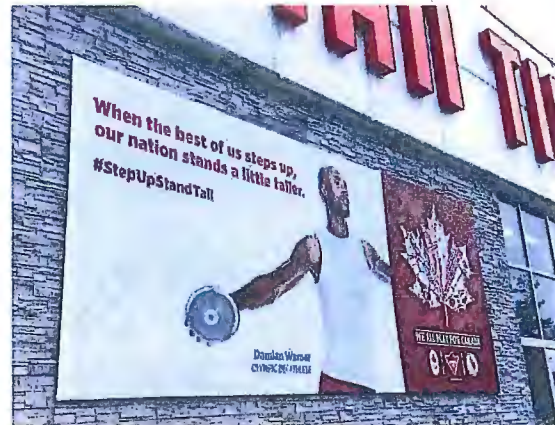


Sign Type — New Sign Types in the Bylaw — Permit Required

Electronic/Changeable Message Sign



Banners



Sign Type—Construction Signs

New Rules Proposed

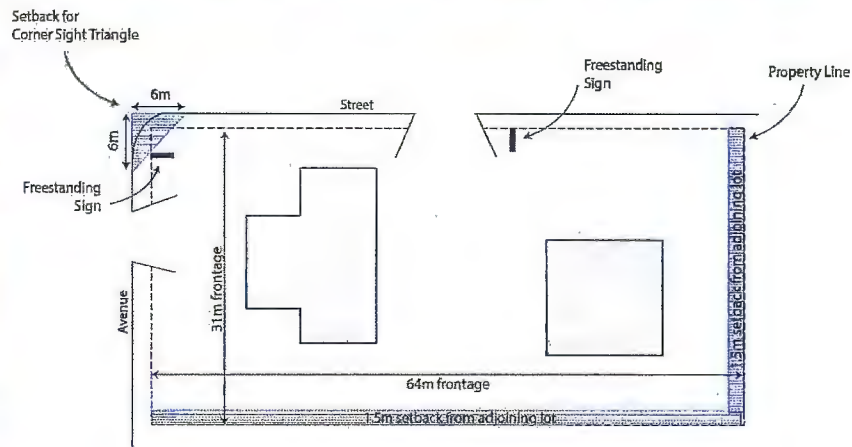
Images on fencing can contain up to 33% of copy/advertising



Freestanding sign will require a permit



Sign Type—Freestanding Signs— Permit Required



Sign Type—Business Frontage Signs

Total area of all signs permitted to be 1m² (10 ft²) per lineal meter of building frontage.

Awning sign



Fascia and Projecting Sign



Fascia Sign



Sign Type—Business Frontage Signs

Total area of all signs permitted to be 1m² (10 ft²) per lineal meter of building frontage.

Marquee Sign



Projecting, Canopy and Under Canopy Signs



Under Canopy Signs



Sign Bylaw Update—General Q & A's

What if someone wants to put up a sign that does not comply with the Sign Bylaw regulations?

- Apply for a Development Variance Permit to vary the Zoning Bylaw requirements or an amendment to the Zoning Bylaw if the variance is significant
- These variance processes required endorsement from the Development Permit Panel and approval from City Council

How does the City enforce the Sign Bylaw?

- Request to comply via site visit
- Issue warning in writing
- Issue fines

What does the City do with signs that are illegally place?

- Request to comply via site visit
- Remove non-complying signs on public property

*Thank you for
attending the
Sign Bylaw
Open House.*

**Please remember to place your
completed Comment Form in the
drop box on the Welcome Table.**

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City of Richmond
**Summary of Proposed
Amendments to Sign Bylaw 5660
Open House**

November 29 and November 30, 2016

Instructions:

This handout provides additional information to the content on the Boards displayed at the Open House. Review the information on the Boards together with the information in this handout.

To provide your feedback while at the Open House:

1. Review each board which contains information on the "Sign Types" in the bylaw along with the associated information on the "Sign Types" in the handout.
2. If you have any comments, note them on the Comment Form in the box for the "Sign Type" your comment is related to.
3. Place your completed Comment Form in the drop box located on the Welcome Table.

Comment:

In addition to this Open House, other ways to provide comments from November 28- December 9, 2016 include:

1. Visit LetsTalkRichmond.ca/signs to view the proposed changes and provide comments via an online survey.
2. View the proposed changes on the City's website at www.richmond.ca/signage and complete the fillable PDF version of the comment form and submit your completed comment form via:
 - email to signsconsult@richmond.ca, or
 - mail/drop off in person at City Hall, 6911 No. 3 Road, Richmond, BC, V6Y 2C1
 - fax: 604-276-4132

Questions?

Staff are in attendance at the Open House and happy to address any questions you may have.

Thank you for your input.

Proposed Changes to Sign Bylaw

Current Bylaw	Proposed Bylaw
Signs Not Permitted	
Billboards, or any third party advertising are not permitted.	No change.
Language is vague about regulation of portable signs.	Clarity that portable signs such as inflatable signs, flag/blade signs, signs on portable stands, signs supported by vehicles are not permitted. Only exceptions are open house signs, community special event signs and sandwich boards for new businesses.
Signs Allowed Without a Permit	
Directional signs allowed only on certain types of lots.	Directional signs allowed on all lots, maximum of two at each entrance with unlimited signs allowed inside the site. Size limited to a maximum area of 1.2 m ² (13 ft ²) and maximum height of 1.5 m (5 ft).
Drive-through menu boards, allowed to be facing parking area.	Maximum of two drive-through signs permitted and must be located at entrance or along the path of a driveway.
Community special event signs	Signs are not permitted on public property, including roads and medians. Community Special Event Signs must be on private property and may have a maximum area of 3 m ² (32 ft ²) and maximum height of 2 m (6.5 ft.).
Warning signs (indicating a hazard) are permitted in current bylaw with no conditions or regulations on their use.	Signs may be fascia or freestanding sign but no more than 4 signs are permitted for each premises for which the signs pertain and the sign area of each sign shall not exceed 0.5 m ² (5 ft).
Real Estate Signs	
For sale (or lease) signs: One allowed per lot with size of sign dependant on lot size.	One sign allowed per lot frontage with size based on type of lot, sign to be removed within 14 days of the sale or lease of the property. <ul style="list-style-type: none"> Single or two family permitted a maximum sign area of 1.2 m² (13 ft²) and maximum height of 1.5 m (5 ft). Other than single or two-family maximum area of 3 m² (32 ft²) and maximum height of 2 m (6.5 ft.).

Proposed Changes to Sign Bylaw

Current Bylaw	Proposed Bylaw
Real Estate Signs – con't	
Open house signs	<p>Regulations clarified in bylaw:</p> <ul style="list-style-type: none"> • Maximum of three signs allowed per listing; • May be placed on public property; • Must be at least one block away from each other; • Allowed a maximum sign area of 1.2 m² (13 ft²) and maximum height of 1 m (3 ft.); • May be placed up to 60 minutes before open house; and • Must be removed no later than 60 minutes after open house.
Window signs (De-cluttering)	
No restriction on signs or images attached to the inside of windows.	<p>All signs/images visible from the exterior of store front windows are to be considered signage with the following restrictions:</p> <ul style="list-style-type: none"> • Windows are not permitted to have more than 50% of their total area covered by signs or images. • Up to 25% of the total window area may be covered with signs or images without requiring a permit. • Windows covered 25%-50% with signs or images will require a permit.
Development/Construction Signs	
Some development sites are allowed one sign only.	<p>All development/construction sites are allowed one sign per frontage and all signs require permits. Size of freestanding signs is based on lot type:</p> <ul style="list-style-type: none"> • Single or two family permitted a maximum sign area of 3 m² (32 ft²) and maximum height of 2 m (6 ft.). • Other than single or two-family maximum area of 9 m² (97 ft²) and maximum height of 4 m (13 ft.). <p>Signs are not permitted to be installed prior to the start of construction and must be removed no later than 28 after construction is completed.</p>

Proposed Changes to Sign Bylaw

Current Bylaw	Proposed Bylaw
No regulations for signs as part of site fencing.	Advertising and logos affixed to, or incorporated in, site fencing or screening is restricted to contain a maximum of 33% (on-third) of the total fence area.
Freestanding Signs	
Size, location and number of signs varies based on Zoning and specific land use.	<p>Freestanding signs allowed in most zones with fewer categories of sign sizes. One freestanding sign is allowed per 30 m of frontage, to a maximum of three signs per lot. Size restrictions are as follows:</p> <ul style="list-style-type: none"> Multi-tenant residential and agriculture and golf zones permitted a maximum sign area of 9 m² (97 ft²) and maximum height of 4 m (13 ft.). Gas stations, commercial zones, marina zones, industrial zones and institutional zones permitted a maximum sign area of 15 m² (160 ft²) and maximum height of 9-12 m (30-40 ft.).
Changes to Other Signs Requiring Permits (De-cluttering)	
Banner signs	Banner signs must be securely attached and mounted flush to a wall. Signs must have a permit and maximum display time is 90 days per calendar year.
Changeable Copy signs	All signs may contain changeable copy, provided no flashing or animation.
Changes to How Signs are Measured	
Current bylaw varies depending on sign type and purpose	Proposed bylaw clarifies that "Copy Area" means the areas within a circle, square or rectangle or a combination of these features, which encloses the advertising message or announcement.



City of
Richmond

DRAFT

Attachment 3

Comment Form

Proposed Updates to Sign Bylaw No. 5560

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

The City of Richmond is updating its Sign Bylaw No. 5560. We invite you to take part in reviewing and providing comment on the proposed updates to the Sign Bylaw. Your feedback will be used to refine the proposed draft regulations proposed for the updated Sign Bylaw.

Instead of this printed copy, you may complete the Comment Form online at LetsTalkRichmond.ca by Friday, December 9, 2016.

Thank you for your input.

1. I have the following comments regarding the proposed amendments to the Bylaw for **Signs Not Permitted**:

2. I have the following comments regarding the proposed amendments to the Bylaw for **Signs Allowed WITHOUT a Permit (Warning/Instructional Signs, Drive-through Signs, Sandwich Board, Home Based Business Signs)**:

3. I have the following comments regarding the proposed amendments to the Bylaw for **Real Estate Signs**:

4. I have the following comments regarding proposed amendments to the Bylaw for **Window Signs**:

CNCL - 122
CNCL - 725

Proposed Updates to Sign Bylaw No. 5560

5. I have the following comments regarding the proposed **New Sign Types – Permit Required for the Bylaw:**

6. I have the following comments regarding proposed amendments in the Bylaw for **Construction Signs:**

7. I have the following comments regarding proposed amendments in the Bylaw for **Free Standing Signs:**

8. I have the following comments regarding proposed amendments in the Bylaw for **Business Frontage Signs:**

9. **Other comments I have regarding proposed amendments to Sign Bylaw No.5560 are:**

10. **I am:** (please select one category)

☐ A resident of Richmond.

☐ A business owner in Richmond.

☐ A representative of/work in the sign industry.

☐ Other (please specify) _____

CNCL - 123
CNCL - 726

11. I heard about this survey/public feedback opportunity via: (Choose all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Newspaper ad | <input type="checkbox"/> Facebook |
| <input type="checkbox"/> News story written by a reporter in a local news paper | <input type="checkbox"/> A poster in a City facility |
| <input type="checkbox"/> LetsTalkRichmond.ca email sent to me | <input type="checkbox"/> Word of mouth |
| <input type="checkbox"/> Twitter | <input type="checkbox"/> Other: _____ |
-

Please return your completed Comment Sheet to Signs Bylaw Update, City of Richmond by Friday, December 9, 2016 via:

- the Comment Box at the Open House
- Mail or drop-off in person to:
Attention: Signs Bylaw Update
City of Richmond
6911 No 3 Road
Richmond, BC V6Y 2C1
- Fax: 604-276-4132
- Email: signsconsult@richmond.ca

Alternatively you may also comment by completing the online survey available at letstalkrichmond.ca/signs.

Thank you for sharing your thoughts on the proposed changes to Richmond's Sign Bylaw No. 5560. Should you have any questions please contact: signsconsult@richmond.ca

SUMMARY OF FEEDBACK RECEIVED THROUGH PUBLIC CONSULTATION ON PROPOSED UPDATES TO SIGN BYLAW NO. 5560

- Feedback was sought between November 29 and December 11, 2016
- 187 respondents provided comments
- 2 responses were received from the following community partners/organizations: Chamber of Commerce, Small Builders Association & Urban Development Institute

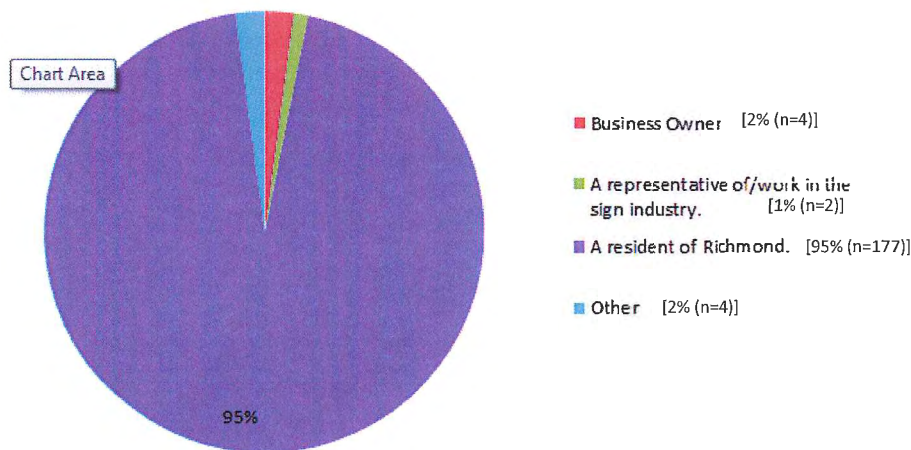


TABLE1

- The following table provides the anecdotal comments received to the proposed updates to Sign Bylaw No 5560.

*The comments noted below are verbatim based on what was received from respondents.

TABLE 1	
Comments regarding Signs Not Permitted	
Public Feedback	<p>1) All signs should require a permit for special events and new business. They should have to come to city hall to obtain a permit so the city would have better control of the signs. It is very obvious the honor system is not working in Richmond. How come there are so many sandwich boards out throughout Richmond? Because the city only operates on complaints. How about being pro-active? Take the signs away and leave a note at the business on why the sign was removed and write to them the next time there is will a fine for not obeying the bylaw. The city has not addressed language so it's not addressing the issue. The vision statement for the City is to be the most appealing, liveable and well managed city in Canada. For whom if you can't read the signs....</p> <p>2) "Sandwich board for new businesses" - begs the question: when does a business cease to be considered "new"? Could be years.</p>

- 3) Agree with signs on vehicles. Not sure what the issue is with billboards, they seem pretty normal and should be allowed
- 4) "Billboards are too invasive in the streetscape. Some of the ones downtown (VCR) have been huge. Portable signs should be controlled by permits. Election signs should be allowed. Inflatable signs are hokey and will fall out of fashion anyway. Yes to banning parked vehicle signs like the ones shown."
- 5) Billboards should be allowed because it is completely on private property. And I would argue so are any signs as long as they're on private property.
- 6) Blade signs are relatively compact and clean but have given me difficulty while driving in traffic in the past. So many blades, each representing a shop in the mall, requires you to slow down to read if it's the right mall to pull into, causing traffic chaos. Scoping out the place on Google maps before heading out helps nowadays though.
- 7) Can blade signs do not pose a problem for me.
- 8) "Clarification for how long a ""new"" business can use a sandwich board might be helpful. I don't have a problem with sandwich boards for a long period of time, but specifying the maximum size of the sandwich board might be good.
- 9) Actually, specifying maximum size for all portable signs might be helpful and avoid confusion in the future."
- 10) Clarification for portable signs language as otherwise it can cause confusion
- 11) Disagree, need to remove "not permitted" and permit signage to increase commercial activities under certain restrictions.
- 12) "Do not permit sandwich boards for any businesses, old or new. They are hazardous to pedestrian traffic. What constitutes a new business and for how long is it 'new'."
- 13) Except for sign supported by vehicles, I see no reason to ban the other types other than to limit size (especially inflatables).
- 14) For those exceptions, size of the sign and placement are concerns for me
- 15) Honestly portable signs are not that big of an issue in Richmond. I have not encountered a situation where portable signs were overwhelming a neighbourhood. The only aspect to consider is the accessibility of pathways for pedestrians with mobility challenges (and in the photo examples, there are no problems).
- 16) I agree strongly that billboards should not be permitted in Richmond. As for portable signs, I also agree that they should be prohibited, if only because they distract drivers and often block views for both cars and bicycles when approaching corners.

- 17) "I agree that only approved ""open house, new business, and community events"" signs should be allowed. They should meet size and location restrictions."
- 18) I agree that unauthorized advertising should not be allowed on the street but if its business signs, it should be alright on private property. Portable signs are debatable & difficult to manage, should have more detailed bylaws to control; also steeper fine for deterrence.
- 19) The placement of ""garage sale"" signs should be allowed on approved signage only with definite removal of said signs immediately after the event!
- 20) I believe inflatable signs should be allowed if they are placed on a temporary basis. Many of them are fun.
- 21) I do not agree with the proposed changes regarding portable signs, particularly flag/blade signs, signs on vehicles.
- 22) I do not understand why the portable signs are not permitted.
- 23) I don't have a problem with portable signs, they bring a human-aspect to our city.
- 24) I don't mind the inflatable or flag signs for special sales or occasions. They can be helpful to bring your attention to a good deal or fun event.
- 25) I don't really mind the inflatable signs, I actually kind of enjoy them. However, I do agree with all the other changes.
- 26) "I don't think sandwich boards on sideways should be allowed.
- 27) The flappy flag like banners are very distracting while driving. "
- 28) I have no objection to flag/blade signs
- 29) I have no problem with signs on portable stands. There are many businesses in Steveston that use this type of sign to direct people off of main drags to their location. I think you would be hampering their business.
- 30) I hope there will be a clear time limit given for how long a portable sign is allowed. Some might want to "stretch" the opening of their "new" business.
- 31) I know there are some churches use portable signs for letting people know they are there. I think exceptions should be granted based on religious rights.
- 32) "I like flag/blade signs.
- 33) I think that's a great proposition. De-cluttering will help keep Richmond as a true community. I like the idea of community special event signage still being permitted for this reason. I am unclear though: would the small signs that go in the grass or on boulevards for kids sports (i.e. Richmond Minor Hockey, Softball, etc.) be permitted? As far as I'm

	<p>concerned, though are community-based and should still be permitted. I think as long as it's not-for-profit, it should be permitted (within reason in terms of sign size).</p> <p>34) I would allow portable signs as above on private business property. I don't see any safety issue or problem, not sure why this is restricted.</p> <p>35) "If a billboard is not flashing to disturb your driving etc. then I am in favor of billboards. I do not like inflatable signs or blade signs. Open house signs are okay but Garage sale signs should be taken down after the sale and if not a fine attached to the property tax is not paid."</p> <p>36) if you mean billboards on a building advertising other than the owner are not permitted, I think that's a bit strict. Inflatable and flag blade signs don't really bother me if they are in commercial areas and back from the easement. Parked vehicle signs such as illustrated are a bit much. This portable trailer sign might be OK if location is restricted again to commercial and back from the road easement/sidewalk.</p> <p>37) More signs should be permitted. I believe in more freedom & commerce.</p> <p>38) "More specific definition as to what constitutes "" new businesses. Limit on how many "" open house "" signs can be set up per showing. Ban all political support signs."</p> <p>39) Only permit on their own property - not on boulevards or public spaces. should not infringe on public spaces eg. parking spots, curbs....</p> <p>40) Open house signs should be permitted on an Annual Basis. Each realtor/real estate company must take on an annual permit fee of say \$10,000.00 for open house signs otherwise a fine of \$1000/per violation can be levied. Sandwich board signs are clutter and should be permitted for 10 days only and have a \$1,000 permit fee.</p> <p>41) "Open house signs should ONLY be displayed during the open. I may have missed it but developers' huge fence signs are not addressed in the above."</p> <p>42) Sandwich boards for new businesses should not be permitted. This opens up the question is: How long could the business continue to display sandwich board signs? i.e. one month, one year, ten years, or forever?</p> <p>43) Sandwich boards are standard fare in Steveston, and I don't see them detracting at all as the sidewalk corners are large and can accommodate signs and pedestrians easily. This would hurt businesses on side streets with less regular foot traffic. Also, how does the portable sign bylaw affect election signage? Lawn signs are pretty typical during elections, and one is coming up.</p> <p>44) Sandwich boards for new signs should be only be permitted for a limited period - i.e. 90 days from opening date of business.</p>
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	<p>45) Sandwich boards should be allowed in areas where tourists congregate i.e. Steveston. 30 day limit is silly rule.</p> <p>46) sandwich signs for special areas e.g. Steveston should be permitted. Agree with the other restrictions.</p> <p>47) Signs with clutter should be included in this list - with overbearing amount of foreign characters</p> <p>48) small businesses should be allowed sandwich boards that do not impeded foot traffic</p> <p>49) So, certain signs are not permitted due to: its distractibility factor, corporate relations, red tape regulations etc.?</p> <p>50) The bylaw is good but I would not allow sandwich boards.</p> <p>51) The proposed bylaw still has ambiguity. For exceptions at what time frame is a business not considered new?</p> <p>52) The regarded changes around clarity for portable signs sounds good. What needs to be addressed is the language the signs are in. It should be required that signage have at least English or French accompanying them.</p> <p>53) the signs are much too big and garish, not suitable at all for anywhere in Richmond</p> <p>54) There could be some flexibility about portable signs regulated by time limit to remove. There should be a maximum size for allowable electronic signs and proximity to residential areas esp in the dense city centre. Huge electronic / digital signs such as the one at BC Place entrance must not be allowed</p> <p>55) There should be absolutely no signage of daycare in residential area. This distracts from the neighbourhood</p> <p>56) "These restrictions seem reasonable. You may want some clarity on the flag sign descriptors because a client could reasonably place colored flags along the roadway without any copy and this would not be in contravention of your proposed bylaw as it would have no copy, and hence, not be a sign."</p> <p>57) Unless the sign is a safety hazard or blocking walkway and parking, business should be free to put out signs to advertise and attract customers.</p> <p>58) We support the proposed bylaw with one addition: sandwich boards should not be allowed to block sidewalks such that they become a barrier to accessibility.</p> <p>59) "What I find most annoying is the neon signs that are so bright it is a distraction and hard to focus on the roads. At night when it is raining, trying to drive along Bridgeport can be very challenging (CAPit is very bright!). I have no problem with the flag signs as long as they are not</p>
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numerous in numbers. I'm not sure why the city is trying to make the others illegal other than they are unsightly? "

- 60) What is the condition of being a special event? Are vehicles also including human powered vehicles? What about a standing person holding a portable sign?
- 61) What's wrong with flag/blade signs? I think they should be allowed.
- 62) Would it be possible to limit the number of portable signs each business could put up to 1. I see businesses cluttering the streets, lawns and sidewalks with more than 1 sign.
- 63) Must ensure safety (in case of heavy wind, rain, snow) and not too distractive to any user of the road.
- 64) I don't have a problem having those signs in Richmond.
- 65) I don't see a problem with those types of signs around Richmond
- 66) I don't see the problem with these signs except maybe for the one on the vehicle.
- 67) I'm surprised that none of these are permitted, but now that I look at the list I realize the pleasant lack of billboards in Richmond.
- 68) Not concerned about any aspect of any of this!
- 69) Out of billboards, I really don't care about the other signs, it is ok having them. Politicians' signs are worse than that on election season.
- 70) Thank you. These signs are distracting and often block the view from driveways to roadways.
- 71) The posted signs are ugly and distracting to drivers. I would love to see the city regulate this mess.
- 72) This type of sign lowers the tone of our city and should remain not permitted.
- 73) Totally agree, these signs are a visual mess.
How if this is no change to the bylaw did I see them at the car wash 4 & Steveston hwy. (Nov. not the other day Dec. 9, have been on vacation.)
- 74) What a red tape bureaucratic sign bylaw! That's too much regulation.
Let people have any sign they want and need as long as their neighbor don't complain about it.
- 75) you say these types of signs are not permitted. Yet I can think of many locations where they are being used and not enforcement. For example at the corner of #3 and Francis there are flag signs for the clinic/drug store
- 76) Agree
- 77) Agree

- 78) Agree
- 79) Agree
- 80) Agree
- 81) Agree
- 82) Agree
- 83) Agree to proposed bylaw.
- 84) Agree with proposed bylaw change.
- 85) Agree with proposed bylaw.
- 86) Agree, these signs are very unsightly and distracting. They serve for personal profit not public interest and information.
- 87) Agreed. Keeps City looking professional and uncluttered. Billboards and banners can become over-powering. Vehicles on streets create traffic flow issues. I support no changes, and for languages to be clear.
- 88) Changes recommended are okay.
- 89) Current bylaws are okay.
- 90) Fine with signs not permitted.
- 91) Fully agree, there's not need for portable signs.
- 92) Good plan – flag signs are especially distracting.
- 93) Good
- 94) I agree
- 95) I agree
- 96) I agree fully with Proposed Bylaw.
- 97) I agree that removing them would improve look of Richmond.
- 98) I agree that the bylaw needs to be clear and easy to understand & Implement.
- 99) I agree that the Signs Not Permitted regulations above should be clarified. None the signs above should be allowed in Richmond.
- 100) I agree with above.
- 101) I agree with all.
- 102) I agree with proposed bylaw.
- 103) I agree with the changes, as the clarification will allow enforcement action against those that violate this by-law.
- 104) I agree with changes.
- 105) I agree with new proposal.

	<p>106) I agree with the proposed bylaw.</p> <p>107) I agree with the Bylaw changes.</p> <p>108) I agree with the Signs Not permitted.</p> <p>109) I agree with these restrictions.</p> <p>110) I agree. Such signs can be very distracting.</p> <p>111) I didn't realize that the reason Richmond doesn't have so many annoying signs is that it is specified in a Bylaw. I agree with these proposed amendments.</p> <p>112) I have no problem with the proposed bylaw changing regulation of portable signs.</p> <p>113) I like it. I hope the sandwich boards are really "new" business" only and for short period. I am tired of having to dodge sandwich boards that always seem to be placed in prime walking areas.</p> <p>114) I like the changes. The smaller the amount of signage the better.</p> <p>115) I support the proposed bylaw change on portable signage.</p> <p>116) Makes sense. The signs are very distracting and clutter the area causing a potential hazard.</p> <p>117) No objections.</p> <p>118) Ok.</p> <p>119) Proposal – good.</p> <p>120) Seems reasonable.</p> <p>121) This is definitely a positive improvement and should, if enforced, reduce the unsightly visual clutter of much of Richmond.</p> <p>122) This seems fine.</p> <p>123) These are all ok.</p> <p>124) Use proposed bylaw.</p> <p>125) Yes this is fine.</p> <p>126) Change in these areas is not needed. Quit skipping the issue – non-English signs is the issue.</p> <p>127) All signs must have English on them.</p> <p>128) All signs in Richmond need to be in English.</p> <p>129) All signs must be 80% English.</p> <p>130) All signs should be in English first, and then a second language.</p> <p>131) Any that are allowed should be in English first.</p> <p>132) As per City of Richmond, "City's social vision is for shaping an inclusive,</p>
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engaged, and caring community to support community harmony. "

English is the first language of Canada and should be the main and most dominant portion of the sign. English MUST be on all signs with an option of another language. Any other language, should be the secondary portion of the signage, in smaller print. No sign should be permitted to skip the English requirement.

133) As per my (unsuccessful) candidacy at the 2014 Municipal Elections I clearly stated that one the official languages of Canada, English, be used in all public communications to promote unity, inclusion and to discourage a sense of exclusion many of us non Chinese speakers feel. At the risk of being repetitious I firmly maintain my position for I am convinced only this way will the City be successful avoiding a Trump like outburst we witnessed in the recent U.S. Elections.

134) Believe ALL signs should be in English first and a second language of choice if the owner requests.

135) Signs must respect the existing "local people". So English must be part of the sign.

136) Canada has 2 languages. English & French.

137) I agree that to keep the city beautiful, signs must be kept to a minimum. And should be required to be at least 50% English or French.

138) I believe the wording "all signs should be in English" be included.

139) I don't see a problem with the signs themselves. I do have a problem with language. I believe that everyone should be able to read signs. All signs should be English first and other languages second. Especially hand written signs in stores and store windows.

140) I see nothing wrong with these because they are in ENGLISH.

141) I think all signs there should be a requirement on ALL SIGNS that at least 50% should be in English/French our national language!!!

142) I'm ok with any new by-law that requires majority of info. In English (& size) I support all of the above. All this extra signage only clutters up the scenery.

143) Signs must include at least one official Canadian language.

144) Signs must respect the existing "local people". So English must be part of the sign.

145) Signs should be in English.

146) Signs should primarily be in English or French otherwise they should not be permitted.

147) The portable signage should include English as one of the main

	<p>languages on the signs as this one of our national languages.</p> <p>148) This in no way addressed the concerns that both Chinese & Anglo ethnicities have about Chinese-only language – this is the language issue that needs to be updated in the sign bylaws.</p> <p>149) When is Chinese the second language of Canada what happens to French.</p>
Community Partners and Organizations	<p>1)</p>
<p>Comments regarding Signs Allowed WITHOUT a Permit (Warning/Instructional Signs, Drive-through Signs, Sandwich Board, Home Based Business Signs)</p>	
Public Feedback	<p>1) Need dimension restrictions on drive thru signage that are reasonable.</p> <p>2) Warning/Instructional Signs must be limited to two signs at the entrance of 4 sq. ft. (2ft x 2ft) and 2 signs of the same size inside the fence area of the site. No permit. Drive-through signs must be limited to two signs of 4 sq. ft. (2ft x 2ft) and require a permit. Community Special Event signs must be limited in size to 3.5ft x 3.5ft, require a permit, and not be allowed more than 10 signs in total (based on 1 sign per private property). Warning Signs must not exceed 2ft x 2ft (no permit). Sandwich Board signs must be on private property, require a permit, and not exceed 2ft x 2ft. Home based business signs must not exceed 2ft x 2ft (no permit).</p> <p>3) Signs without a permit- What about signs during elections?</p> <p>4) Sandwich boards should be kept off sidewalks and driveway/roadway sight lines.</p> <p>5) Again, if it is not a safety hazard or blocking walkway/parking and it is cleaned up after signs should be allowed.</p> <p>6) Community special event signs: does it include Garage Sales sign?</p> <p>7) Where do political campaign-related signs fit into all this?</p> <p>8) Warning sign should be more flexible based on things like lot size. Sandwich boards should be allowed without any restrictions.</p> <p>9) Sandwich Board should be allowed for longer than 30 days. As stated previously, several businesses in Steveston use this method.</p> <p>10) This type should also be regulated because we are seeing signs glued to traffic light pole and in medians. It is not clean and elegant.</p> <p>11) concern with limit of four signs for hazards, what happens when property has more than four hazards requiring signs</p>

- 12) I think sandwich boards should be allowed longer than just the first 30 days of business. I also think that community special event signs should be allowed on some public property; I'm not understanding why they wouldn't be as long as the whole community (i.e. the public) is invited.
- 13) Proposed amendments are specific. This can only assist persons to abide by by-laws.
- 14) Not sure how community special event signs can achieve their publicity purpose if they are only permitted on private property i.e. Steveston Farmers Market
- 15) A community special event sign on private property of 6.5ft tall and 32 sq. ft. seems incredibly large. Are there examples of this usage in the city?
- 16) Need to stricter with Sandwich boards. They are everywhere and most a really ugly.
- 17) Warning / Instructional signs should require a permit. Anybody could put one up and it could convey false information.
- 18) I don't believe sandwich board signs should be allowed for 30 days. A business should be able to get permanent signage in 2 wks.
- 19) The home based business signs are far too big. Sandwich board signs are ugly wherever they are placed.
- 20) home based business signs need some form of permitting/policing to ensure they do not exceed the size requirement
- 21) I believe that a community special event sign should be allowed on public property, given that it is given a maximum time allotment and a limit of number of signs per event.
- 22) I feel community signs should be allowed on public property.
- 23) Except for home based business signs the other signs should be permitted
- 24) There are a lot of sandwich boards in Steveston which accumulate on the street corners. They are dangerous as they get blown over in the wind or blown on to the traffic lanes. I think it's a good idea to restrict them.
- 25) Seems kind of strange that drive thru menu signs don't need a permit but billboards do?
- 26) OK all but "Warning signs (including a hazard) are permitted. OK current bylaw but too wordy & confusing in proposed bylaw!
- 27) If it's a Richmond City Public event, can signs be put on public land? Not sure why 4 warning signs on one property; otherwise, changes seem fine.
- 28) I agree with the proposed Bylaw with the suggestion that signs regarding

a "Hazard"

be regulated to be in a universal, specific colour and size, so that everyone, whether drivers or those on foot, can immediately recognize the that the area in question is dangerous. Additionally, the public should be educated to recognize this sign ~ by written notification in our local newspaper, or as a notice included in say, the city utilities billing, or tax notice.

Seems reasonable. What about Garage Sale signs? People are great at putting these up, and then forget they exist. They are literally littering our city with their advertising and should be held accountable in some way. The address is clearly stated on their sign and would be easy to deliver back to the owner and fine them. I find this most annoying!

- 29) Not entirely sure why there need to be restrictions on drive-through boards, but this is more of me not fully understanding the issue vs. having a strong opinion.
- 30) nothing said about language - English and/orsize should be limited as you have done....sandwich boards should not impede pedestrian traffic or be on sidewalks
- 31) Signage should be away from pedestrian walkways for safety reasons.
- 32) Bottom right box. Needs re-drafting to clarify the meaning: Revision: Signs may be attached to fascias or may be freestanding. Premises may have no more than 4 signs. The sign itself shall not exceed 0.5 sq. m. (5 ft.) in size. Premises means a building and its associated land, Why say "pertaining to (NOT for) the premises"? That implies that premises could have signs pertaining to other premises or to marketing particular products or to whatever. So you could have far more than 4 signs erected on the premises. Also, how big will the signposts be? Someone could presumably put up a 10 ft. x 10ft. structure to display a 5 ft. sign.
- 33) Seems pretty nitpicky, but I suppose mostly reasonable. I disagree about community special event signs not being allowed on medians. That seems like a reasonable place to put them.
- 34) I agree with all the proposed changes, but I do believe that the two signs for a drive thru are not enough. Speaking from experience, I used to work at McDonald's and there truly isn't enough space for all menu items (especially for dual lane drive thrus) to have enough space for only two signs.
- 35) I don't agree with the community special event signs. They should be allowed on public property.
- 36) the 3rd item regarding Community special event signs seems wrong to me. In the first place, perhaps you need a definition of "Community". In my thinking, a Community event is something done for the community, by the community and together with (or in consultation with) the City. If

so, we should allow signage on public property. If an event is done for a specific group as a private function, then yes, signage should only be on private property.

- 37) Home based business signs could become a problem because of too many on a street.
- 38) Community special event signs should be allowed on public property.
- 39) Use proposed changes except Community special events sign should still be allowed
- 40) The proposed allowance of unlimited number of signs within site: I would prefer a limit to the number, since it is very difficult to drive within sites looking for a particular store, when the signs are not in English.
- 41) I'm in agreement with all of these regulations but would like a bit more clarity as to what is meant by 'community specialty event' signs. I would also like to see some time limit for removal of special event signs after the event is over.
- 42) There are no commercial taxes being spent so therefore home based business sign should not be permitted for home based business signs. The city again is not addressing foreign language and therefore all the action will not address the real issue.
- 43) Community special event signs are sometimes needed - for example, if you are trying to find your way to a volunteer fun run, often run organizers use temporary signage so participants can find the locations. If this wasn't allowed, it would hinder these special events
- 44) I have a problem with the Home Based Business Signs, as we already have illegal home based businesses in the neighborhood. The Bylaw officers seem reluctant to enforce the bylaws. The common excuse is that the person having the home based business may have a lot of friends who are using their business. Having signs would encourage others to work from home and make the neighborhoods very busy with traffic and lack of parking.
- 45) I don't think the community special events signs should be so limited.
- 46) If signs are not permitted on public property, will the City enforce these rules for the several signs of "open house" "garage sales", etc. etc.? I have seen at least 7 open house signs all placed within a few inches of each other.
- 47) Signs should be required to be a minimum distance from the street curb (2 Meters). some of these signs interfere with ability to have good sight lines when driving. Worse on corners also interrupt ability to see pedestrian and bicycle traffic.
- 48) Re: community event signs such as notices of children's sports sign-up: non-profit signs should be allowed on medians, for example, near

schools and travel routes. This is a traditional way to advertise to prospective families. They serve a community-good purpose and are temporary. I agree that other signs such as private schools advertising in front of a public school should be forbidden.

- 49) Signs should be set back from corners, so as not to obstruct vision of oncoming cars for motorists, & BE IN ENGLISH
- 50) There need to be enough hazard signs to cover the area of the hazard from every direction.
- 51) I am often involved with community events such as Terry Fox where temporary signs are put up. I agree that they should not be placed where they hinder or distract from city signs. I don't see a problem with them on medians as long as they are taken down right after the event. Also, if the sign has been justifiably confiscated by a city worker, it should be taken to the Works Yard where it can be retrieved by the organization. It is difficult to instruct all volunteers to place signs in appropriate places, so it is good to be able to retrieve them.
- 52) Permitted signs allowed on city property should be permitted as long as the don't block pedestrian of other traffic
- 53) Need to have clear, detailed & stringent guidelines to guide this type of signs, with special focus on public safety, accessibility of public space, path finding of persons with low vision or vision loss, uncluttered & pleasant arrangement & layout, rueful facts & illegitimate content.
- 54) Sandwich boards must be in such a way as it does not fall easily by strong wind or minor touching.
- 55) re special event signs: Consider a time-line for erection pre-event and take down post event?
- 56) sandwich boards should be allowed as long as taken inside each night and not stopping pedestrians.
- 57) Ok. It seems a bit weird that community event signs cannot be placed on public property.
- 58) Signs help form the identity of businesses, so I guess this would make reasonable sense. Keep in mind that there are also signs displayed in lcd format.
- 59) I agree with proposed bylaw.
I would add that under no circumstances should any sign of a video moving nature be used where it can be seen from the road.
- 60) No signage in residential area
- 61) OK but must not block legitimate signage, obstruct views, destroy foliage or obstruct people with vision or mobility issues. Must be taken in when event finished.
- 62) "Public property" needs to be more detailed; e.g. not on boulevards or

	<p>sidewalks, lane way access etc.</p> <p>63) Warning signs should be expected to well visible and preferably the letters are also visible at night</p> <p>64) Community special event signs should still be permitted</p> <p>65) Community Special Event signs sound huge. 32 sq. feet...Would these be for stadiums? Churches? Businesses? Art Gallery? And how long would they be up? and for how many events?</p> <p>66) We support the proposed bylaw with the additional comment that no signs shall block visibility (vehicles or people) or accessibility.</p> <p>67) Community special event signs shall be allowed on public property, as long as the event is an approved event.</p> <p>68) Agree</p> <p>69) Amendments seem reasonable.</p> <p>70) Looks good to me!</p> <p>71) The bylaws sound fine for these signs</p> <p>72) Seems reasonable</p> <p>73) Agree with proposed bylaws.</p> <p>74) I agree with the proposed wording.</p> <p>75) I am in agreement with the proposed Bylaw changes for signs allowed without a permit.</p> <p>76) This seems reasonable.</p> <p>77) Ok</p> <p>78) Agreed.</p> <p>79) Proposal – good.</p> <p>80) Okay with that.</p> <p>81) I agree with the changes.</p> <p>82) Okay.</p> <p>83) Agree with proposed bylaw.</p> <p>84) Again don't mind.</p> <p>85) These seem good.</p> <p>86) I don't have a problem with them.</p> <p>87) Makes sense. All these items are valid to provide opportunities for the business to operate, inform or warn.</p> <p>88) I agree with the proposed bylaw changes.</p> <p>89) I support the proposed amendments, for signs and without a permit.</p>
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- 90) No problem.
- 91) I agree with the proposed changes to the bylaw.
- 92) No objections.
- 93) I agree with the proposed changes.
- 94) Agree
- 95) I agree with the proposed bylaw changes.
- 96) No problem
- 97) Okay
- 98) Ok
- 99) Again seems reasonable.
- 100) I trust the City's judgement.
- 101) I agree with the proposed new wording.
- 102) I agree fully the proposed bylaw.
- 103) Agree
- 104) Check!
- 105) Change in these areas is not needed. Quit skipping the issue – non-English signs is the issue.
- 106) Must be English.
- 107) Signs should be in English.
- 108) Must be English.
- 109) Bylaw should specify no coarse or offensive language.
- 110) All signs in Richmond need to be English.
- 111) I think that there should be a requirement on ALL SIGNS that at least 50% should be in English/French our national language!!!
- 112) English or French needs to be a requirement. Sandwich boards are unsightly.
- 113) Bylaw needs to mandate the inclusion of English on signage.
- 114) Signs should be in English and French.
- 115) As long as there are limits to number signs and they include English.
- 116) All should be in English first
- 117) All signs must have English language on them.
- 118) Ok as long as they are in English.

	<p>119)They are fine, as long as they consist in one Canada's official languages.</p> <p>120)Again, signs must include an official Canadian language.</p> <p>121)Seems alright with me.....English must be included for French.</p>
Community Partners and Organizations	
Comments regarding Real Estate Signs	
Public Feedback	<p>1) Your example of the commercial real estate sign would not be compliant as the total height exceeds 6.5 ft. Total height should be specified as 8ft to be usable and allow for easy visibility and make it harder for someone to hide behind it. The last is a standard safety concern.</p> <p>2) Real Estate Signs:</p> <ul style="list-style-type: none"> ○ 1. All signs must not exceed 2ft x 2ft in size and be post mounted like the left sign (Wong). The must apply to all real estate signs. The larger signs attract graffiti, and are subject to being blown over or knocked over. All signs are to be permitted with an annual fee. ○ 2. Open house signs must be permitted. Two signs will be permitted on public property and one on private property. The signs must not exceed 2ft x 2ft in size. <p>3) My concern relates to the placement of the signs. They should not block visibility for cars and cyclists. Nor should they impede pedestrians.</p> <p>4) The proposed bylaw changes for Open House signs does not specifically mention easement area in front of private property. Does this come under 'public property'?</p> <p>5) OK. Some places like Citation Dr. at Garden City sometimes look cluttered because everyone within the area off GC wants their signs seen outside... Can there be one sign per complex/building there, pointing in to go and see the real signs?</p> <p>6) I know many realtors will need more than three signs as they use them on corners for directions. I agree that they must be taken down an hour after it is finished</p> <p>7) One issue of concern--with the rule of one For Sale sign per lot--have known of cases where a divorce situation has seen listing given to two separate agents. What would this by-law affect in these unique situations??</p>

	<p>Strongly support sign to be removed within 14 days after deal has closed on properties. Some signs are left for weeks, which are unsightly.</p> <p>8) Real estate open house signs should also be allowed to be placed kitty corner from each other so that vehicle traffic from each direction can see them.</p> <p>9) They should not obstruct view of oncoming vehicles for people coming out driveway of a townhouse/condominium complex.</p> <p>10) I really don't care about the open house signs - as long as there aren't multiple signs for the same listing on a corner, I don't really see that there is a problem.</p> <p>11) Standard sized real estate signs for single family houses have been consistent over the years but recently we are seeing multiple signs on one lot by the same Realtor. The emerging trend is to put a sign for each agent from the company who can be contacted for information on the listing. It used to be if there were two agents then both their names went on one sign. It is my view that by putting up a sign for each agent then the company gains more exposure and unfortunately the Asian agents have figured this out. I'm getting tired of see these duplicate signs all over the city. It's not necessary, its intrusive and adding to the signage clutter along our arterial roads</p> <p>12) In our neighborhood we see 4 or 5 signs together for the same listing. It's like pollution. If people are looking for an open house one sign should be enough.</p> <p>13) Open House Signs - - must be at least one block away from each other - does not make sense to me.</p> <p>14) Re: Open House: I think 60 minutes is too limiting - barely enough time for realtor to set everything up. I think 120 minutes before & after is more reasonable. Again, signs should be mostly in English!</p> <p>15) Open house signs should not be placed on PRIVATE property without permission. This happens all the time and it is not right.</p> <p>16) The only problem I see with realtor signs is when they blanket areas with Open House signs on the weekends. One or two is sufficient.</p> <p>17) I feel that 14 days is to long 7 is more than enough</p> <p>18) Open house sign 13sqft - too big - Otherwise agree</p> <p>19) There should be more than 3 signs allowed for "For Sale" and "Open House" signs, but should be limited ONLY 1 sign per listing. New Coast has been putting on 2 or more "For Sale" signs for the same listing and it takes up too much space.</p> <p>20) also, open house signs should not be placed on a neighbour's property, which is unrelated to the house for sale</p> <p>21) The real estate signs have significantly cluttered public property. I am</p>
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not clear about signs for the same open house across from each other on the same street or kitty corner from each other. I look out at a neighbourhood intersection and all four corners have signs on them. That is too much. I would be great if this could be clarified as well.

- 22) They should be permitted but not several in one place, with the same information.
- 23) Open house signs, 3 is not enough, one block is too far so delete about one block. Limit should be increased to 8 as some times tucked in a place out of the way. 2 for sale signs should be allowed as sometimes 2 companies have the listing and home is on a corner. 14 days after sale of a property is too short, should be at least one month.
- 24) Instead of 14 days, consider just 10 days within sale of property.
- 25) It should be amended according to the type of roadway and the kinds of incoming street traffic normally expected in the area. Intersections within certain blocks are more loaded in traffic than in others. I don't think these regulations really do much to add or subtract from the curb appeal of neighbourhoods.
- 26) As long as they are approved and positioned as to not interfere with right of way
- 27) Proposed bylaw for real estate signs: I think 1.2m² and 5 feet tall is too big. With so many houses and apartments up for sale, the streets will look like a used car lot. For other than 2 family, a 32 sq. ft. sign with a height up to 6.5 feet is just too big. Open house signs are ok.
- 28) 1 open house per listing. Three is excessive and realtors saturate localities with more than three.
- 29) Three open house signs seem excessive, especially if they are concentrated for a listing on/near an arterial rd. Should limit to 1 or 2, or restrict to max 3 on separate roads/intersections. People use online resources for open houses, so we should restrict extra advert.
- 30) It would be nice if you actually enforced the sign laws. Go down 4 Road, multiple agent on have a sign on each listing
- 31) agree with all of the above, the removal after the open house or sale needs to be strongly enforced
- 32) I support more freedom, less restriction.
- 33) Who is going enforce the signs on the weekend? Who? Who? Who? Who is going to obey the rules when they know there is no enforcement? The signs should not be on public property or on the medians. Why are you allowing real estate agents? Is the public allowed to advertise with 3 signs on the streets? Who's going to see if the signs have only been up for 60 minutes before and after? Again language is not addressed.

- 34) We are seeing realtors displaying multiple numbers of for sale signs on residential properties - this should not be allowed....for example two realtors selling the same house - now you routinely see two huge signs on the lawn
- 35) They are okay as long as the open house signs are removed after the open house is finished. Large wooden signs often become twisted and damaged in the wind etc. and they should be repaired immediately
- 36) Why does the reality industry get to have special treatment for portable sign? Again, what a red tape bureaucratic sign bylaw! That's too much regulation. Let people have any sign they want and need as long as their neighbor don't complain about it.
- 37) I have no problem as these signs are removed after the sale of home
- 38) Ok as they serve a purpose if they obey the rules, and are taken down within a reasonable time after the house has sold. But again not obstructing anything or destroying anything.
- We support the proposed bylaw with the additional comment that no signs shall block visibility (vehicles or people) or accessibility.
- 39) Real estate signs – okay with changes.
- 40) Agree
- 41) Amendments are reasonable.
- 42) Great, answered some of my previous questions.
- 43) I like the idea of a sign area.
- 44) No comment, stay as –is.
- 45) Agree with proposed bylaws.
- 46) I agree with the proposal.
- 47) Agree
- 48) Reasonable.
- 49) Agree with the proposed bylaw.
- 50) Proposed bylaw well thought out. Supportive o the changes.
- 51) Agree with 3 sign maximum. Have seen a lot more than that in the Maple Lane area.
- 52) Ok
- 53) Sounds good.
- 54) All these signs seem OK.
- 55) Proposal – good.

- 56) Ok with that, too.
- 57) Reasonable.
- 58) I agree with the proposals.
- 59) I have no problem with the proposed new bylaws.
- 60) I like the new restrictions on these signs.
- 61) Agreed
- 62) No issues
- 63) No problem I feel that are necessary.
- 64) I agree.
- 65) Excellent changes to open house signs. Nothing but abuse in Richmond for these signs. Signs everywhere for the same listing and left up overnight.
- 66) I agree with the proposed Bylaw.
- 67) Seems reasonable.
- 68) I definitely agree, For Sale signs need to be removed promptly. I have seen some up for over a year with a sold sign.
- 69) I support the proposed amendments for Real Estate signs.
- 70) I agree with the proposed bylaw.
- 71) Looks good.
- 72) Seems pretty reasonable.
- 73) I agree with all the changes.
- 74) I agree with the proposed changes to the bylaw.
- 75) No objections.
- 76) I agree with the proposed changes.
- 77) Okay
- 78) See no problem.
- 79) Ok
- 80) I like the proposed changes.
- 81) Agree
- 82) Agreed.
- 83) Seems fine.
- 84) I am OK with this.
- 85) Ok

- 86)** Once more reasonable.
- 87)** Sounds okay.
- 88)** I believe this By-Law is fair.
- 89)** I have no problem with real estate signs.
- 90)** I agree with the new wording proposed.
- 91)** Reasonable & adequate rules.
- 92)** Agree
- 93)** This seems fair.
- 94)** I agree with the proposed bylaw.
- 95)** Agree with proposal.
- 96)** Good proposed bylaw, very specific so expectations are clear.
- 97)** Change in these areas is not needed. Quit skipping the issue – on-English signs is the issue.
- 98)** Agree, if at least 50% in English.
- 99)** Proposed bylaw makes sense, but it should also have some requirement for language. I've seen real estate signs with minimal English on them before, which makes me feel like I would not be welcome to purchase that home. Real estate should be very Canadian.
- 100)** Must have English
- 101)** Language should be put into the new changes.
- 102)** The signs must be English only.
- 103)** Must be English.
- 104)** English as primary language – at least 50%
- 105)** Less real estate signs and less subtitled in Chinese English only.
- 106)** All signs in Richmond need to be in English.
- 107)** Must be all in English only.
- 108)** In the 2 official languages.
- 109)** Bylaw needs to mandate the inclusion of English on signage.
- 110)** What about zoning applications by developers?
- 111)** All signs should be in English.
- 112)** Real estate signs should be in English.

	<p>113) English please. If a realtor can't be bothered to learn our official language, it becomes a problem. Every sign in every community should be in English. First, and other languages permitted at half font size of English, and not more other language information than what is put forward in English.</p> <p>114) That these signs be in English or French.</p> <p>115) I agree with current policy – as long as they display English on both sides. I've seen more than one sign on same lots on Sidaway Road one side English, one Chinese so they need at least two signs for each direction. Very cluttered.</p> <p>116) English should be compulsory.</p> <p>117) All must have English First.</p> <p>118) The language requirement changes isn't listed here. I'm against it. Realtors should have the right to target their linguistic market.</p> <p>119) All signs must have ENGLISH language clearly translated on them.</p> <p>120) Ridiculous that it could be in an unofficial language.</p> <p>121) The size and quantity are not the issue MAKE THEM BE IN ENGLISH SO WE KNOW WHAT'S GOING ON.</p> <p>122) The signs can have an ethnic language on it, but must include English or French.</p> <p>123) Official Canadian languages please.</p> <p>124) Signs should have information in ENGLISH.</p> <p>125) No comment.</p> <p>126) "Must be in English" and not blocking motorist vision.</p> <p>127) Signs should be in one of Canada's official languages and not in a language that caters to one specific ethnic group.</p> <p>128) Disagree, should not be allowed on public property and English/French must be the largest font.</p> <p>129) English/French must be included.</p> <p>130) English language words should occupy a minimum of 50% of the total displayed area with words.</p>
Community Partners and Organizations	

Comments regarding Window Signs

Public Feedback

- 1) Note: Your restriction on images would be restrictive to companies like liquor stores and cigar stores that may be required to cover their product and would require some exemption. Is a window covering window tint? Frosted vinyl? Gradient images?
Are signs mounted 3' inside the store non-compliant and would require removal? The restriction begs the question: Is a window display considered signage? What is the difference between a well done window display and a well done product image print?
Content can be easily regulated based on text copy area but can be defeated in court if just artwork, imagery or color.
- 2) Window Signs. The bottom 25% of the window area may be covered by signs without a permit. The bottom 25% - 50% of the window area may be covered by signs with a permit For windows greater than 50% coverage, a permit would not be required if the premise was used for educational/training purposes.
- 3) The business should provide a case for covering the window in excess of 50% in order for the permit to be approved (i.e. not covering the windows would have a significant negative economic impact on the business.)
- 4) Should be some inside clutter restrictions.
- 5) Need to clarify covering vs. Shading. Some coverings can be shaded (translucent) and those should be permitted.
- 6) All signage visible from exterior sounds too much. It sounds like the new changes are being proposed so signs on windows do not restrict the ability to view inside the building/room. If this is the intent, I feel the changed proposes do not reflect that. Also % of English/French language used versus non-English/French used.
- 7) I wish we can unify the style of the window signs creating harmony with the city's landscape. Some signage colors stand out of their surroundings (which the store owner wants).
- 8) Aesthetic is subjective. Doesn't prevent 25% ugly but does prevent 75% gorgeous, so good luck with that.
- 9) Area is one thing but a sense of clutter also arises from the number of signs on some windows. Can this be limited as far as facing outside is concerned?
- 10) I agree with the proposed bylaw. 25-50% of window coverage, though to require a permit, should be selectively approved.
- 11) How will you differentiate windows that have decals and "blackout" from those with signs?
- 12) So plain background of window vinyl doesn't count? (Long & McQuade,

Your Shop pics) That should be specifically spelled out, whether the background of the sign counts as total sign coverage. Some businesses will want their windows blacked out/covered over to provide privacy, sun protection, security, etc.

- 13) I would prefer window signs be no more than 25% coverage
- 14) Image definition to include background colouring. Your 25% window coverage example is actually 100% coverage with the background colour included.
- 15) New bylaw is ok. I only think 25% is too restrictive.
- 16) Not in agreement that permits are required for the 25% - 50% window coverage.
Why does a business need a permit for that? They already have a business license and permits
- 17) Do not think we need a permitting process. Just have a limitation of 50%
- 18) This is a particularly important change as the signage clutter particularly in small business has increased exponentially in Richmond. I'd also like to see a restriction on LED light used to grab your attention. It seems every little store has an illuminate open sign in its window, which is totally unnecessary. Strobe light s and running lights are also clutter.
- 19) I think 50% is a lot. This makes business look unprofessional and that they have something to hide. I don't think it should be more than 25%.
- 20) Seems difficult to determine 25%, 50%, but seems reasonable
- 21) Have no issue with windows being totally covered. The multiple small signs are not good - too cluttered, people don't stop and read as too many. And if they do it's congestion on sidewalk..... and if you look at 'clutter' picture, it's not just the window signs that are the problem, but the signs attached to the building
- 22) Maximum coverage is up to 50% of the window area. It should not be required to apply for permit if more than 25%. It will create more work and expense for the store owner.
- 23) I disagree with this amendment, but understand the intent to de-clutter busier windows. It's possible to do tasteful window art that covers more than 50% of the area. Sometimes it can really improve the look of a building or business. The difference to me is the amount of words used on the window. In the Paramount example there is a clear focal point, so it doesn't look busy.
- 24) I agree with the proposed changes to the bylaw except for the point of max coverage at 50%. 100% seems fine so long as they hold a permit to have signage.
- 25) I think 50% is too much for any kind of images.

- 26)** De-cluttering is essential allow for up to 25% signs whether they are installed inside or outside the glass., anything over 25% must have a permit.
- 27)** If owners want to cover their windows, they should be allowed as long as everything is clean and relevant to their business. It's their store. I don't know why this is even an issue.
- 28)** The City of Richmond does not need to have a role in regulating how private businesses organize their window display. If businesses wish to cover their entire window in signs/posters, then that should be their prerogative. It is ridiculous that the City should establish a certain percentage of window space that is allowed to have signage, as it has little to no impact on mobility or safety. In addition, this is going to be very difficult, time-consuming, and expensive to regulate.
- 29)** This is not necessary. Let the shop owner put whatever sign coverage they need on their own windows. I don't see any issue and why we wouldn't make this completely flexible and down to the owner
- 30)** Why regulate what one does with his/her own business? So long as signage is non-discriminatory, I'm okay with 100% coverage, from a legal standpoint, but if that results in people not trusting a business they can't see into, that's all on the owner.
- 31)** This seems like an unnecessary bylaw. How businesses choose to decorate their own property should be up to them.
- 32)** No restriction should apply as long as it's within their property.
- 33)** I support more freedom, less restriction.
- 34)** Agree
- 35)** This is an EXCELLENT proposal . The cluttered windows of many shops is visually distracting and at times it is difficult to draw conclusions about product or types of products available.
- 36)** I agree with proposed bylaws to declutter.
- 37)** I agree with de-cluttering storefront windows.
- 38)** I agree with the proposed change.
- 39)** I am in agreement with the proposed Bylaw changes for these signs.
- 40)** Reasonable.
- 41)** Agree with the de-cluttering
- 42)** I agree
- 43)** Agree
- 44)** Support.
- 45)** Agree with proposal.

- 46) I like the idea!
- 47) Yes
- 48) I support the proposed bylaw changes.
- 49) I agree with the proposed bylaws.
- 50) I agree wholly with this change.
- 51) Agree with proposed bylaw.
- 52) Ok
- 53) Support all this. Good!
- 54) Agree with proposed bylaw changes.
- 55) Abuse of window system now.
- 56) Agree
- 57) I support the proposed amendments for de-cluttering.
- 58) I agree
- 59) No objections
- 60) I agree with the proposed changes
- 61) Agree
- 62) I like the proposed bylaw.
- 63) Pleased to see the improvement potential
- 64) Change in the areas is needed – agreed. But quit skipping the issue – non-English signs is the issue.
- 65) Where is the bylaw about English language being prominent? Do not be Politically correct here.
- 66) Should be kept clean and 50% English.
- 67) Yes! Strongly agree with this proposed amendment. Should include language requirement as well though.
- 68) Must have English.
- 69) Signs should be predominantly in English.
- 70) No mention of language or letters, will count in total of images or signs.
- 71) Non-English language text should not exceed 50% of its English translation and should not exceed in size in compare with English text.
- 72) Ensure that the language is in of the two official languages of

Canada.

73) Must be English.

74) English as primary language – at least 50%.

75) Proposal – good.

76) Primary language should be English.

77) All signs in Richmond need to be in English first.

78) The idea is good start but again language is an issue.

79) All signs in Richmond need to be in English.

80) Again English only or French.

81) These need to be in English.

82) Only a problem if they are not in English.

83) Only in Canada 2 official languages.

84) I don't care how many signs a business has, as long as I can read them (English or French).

85) I agree with the proposed Bylaw, but I am of the opinion that the proposal does not go far enough. It should cover the problem of language, or size of the advertising within the parameters. For example, regarding language: the primary language displayed on all signage MUST include either of our country's official languages. Languages of ethnic origin MUST be secondary.....THIS IS CANADA FIRST LAND AND ALWAYS! As we are providing new immigrants with all the benefits of our country, we should expect from them the courtesy of learning one of our official languages. Speaking "Canadian" is an acceptable way of inclusion within our society. Primary signage that is not in English or French is extremely divisive and foments ill feelings amongst those of us whose ancestors came from away, but learned our languages in gratitude of all that Canada offered them. Regarding size of signage, there should be restrictions on the number of size of advertising within the allowable percentage of window coverage. For example: the number of advertisements within the percentage should be included in the proposal. For example: How many 12" x 12" advertisements can there be within a coverage of 25%? The more small advertisements, the messier the window! Or descriptions.

86) I totally agree with the changes to window signs. Some stores are completely covered and one has to wonder why they are covering them up? What are they covering up from the public?

- 87)** Bylaw needs to mandate the inclusion of English on signage.
- 88)** All should be in English and a second language.
- 89)** Windows should be in English.
- 90)** Some English should be required on signs on windows as well as the other language. This make the stores seem more inviting to all Richmond residents.
- 91)** Agree, too much signage on windows, creates visual pollution. Again, English as priority.
- 92)** The proposals sound good with the addition of mandatory English.
- 93)** I agree with this proposed change. Again, I request all signs be in English or French.
- 94)** Again, messy hand written signs not written in English are a major eyesore and not very Canadian. It seriously excludes anyone not able to read said language. And French English in the universal language in Canada, it should be the main language on signs so that everyone can take part.
- 95)** English should be compulsory on signs. How are our police or any or official, let alone ordinary citizens to know what type of business is being conducted in particular premises if there is no English on any sign? English (or French – one of our official languages) should occupy at least as much space as Chinese or any other foreign language displayed on a commercial sign.
- 96)** We live in Canada all signs must have English language first.
- 97)** I agree - 50% English preferred
- 98)** All of these signs must have the English language on them.
- 99)** Full agreement – English or French must be main language and be the largest print.
- 100)** Try explaining this in Chinese. But if you speak English, no one in the stores will be glad to tell you what the Chinese-only signs mean.
- 101)** In future, it is my sincere hope that I no longer need to convince my relatives visiting from overseas that Richmond, despite outward appearances to the contrary is part of Canada. Your bylaws need to ensure this.
- 102)** These are good proposed changes. In general I would like to see language addressed here as well and all signage should be in one of Canada's official languages, if a second language is to be

	<p>added it should be significantly smaller than English/French.</p> <p>103) I agree. The cluttered window on the left looks tacky and messy. Not attractive.</p> <p>104) The signs can have an ethnic language on it, but must include English or French.</p> <p>105) Ok</p> <p>106) Great proposals, it will make the search for a particular store easier and as a result quicker. It will also help businesses look neater and less run down.</p> <p>107) Agree</p> <p>108) This is stupid. You haven't even been able to see if this new decluttering bylaw can apply to old business. You write in your amendment with a 25/50 quota but don't want to measure signs to make sure English is on this signs. I couldnot care less what is on the window as long as I can read the advertisements.</p> <p>109) Agree, too many windows looking like brick walls. Massage parlor and xxx windows tend to have this look and make our City very seedy. If clients want this service they know how to look this up on the intranet, it is very difficult to explain what these businesses are to my children. They do not appear legit and fit with the community.</p> <p>110) Full window coverage may be used for security reasons. They will require a permit.</p> <p>111) Positive change. Should be at least 50% visible thru windows.</p> <p>112) For signs and images covering more than 50% of the window, the permit would be temporary for a limited amount of time. i.e. 14 days.</p> <p>113) Please include official Canadian languages.</p> <p>114) Sounds good!</p> <p>115) I have noticed the clutter on small storefront windows and I do not like it I have noticed that various types of films are available if the store owner want so utilize that space that is glass...Some films are similar to sand blasted glass and are quite simple. Do not allow the clutter of any percentage.</p> <p>116) The window signs should permit photos and if writings is included, must be in the English language. Size of the signs as indicated make sense.</p>
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- 117)** There is a mess, clutter, visual attack, be more restrictive in this area.
- 118)** Ok
- 119)** In the examples shown (Musical Instruments and Paramount), there is no difference in the amount of window that is covered. The green blank space is still part of the sign. The comparison there is between an attractive, professional photographic sign and one that is not attractive. Both of these signs should require the same permits. With regard to the clutter examples, many probably come about because proprietors take ready-made flyers and tape them up. These people might benefit from assistance from business associations/workshops that help them to identify the main focus of their business and then to choose signs. Perhaps someone could create bilingual signage generic enough for small businesses to afford (eg advertising snacks/drinks/phone cards/lottery tickets – which seem to be the most common commodities.
- 120)** Must be in English.
- 121)** Yes, I like this. Some windows I have seen are completely covered!
- 122)** That is fairly loose. Why does even 50% allowed to be covered that's even too much clutter for a front window!
- 123)** I believe the By-Law change is fair.
- 124)** No opinion
- 125)** The language on the signs should be predominantly English or French.
- 126)** I agree with the proposed bylaw. A window cluttered with multiple taped up signs is a mess.
- 127)** Must contain English as prominent language with other languages in smaller print.
- 128)** I agree with the new wording proposed.
- 129)** Agreed with current rules
- 130)** Consider a bit of freedom with nice artistic work.
- 131)** Agreed
- 132)** Agree
- 133)** Like the less cluttered area.

	<p>134) Why are you restricting what a business can do with their property! It should not be the business of the city to regulate this.</p> <p>135) This seems good.</p> <p>136) I fully approve of the Proposed Bylaw. This will highly improve visibility on all storefronts and give a much more professional appearance, particularly in the small malls. Currently some business's are vey messy looking.</p> <p>137) What a red tape bureaucratic sign bylaw! That's to much regulation. Let people have any sign they want and need as long as their neighbour don't complain about it.</p> <p>138) These precautionary instructions make sense and it's great to see the city helping to regulate visibility and safety of buildings both from the perspective of customers and business owners. I guess this is why businesses should hire professionals to art direct and design their storefront</p> <p>139) No more than 25% of complete store frontage windows coverage. Should be of tasteful and respectful nature and include English</p> <p>140) Agree with proposal</p> <p>141) English and/or French must be included.</p> <p>142) English or French only</p> <p>143) Yes. This is actually a safety issue, especially at convenience stores, as robberies can happen without anyone being able to see in. Good changes.</p> <p>144) Proposed bylaw sounds good.</p> <p>145) I totally support decluttering of windows! Just visual pollution. It also makes it dangerous that no one in the store can be seen from the outside, increasing the odds of being robbed.</p> <p>146) Too much signage is mostly ignored as people don't have time to stop and read it. Too much window coverage also blocks outside light creating dark dingy interiors which make it difficult to see merchandise. Additional interior lighting increases electrical usage and operating costs. While I understand that some full window signage creates more privacy, it also aids possible criminal activity be blocking the interior view from outside.</p> <p>147) I think it is particularly important to not have store front windows covered with signage, as that may be a safety concern</p>
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	<p>when people cannot be viewed inside and those inside cannot look out.</p> <p>148) We support the proposed bylaw with the additional comment that no signs shall block visibility in or out of facility as this may be a public safety issue. Also, as you have probably determined, excessive coverage of window (and coloured or shade glass) presents very uninviting face to the public realm and diminishes the development of an open and engaging sense of community.</p> <p>149) None</p> <p>150) Oppose the proposed changes. City shall not regulate anything attached to the inside of windows. Does the City also plan to regulate the pattern of curtains?</p> <p>151) The "Max 50% phot example appears to show 100% coverage. Should restrict both opaque and semi-transparent signs to 50% max coverage.</p> <p>152) No comments.</p> <p>153) No thoughts</p> <p>154) If owner want to cover their windows, they should be allowed as along as everything is clean and relevant to their business. It's their store. I don't know why this is an issue.</p> <p>155) Good de-clutter</p> <p>156) Here's hoping this will result in a huge improvement.</p> <p>157) This is really important. Excessive window signage is without a doubt the ugliest form of signage in Richmond today. Travel Agencies are especially bad for this with their windows completely covered with dozens of small signs.</p> <p>158) The City of Richmond does not need to have a role in regulating how private businesses organize their window display. If businesses wish to cover their entire window in signs/posters, then that should be their prerogative. It is ridiculous that the City should establish a certain percentage of window space that is allowed to have signage, as it has little to no impact on mobility or safety. In addition, this is going to be very difficult, time-consuming, and expensive to regulate.</p> <p>159) Yes, decrease the awful clutter</p> <p>160) this is not necessary. Let the shop owner put whatever sign coverage they need on their own windows. I don't see any issue and why we wouldn't make this completely flexible and down to</p>
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	<p>the owner</p> <p>161) agree with proposed changes. Can't stand the clutter of too many signs and they're eligible; from a marketing point of view, it's better to have it cleaner and more 'white space'.</p> <p>162) Why regulate what one does with his/her own business? So long as signage is non-discriminatory, I'm okay with 100% coverage, from a legal standpoint, but if that results in people not trusting a business they can't see into, that's all on the owner.</p> <p>163) This seems like an unnecessary bylaw. How businesses choose to decorate their own property should be up to them.</p> <p>164) No restriction should apply as long as it's within their property.</p> <p>165) I support more freedom, less restriction.</p>
Community Partners and Organizations	
Comments regarding New Sign Types – Permit Required for the Bylaw	
Public Feedback	<p>1) No flashing or animation proposal: if that includes displaying the time or temperature that is unreasonable. But quit skipping the issue - non-English signs is the issue.</p> <p>2) The changeable copy sign seems to contradict with the billboard part of the bylaw, marginally. The billboard clarification needs to be specifically regarding third party advertising. Enforcement of banner signs is something that you are now obligating yourself to do. What is your penalty? How will you enforce this? How will you keep track of this?</p> <p>3) These signs should be restricted in use preferably banned. The messages can be conveyed by the other sign types. These signs are too large, distracting to drivers, and do not add anything to our community. I.e. MacDonald's only need the golden arch symbol for its advertising.</p> <p>4) If illuminated, burned out lights are not allowed.</p> <p>5) Changeable copy sign SHOULD permit animation but exclude flashing.</p> <p>6) Should there not be a limit on the number and size of these signs per lot? Also, the location of the signs should not be invasive to</p>

	<p>neighbouring property nor block views for safety purposes.</p> <p>7) Does the ubiquitous run-on LED lettering count as animation? Lots of it around. Big changing LCD picture signs are kind of dangerously distraction for driving too. Agreed no flashing. Looks cheesy.</p> <p>8) Again I concur. Assume there is no minimum time frame for each sign/message.</p> <p>9) Does each banner sign get to be up for 90 days? Or does a business get to display a banner sign for up to 90 days in total per year? Seems like a possible loophole where a business could have a banner sign all year long, as long as it was changed every 90 days.</p> <p>10) Electronic changeable signs are a good idea. I do not like huge banners attached to walls of buildings</p> <p>11) also faded, torn, broken signs must be removed</p> <p>12) I don't understand why banner signs would be limited to 90 days. It is unclear whether you mean that each individual banner can be displayed for 90 days or that if a business displayed different banners during the year that they would be limited to a total of 90 days for ALL banners.</p> <p>13) I don't think 90 days per calendar year is reasonable for some businesses. I think there should be no restrictions of days. All signage must be in English first.</p> <p>14) 90 day display time is too long!</p> <p>15) Banner sign - agree with the dimensional regs, but seems unnecessary to stipulate a 90 days clock - why? if its 180 days what's the problem or longer - seems like a rule for the sake of a rule.</p> <p>16) Why no flashing or animation?</p> <p>17) What about Church signs. Are they in any way exempt from 90 day period? Again, signage must be mostly in English!</p> <p>18) Limit a banner sign to 30 days. 90 days is far to long for what is supposed to be notification of a special event or as an interim sign pending erection of a permanent one.</p> <p>19) As mentioned before, I totally agree with the changes regarding the Changeable Copy Signs. Flashing and/or animation on neon signs is a hazard while driving. Very distracting and dangerous to those driving on the streets. CAPit? is terrible for this. It is way too bright. It would be nice to see the brightness limited also.</p> <p>20) Is there a maximum brightness for any electronic changeable sign?</p> <p>21) No flashing is imperative - too distracting for drivers. And can length of message be limited.... try to read a lengthy sign while driving...</p> <p>22) It's best not to combine different requirements in one sentence. For</p>
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example: Signs must display a permit. (WHERE?) The maximum display time is 90 days for a calendar year. After 90 days can they put up a new sign? That then runs for 90 days? And on and on?

- 23)** I disagree with the proposed regulations regarding banner signs. Like the "new business" sandwich boards, I believe they should only be allowed for the first 30 days of a business. They are the commercial equivalent of a poster on a teenager's wall.
- 24)** Why do you ban animation? If not on a road where it could distract from safe driving, I'm all for it. . .
- 25)** A permit for sure, but the location of these signs is more important and perhaps they would not be appropriate at all.
- 26)** The Banner signs maximum display time should be reduced to 14 days. The Changeable Copy signs should be required to have a permit but not be allowed to display misleading information, such as "Going Out of Business Sale", which displays for years.
- 27)** See my comments on the first question. Large electronic billboards will attract complaints of light pollution and worse
- 28)** Must be securely mounted, sign owners need to have additional insurance to cover any damage caused by the falling of these signs, & make it an offence with stiff fine if no insurance to cover damage. I've seen such case one time where a car's front windshield was damaged by a falling object from a sign, the car owner was told to claim ICBC; this is totally absurd.
- 29)** I agree with most of the proposed bylaw, but am not sure on Banner signs requiring a permit? Some may warrant a permit, but others (such as fundraising events) should not.
- 30)** As long as it's secure and safe, there should be no by law of any kind, especially for retail and industrial area. Again, that's too much regulation. Let people have any sign they want and need as long as it does not endanger anyone or interfere the view or use of others.
- 31)** Must have permit, must not flash or have unusually bright lights, Must be secure and away from right of passage, must respect neighbors, may have to be turned off after certain hour of day
- 32)** Maximum display time shall be shorter: one to two months would be enough
- 33)** 90 days for a banner is too generous. I support changeable signs not having flashing or animation. I find the fire hall sign at 2 and Steveston distracting when it flashes.
- 34)** As long as there is only one changeable sign allowed per business and it's not on public property. That means no boulevards and right of ways, road allowances etc. As for banner signs; does this mean 1 sign for 90 days or 15 signs for various lengths of time as long as they don't exceed

90 days?

- 35)** Banner signs should have an upper size limit beyond which proper engineering design and anchorage should be required to prevent potential liability to third party.
- 36)** We support the proposed bylaw with the additional comment that quality and intensity illumination must conform to general recognized guidelines regarding light pollution in urban areas and not cause distress to neighbouring residences.
- 37)** I am excited to see Richmond open to allowing electronic changeable copy signs. Daktronics is a manufacturer of these signs and we have helped draft bylaws for many communities across the US and Canada. For starters, I recommend the city adopt a standard to regulate brightness with ambient light. The industry standard is signs shall not exceed 0.3 foot candles (3.23 lux) above ambient light when measured at the appropriate distance. I would be happy to review the proposed language the city is considering for electronic changeable copy signs.
- 38)** Why banner signs must be attached to a wall? I oppose this change.
- 39)** Hmm, it seems that all the community centres will have trouble complying with proposal. I know that Thomson and West Richmond both have flashing & animation on their digital signs.
- 40)** As long as signs are safely secured. I don't care how long they are up for...they are the ones paying rent.
- 41)** Makes sense to me. Banners allow businesses to showcase something special. Interchangeable or electronic digital signs allow business to be flexible with their signage.
- 42)** Agree
- 43)** Proposed changes sound fine
- 44)** I agree with this
- 45)** I agree
- 46)** I agree with these proposed changes.
- 47)** Reasonable.
- 48)** Agreed
- 49)** No issues.
- 50)** Agree with proposed bylaw.
- 51)** Ok
- 52)** Looks good
- 53)** I support the proposed changes
- 54)** Proposal – good

	<p>55) This is fine.</p> <p>56) I agree with the proposed bylaws.</p> <p>57) Agree</p> <p>58) I agree with this change.</p> <p>59) Agree with proposed bylaw.</p> <p>60) Not a problem</p> <p>61) No problem with this bylaw</p> <p>62) I agree with the proposed Bylaw with the proviso regarding size and language that I have noted in number 4.</p> <p>63) I support the amendments for new sign types permit required.</p> <p>64) I agree with the proposed bylaw</p> <p>65) Agree</p> <p>66) Agree with proposed changes</p> <p>67) OK</p> <p>68) I agree with the proposed changes to the bylaw.</p> <p>69) No objections</p> <p>70) I agree with the proposed changes.</p> <p>71) Good</p> <p>72) Agree</p> <p>73) Agree</p> <p>74) Good supposed changes</p> <p>75) Ok</p> <p>76) Agree</p> <p>77) Agreed</p> <p>78) Agree</p> <p>79) Sounds good.</p> <p>80) Okay</p> <p>81) Ok</p> <p>82) Seems fair</p> <p>83) Sounds okay.</p> <p>84) I believe the By-Law proposed is fair.</p> <p>85) Agree with proposed bylaws</p> <p>86) I agree</p>
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- 87)** New proposed words I agree with
- 88)** Good
- 89)** Agreed
- 90)** Agree
- 91)** Ok
- 92)** Agree with proposal
- 93)** Fine by me.
- 94)** Where is the English prominent note?
- 95)** Must have English
- 96)** Should only be in English or minimum of 50% in English including a description of what is being said/sold in English so that is clear
- 97)** Must be in English
- 98)** English as primary language – at least 50%
- 99)** One language only English for everyone
- 100)** All signs in Richmond need to be in English
- 101)** English only
- 102)** Great that you are showing signs with one of our National Languages.....But this is not what we see in Richmond?
- 103)** I think that there should be a requirement on ALL SIGNS that at least 50% should be in English/French our national language!!!
- 104)** Bylaw needs to mandate the inclusion of English and French.
- 105)** The banner signs should contain English if another language is being used on sign.
- 106)** English, please
- 107)** Interesting. So far, you have only shown English signage. The problems you are describing do not seem to be the English signs but the Asian ones. And I have absolutely no idea what those signs are saying.
- 108)** Again this is Canada all signs must have English first
- 109)** All these signs must have the English language on them.
- 110)** I would like the English language on all signs and to be the first and in larger print so that we can all read them. What will happen if everyone only put there language on the sign in front of their store.
- 111)** This is fine, as long as the signs display one of Canada's official

	<p>languages</p> <p>112) All looks good but the signs are in English. The problem is the signs that are not in Canada's official languages.</p> <p>113) And of course official Canadian language.</p> <p>114) English on all signs.</p> <p>115) ENGLISH</p> <p>116) The bylaw is fine again English and/or French must be included.</p>
Community Partners and Organizations	
Comments regarding Construction Signs	
Public Feedback	<ol style="list-style-type: none"> 1) Development/Construction Signs must be subject to permit fees. The sign of any sign must be restricted to 2ft x 2ft. No additional trade advertising signage should be permitted on the site or public property. Advertising on Fencing or Screening will be subject to a permit fee of say \$3000/month. 2) Disagree with fencing sign restriction. Should stay without restrictions. 3) Should include that construction sites must post what times and days they are allowed to operate during. Informing the public about this can reduce the amount of complaints to both owners of the construction site, complaints to the city, and complaints to the police. 4) You are missing a word after 28. Is it days, months, years? Also, the fence signs should probably require a permit just as the banner signs do; otherwise regular businesses can affix a banner to a fence as a loophole. 5) Do they really need to be that tall? I think 8 ft. would be plenty. The big ones just block too much. 6) I do not have a problem with fencing completely covered in advertising. 7) signs proposed are too large 8) Need to add "days" after 28 in by-law above. Support for this by-law change. 9) Advertising by contractors on the fences have a tendency to come off, and end up in someone's garden or on the street. Especially in the case of houses that take years to build. If they are allowed, should be no more than 25% in one location only, as opposed to all over the fencing.

- 10)** Proposed Bylaw should read '33% (ONE-third) of the total fence area.'
- 11)** proposed bylaw for signs on fencing seems again like bureaucracy overkill
- 12)** Signs are not permitted to be installed prior to the start of construction and must be removed no later than 28 WHAT after construction is completed.
- 13)** Current bylaw is sufficient regarding the number of signs. Signs should be limited on site fences and structures. This could quickly lead to clutter and development sites already take over the look and feels of neighborhoods. Fences and development sites are already messy as it is. I would like to see all fences cleared of signs. Except for warning signs or information signs about site contact...etc...
- 14)** While I agree with the proposed changes, I think that "set-back" of such signage should be addressed as well. Signage protruding or impeding public accesses, whether they be closeness to street corners or walkways should be considered.
- 15)** I would increase the 33% coverage of fence. Keep the construction site behind the fence- don't need so much visible. It is actually neater having the fence covered than open. At No. 4 and Westminster there are several banners on the fence -Benefit developers...and nothing has been happening at that site for a loooooooooooooong time.
- 16)** Not sure why 28 days - when building is complete- sign should be removed within 7 days
- 17)** Note: Corrections are needed. Verbs and articles should not be omitted. I suggest you re-write as follows: All development/construction sites are allowed one sign per frontage. (How is frontage defined?) All signs require permits. THE size of freestanding signs is based on lot type: * A single or two-family lot is permitted one sign no larger than 3 sq. m (32 sq. ft.) in size and no more than 2 m (6 ft) tall. Signs must not be installed before the start of construction. They must be removed no later than 28 DAYS after construction is completed.
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- Advertising and logos affixed to, or incorporated in, site fencing or screening must not exceed 33% (one-third) of the total fence area.
- 18)** These signs must be temporary and must be in English.
- 19)** The freestanding signs are too large for single family subdivisions. On my street, we could potentially have large signs on all lots except mine. And some buildings have taken close to a full 12 months to build. That is a long time for a large sign.
- 20)** I would like to see less red tape (and fees) for single or two family homes. Perhaps no permit if they meet certain requirements similar to

	<p>how some previous signage is proposed.</p> <p>21) "...a maximum of 33% (on-third) of..." Do you mean "ONE THIRD?" Yes but all signs MUST contain all information in ENGLISH.</p> <p>22) Change "signs are not permitted to be installed prior to the start of construction and must be removed no later than 28 days after construction is completed. There should be no advertising and logos affixed to....the total fence area.</p> <p>23) Is this the same as an organization covering the entire fence with their logo? I remember the Olympics had very attractive signage covering the entire fence. I don't see a problem with companies doing the same</p> <p>24) Guideline and fine for violation can be provided, no permit to be required.</p> <p>25) I agree in general with the proposed bylaw, but not sure re restricting advertising on site-fencing or screening to a max of 33%. I feel some sites have full, closed-in fencing, to detract passers-by, possibly youth, who may see everything in the site and choose to go in! Rather, if they have logos, or similar, over the 33%, they must be approved by the City and obtain a permit.</p> <p>26) I don't think construction companies should be allowed such big advertising signs for their companies.</p> <p>27) All construction site signs should be accompanied by engineering design to prevent 3rd party liability. Irrespective of size of development, signs in site fencing should be installed at start of construction and removed no later than 28 days after construction is completed.</p> <p>28) We support the proposed bylaw with the additional comment that no signs shall block visibility (vehicles or people) or accessibility.</p> <p>29) Oppose to the proposed change that "all signs require permit".</p> <p>30) The current standard is appalling for re: fencing we should consider the visual impact these massive fences make. Why not restrict to two panels of 8 ft. fence per rd. and require all further fencing to be a standard foliage design. This is like the foliage prints placed on electrical boxes.</p> <p>31) Look up mesh hoarding in this case. It is a vast improvement on what you are looking at. www.google.ca search for printed+mesh+hoarding. If you allow random signs, you invite clutter.</p> <p>32) Unless safety is a concern, why is it even an issue that businesses want to advertise and put signs up?</p> <p>33) I believe routine inspection to check compliance is most important.</p> <p>34) I was more concerned with contractors/etc. placing ads on private property without permission from nor recompense? for the property owner. Personally, I'd want to get paid for such advertising on my</p>
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property, but that's not a matter for byelaws, so long as I have free choice in the matter.

35) I support more freedom, less restriction.

36) So are you going to go out to the site and check that the signs have been removed? I DO NOT want any signs on the construction sites with Canex, plumbing, toilet bin. These are in our neighbourhoods and are totally UN necessary. All it is free advertising for the companies take plunk their signs on the wire fences making us look at all the unnecessary clutter. What happened to business cards?

No business signs in the neighbourhoods only the good neighbourhood notice is necessary. That is all the neighbours need. We don't want any other languages on the signs either.

37) Should be even tighter. These signs are particularly unattractive.

38) Signs on temporary fencing are okay as it is informative regarding the development site and construction company and should include the real estate agent also. I do like the information signs on new sites that notify the public about trade laws and how late they can work and on what days

39) Temporary constructions signs should not be an issue. Time period makes sense.

40) That's too much regulation. Let people have any sign they want and need as long as their neighbor don't complain about it.

41) Do by-law officer patrol on Sundays to see when people are working under these signs.

42) Agree

43) Agree

44) Reasonable

45) Great

46) I agree with the proposed change

47) Agree

48) I am in agreement with the proposed bylaw changes re: construction signs.

49) Reasonable restrictions.

50) I agree. No further comments.

51) No issue with this.

52) Sounds good

53) Proposal – good

54) This is fine

55) I agree with the proposals

56) I agree with the proposed bylaw

57) I agree, some of these sites get ridiculous with their signage and it takes away from the safety required signs due to clutter.

58) Agree

59) Agree with the proposed bylaw.

60) Support all.

61) Agree with the proposed bylaw.

62) I support the amendments for construction signs.

63) I appreciate that you are trying to declutter the signs on property. Yes, I agree with this.

64) I agree with the proposed bylaw

65) Agree

66) Agree

67) Yup. Totally onboard with this.

68) I agree with the proposed changes to the bylaw.

69) No objections.

70) I agree with the proposed changes.

71) Okay

72) I like the proposed bylaw.

73) Agree

74) Use proposed changes

75) Agreed with the proposed changes

76) Ok

77) Agreed

78) I am OK with the proposed amendments.

79) Ok

80) Okay with me.

81) Once again I agree.

82) I believe the proposed By-Law is fair.

83) Agree with the proposed bylaw

84) Agree with new proposals

85) Agreed

	<p>86) Agree</p> <p>87) Fine</p> <p>88) Makes sense.</p> <p>89) I agree with proposed bylaw. All signs should be approved.</p> <p>90) Agree with proposal.</p> <p>91) Agree</p> <p>92) I support new changes.</p> <p>93) Agree.</p> <p>94) Change "signs are not permitted to be installed prior to the start of construction and must be removed no later than 28 days after construction is completed. There should be no advertising and logos affixed to....the total fence area.</p> <p>95) Where is the English prominent note?</p> <p>96) Must be in English</p> <p>97) Must be in English</p> <p>98) Signs must be in English</p> <p>99) Construction signs should be in English or minimum of 50% in English, including that the intent of the sign should be made clear to English speakers (not just names and phone numbers in English as what is currently happening)</p> <p>100) Enforce one of the two official languages of Canada</p> <p>101) Must be in English</p> <p>102) Ok, and ENGLISH must be included in the message.</p> <p>103) English primary language – at least 50%</p> <p>104) The signage must be in English first.</p> <p>105) They don't need so much advertising most of it is always in Asian making seem its only for them.</p> <p>106) All signs in Richmond need to be in English</p> <p>107) English only</p> <p>108) Must have English on all signs so all residents of Richmond know what is being promoted.</p> <p>109) English</p> <p>110) All good...again only in the 2 official languages of Canada</p>
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	<p>111) ENGLISH OR FRENCH NEEDS TO BE A REQUIREMENT</p> <p>112) What about it being mandatory for ENGLISH to be on the sign. Many new developments are targeting a certain culture and eliminating English speaking residents from understanding what is going on with it. This should NOT be allowed.</p> <p>113) Bylaw needs to mandate the inclusion of English on signage</p> <p>114) All advertising should be in English first, then a second language</p> <p>115) All construction signs should be in English and French.</p> <p>116) English should be included on these signs</p> <p>117) Agreeable, as long as predominately English</p> <p>118) I think that signs in Richmond have to have English on them. When there are signs in a complete different language it creates a lot of resentment from English speaking residents who dont read or understand another language. I think they should have at least 50% English on every sign. When signs are in one of the official languages it creates barriers in the community, which leads to resentment and racism.</p> <p>119) All signs in Canada must have English first</p> <p>120) Ok – in English please at least 50%</p> <p>121) All these signs MUST clearly have the English language on them.</p> <p>122) But Chinese-only is perfectly OK? This misses the important points.</p> <p>123) This is fine as long as the signs have one of Canada’s official languages on it.</p> <p>124) Official Canadian languages must be applied too.</p> <p>125) ENGLISH</p> <p>126) Again, must have English and then any other choice of languages.</p> <p>127) Must be written in one official language and the official language font must be larger than any other language, written</p> <p>128) Yes. Clean up what is viewed as people drive by. Again English and/or French must be included.</p>
Community Partners and Organizations	

Comments regarding Free Standing Signs

Public Feedback

- 1) Free standing signs. Restrict to one sign per lot. Maximum height of 10 ft. Max sign of 3ft wide and 4 ft. high. Colours are to be black and white only to avoid distraction while driving. The signs are to be set back at least 10 ft. from the road and 2 ft. from the property line. Gas stations are permitted a sign area of 25 sq. ft. with a maximum mounting height of 30 ft. Commercial, marina, and institutional zones are permitted a sign area of 25 sq. ft. with a maximum mounting height of 10 ft. setback 10 ft. from the road and 2 ft. from the property line.
- 2) There should be a ratio of signs to lot size. Larger properties should be granted more than 3 signs - i.e. large shopping centres or business parks.
- 3) Agree with 30m frontage per sign. Disagree with 3 sign per lot limit. City should allow more signage for large commercial facilities such as malls, offices & big businesses. More signage sign area should be allowed for multi-tenant residential/agricultural & golf courses.
- 4) Because the multi-tenant signs risk being ugly and vary in quality, I would suggest that there be a consistent city-wide frame required for all multi-tenant signs. Consistent looking frames are used in some areas of California. All the main frames are the same for all shopping and industrial complexes and the individual stores slide their personal signs in. It looks classier.
- 5) I realize everyone wants their logo etc. on their sign but some of those signs are just too much of jumble for sore eyes, as the ones at the extreme ends above. They can put their logos signs on their building but maybe the joint one could be more uniform as the one at lower left.
- 6) Gas stations, commercial and industrial zones sign sizes should be reduced. No. 3 road and Bridgeport road are good examples of clutter and so many signs that each one loses its purpose.
- 7) I agree with the proposed changes to the current Bylaw, but again, I think that the number of business listed on each sign should be addressed. A free standing sign with too many businesses listed, and how they are listed are an impediment to the public.
For example: if there are many business, particularly if they are haphazardly listed, traffic flow can become a problem as drivers or those on foot cannot readily see what they are looking for in a quick glance.
- 8) Should not impede vision if driving into a site or exiting.
- 9) A bylaw ensuring that lights are checked regularly and serviced to prevent "ugly" dim and hard to read signs
- 10) Ah. Finally an equal problem sign picture. I suspect the signs in the proposed amendment are still rather large. I would prefer smaller ones.

11) The first sentence is ambiguous. Does it mean "Freestanding signs ARE allowed in most zones?" What is the significance of the rest of the sentence--"with fewer categories of sign sizes"? This is an example of a dangling modifier. The whole sentence needs to be clarified. I think you mean:

"Free-standing signs are allowed in most zones, subject to the restrictions on the number of signs and the sizes specified below:

- One freestanding sign is allowed per 30 m of frontage, to a maximum of three signs per lot.
- Multi-tenant residential ...ARE permitted a maximum sign area of ...
- Gas stations, commercial zones... (etc.) ARE permitted ...

12) "Freestanding signs in most zones" is ambiguous; which zones? What signs?

13) No need to restrict 3 signs per lot.

14) we need a lot less of those free standing signs, they are a real eyesore

15) too big

16) Glad there is a permit needed. I hope the signage will include English language in large letters than another language, so I can read it when I drive by

17) I'm not sure about impact of the regulations on the types of commercial signs pictured. They can be eye-sores but are also helpful, e.g., identifying stores in a centre without having to drive into the parking area and hunt.

18) Permanent free standing signs should not be allowed in single home residential zoned areas.

19) Another visual harassment. Maintain distance from street curb and maintain a minimum height to the bottom of the sign for clear sight lines. Perhaps more stringent on corners.

20) Too many companies advertising on one huge board is not effective and looks ugly. It is difficult to see the company you are looking for through all the small signs.

21) I am not sure that the proposed change to the bylaw addresses an issue I see with some of these signs: The examples at the top right and left are too busy to read quickly. As they are often aimed at the motoring public (especially the top left), the motorist's attention is distracted for too long.

22) How are the signs regulated so that they do not restrict vehicle driver's line of view?

- 23)** On this one, I can only say I wish there was a better, neater way of advertising than what is shown above in the first and fourth photo. Perhaps limit the colours used, or be more 'professional' as these look very wordy and messy. There is too much wording, particularly on the photo at top right. Perhaps just the name of the company and if needed, the actual address, something similar to the photo at lower left. Unfortunately having signs in two languages doubles the exposure but makes them very difficult for English-only people to find the company they are looking for.
- 24)** Just too much regulations!
- 25)** That's plenty of room for free/paid advertising.
- 26)** Must have permit, must conform. Font used should be tasteful and uncluttered.
Should be easy to read and only tell you that this is the place you are looking for, not out compete for business.
- 27)** I suggest not such a large sign. People are in flying over the area and do not require such large obtrusive signage. This is not Las Vegas. Drive around West Vancouver.
Shrink the allowable visual footprint.....too large. English and/or French must be included.
- 28)** Language on such signs should be 50% minimum in English. Due to their size on a generally large lot, consideration should be given to incorporate the street number at a standard designated location and format on the sign. This is to save the driving public the difficulty in locate a premise without driving in, parking the car and asking.
- 29)** We support the proposed bylaw with the additional comment that no signs shall block visibility (vehicles or people) or accessibility.
- 30)** Please allow flexibility in how large an electronic changeable copy sign can be. Sizing requirements for an effective changeable copy sign vary based on speed limit, how far the sign is setback, etc.
- 31)** No comments. But all existing signs that do not meet the restrictions shall be grandfathered.
- 32)** This is nicely done and simple.
- 33)** Agree
- 34)** Reasonable
- 35)** Proposed changes sound fine.
- 36)** Agree
- 37)** I agree with the proposed changes.
- 38)** I'm glad permits will be required.

	<p>39) No issues</p> <p>40) Sounds good</p> <p>41) These freestanding signs are easy to read from a distance and proposed sizes are acceptable.</p> <p>42) Yes, makes sense</p> <p>43) Proposal – good</p> <p>44) This is fine.</p> <p>45) I agree with proposals</p> <p>46) I agree with the proposed bylaw</p> <p>47) Agree</p> <p>48) Agree with the proposed bylaw.</p> <p>49) No issue – standardization on commercial signing seems to make sense</p> <p>50) OK</p> <p>51) OK</p> <p>52) I support the amendments for free standing signs</p> <p>53) I agree with the proposed bylaw</p> <p>54) I agree with the proposed changes to the bylaw</p> <p>55) No objections</p> <p>56) I agree with the proposed changes</p> <p>57) Okay</p> <p>58) Seems reasonable</p> <p>59) I like the proposed bylaw</p> <p>60) Use proposed changes</p> <p>61) Agreed</p> <p>62) Ok</p> <p>63) Sounds good</p> <p>64) Ok</p> <p>65) I agree with the changes</p> <p>66) Sounds okay</p> <p>67) I believe the proposed By-Law is fair</p>
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- 68) I agree**
- 69) Agreed**
- 70) Good**
- 71) Agree with proposal**
- 72) I support new changes. Too many shop names on a huge sign is too much. Too distracting and visual pollution.**
- 73) Change in these areas is not needed. Quit shipping the issue – non English signs is the issue.**
- 74) Where is the English prominent note**
- 75) Minimum of 50% English**
- 76) Only opinion on this is regarding language in that it should include predominantly English.**
- 77) Must be in English**
- 78) Must be in English**
- 79) Free standing signs should be required to have at least one of the national language, ENGLISH OR FRENCH**
- 80) Free standing signs should be English or at least 50% in English, including the intent should be made clear to English speakers (i.e. not just the name and phone number in English so that English speakers don't actually understand what the sign is for)**
- 81) Free standing signs with multiple businesses and 2 languages is too busy and cluttered, makes giving the impression of a cheap strip mall**
- 82) Must be in English**
- 83) English as primary language – at least 50%**
- 84) All signage must be in English first and English must be the same size or larger than any other language.**
- 85) In English specify what type of business ie restaurant**
- 86) The first and 4th picture are horrible and unable to read properly while driving dangerous looking for English writing in all that**
- 87) All signs in Richmond need to be in English**
- 88) English only**
- 89) Must have English on all signs as the prominent language**
- 90) ENGLISH**

	<p>91) I think there should be a requirement on ALL SIGNS that a least 50% should be in English/French our national language!!!</p> <p>92) Okay if in English</p> <p>93) Only in French and English</p> <p>94) Any signs displaying a business MUST have the English equivalent on it so that people can read what it is for. Any descriptions must be in English also. I have no problem with other languages but when it does NOT have English they are discriminating against those in the country that speak the official language and that is wrong.</p> <p>95) Bylaw needs to mandate the inclusion of English on signage</p> <p>96) All should be in English first, then a second language</p> <p>97) All free standing signs should be in English and French</p> <p>98) English, so I know where I am going, and what to expect</p> <p>99) Again, I feel signs should have to have English on them</p> <p>100) Language is my main issue, and safety. If both are met I see no reason to interfere.</p> <p>101) English first on signs</p> <p>102) OK – minimum 50% English</p> <p>103) All these signs must have the English language clearly translated on them.</p> <p>104) Don't get what this is all about. Do care when signs have messages in only one language which is other than Canada's official languages.</p> <p>105) These signs are not an issue as long as they are in English.</p> <p>106) The signs can display an ethnic language on it, but also must include one of Canada's official languages.</p> <p>107) All looks good as long as there is English on the signs.</p> <p>108) All looks good as long as there is English on the signs.</p> <p>109) All of these signs should also be in English. I have no idea what these Asian signs say. Super frustrating.</p> <p>110) Include official Canadian languages.</p> <p>111) ENGLISH</p> <p>112) Equally important to proposed bylaws of structure and size requirements, I feel, is the ability for the population to be able to</p>
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	<p>recognize the establishment with the English alphabet.</p> <p>113) Must have English</p> <p>114) English/French must be the largest font</p> <p>115) No problem English or French only</p> <p>116) Should also contain English as not all population speaks Chinese</p>
Community Partners and Organizations	
Comments regarding Business Frontage Signs	
Public Feedback	<ol style="list-style-type: none"> 1) Only a single sign must be permitted for each business. The sign must not exceed 1.5 ft. in height x 10 ft. in length. The sign must contain the unit/address number. 2) There should not be a restriction on this as it is impossible to police and is an unnecessary red tape. Restriction should be made such that a signage like this should be permitted as long as it is compliant with the fire code and building structural safety. 3) It is desirable to have rain awnings the length of the building. Does this allow signage size (printing) to be restricted to only part of the total awning size? 4) A maximum of one projecting sign / under canopy sign per business frontage. 5) I think these signs add to our community character, and I think they should include some sort of lighting. 6) I agree with the proposed Bylaw. Please note that in a prior question, I stated my 7) reservations towards placement of "sandwich or folding signs" and public access. The example shown under "Projecting, Canopy and Under Canopy Signs", you will 8) note that the allowable "walking area" in front of this business and the fold-out sign 9) is barely 50% ~ is this safe amount for those in wheelchairs, or mothers with strollers, or to those needing support from a companion? I think not! 10) I like canopy style especially if it's raining... 11) Notice BCAA has a sandwich board in walking area. Forgot to say they

	<p>should not be in pedestrian areas or sidewalks.</p> <p>12) I prefer the fascia and or with the projecting signs.</p> <p>13) Don't leave out the article and the verb! THE total area of all signs IS permitted to be...</p> <p>14) What about the height of the signs? Again, why no language provision?</p> <p>15) I agree with the proposed changes to the bylaw. However, exceptions would be nice for cinemas with a marquee in the hopes that one day Richmond may have some classic styled single stage/cinema theatre.</p> <p>16) Examples look reasonable. BUT 10 sq. ft. per 3 ft. of building frontage equates to a 3 ft. high continuous sign. I think ½ meter per 1 meter of frontage is cleaner. Signage must include ENGLISH!</p> <p>17) English, sandwich signs should not block side walks</p> <p>18) You're kidding, right? Why is there a limit? Is City of Richmond trying to use by law to make more money from by law fines? This is ridiculous.</p> <p>19) Must have permit, must include English, must not be hard to understand description. Should be as low profile as possible.</p> <p>20) Again too large. Most people are not blind. English and/or French must be included.</p> <p>21) I think this is fine. I notice the sandwich board...these are big and difficult for people in wheelchairs, or people with shopping carts or baby carriages. Try to keep signs off the front walkways; hanging fabric signs might be better.</p> <p>22) Street number in a standard format and location should be incorporated if not already done through a free standing sign as commented in #7.</p> <p>23) This type of sign is not the City's business. City shall not intervene.</p>
Community Partners and Organizations	
Other comments regarding proposed amendments to Sign Bylaw No.5560	
Public Feedback	<p>1) I am very happy to see that the city is choosing to address this problem. Shop windows cluttered with signage is negatively impacting the Richmond community. While I do think that signage in general should be reduced, it's also about type of signage. For instance, signage with a couple bigger images is far preferable to signage with a lot of little pictures and a lot of text/characters (which makes it look much more cluttered). I look forward to seeing this change in Richmond. Final point: there should be some sort of language requirements as well. Signs should have to be predominantly in English (both in terms of quantity</p>

and text/character size). Yes, still put other languages on the signs if need be, but the official languages of Canada must be adequately respected (and I do not feel they currently are).

- 2) My main concerns are that signs not limit visibility for drivers and cyclists and that they not impede pedestrians. I am also concerned about signage, particularly in a foreign language that gives no indication as to the business being advertised.
- 3) This is adding more unnecessary restrictions on an otherwise restrictive signage bylaw. Things need to be simplified and easy to enforce. Otherwise everyone will infract it and it will become a media firestorm.
- 4) There should be a concerted effort to limit the amount of clutter on a sign so that its intent is clear in as few words as possible. Clutter makes the road and surrounding area look junky/cheap.
- 5) I would like an allowance on commercial building signs for a clearly marked address with a minimum size and high contrast (i.e. black and white). On newer commercial buildings in particular, addresses are hard to find.
- 6) What about signs that are posted on light posts and telephone posts. The corner of Moncton and No 2 rd becomes really cluttered. A farmers market installed a blackboard sign on the telephone post to advertise their market days, it's this kind of clutter that becomes a distraction at a busy intersection and I'd like to see it removed.
I would also like to see restrictions on Restaurant signage in windows. It's not necessary to post a picture of every menu item in the front window.
- 7) Long overdue for changes. We need smaller signs rather than larger ones. Everyone who travels is impressed by cities that have small and carefully placed signs.
- 8) I appreciate the lack of billboards and advertising! I found some of the proposed bylaws a little strict and nitpicky though.
- 9) Continue to send out bylaw officers the educate businesses that do not use English on their signs and the explain the benefits to them
- 10) Will the bylaws be strictly enforced and will the penalties be severe enough so the rules are enforceable?
- 11) Too much regulation for signs!
- 12) Election signs need special regulation and attention:
 1. Not be erected on public property, or private property without prior consent.
 2. Size limit
 3. Spacing and number limit per 10 meter
 4. Removal within 2 days after election over.

- 13)** It's about time. Who will regulate this and what is the contact number?
- 14)** Signs are to be seen, content should be understandable, true & not misleading. English is the prominent language used with 80% coverage in size. There should be checking of signs with or without permits on a regular basis, or provide a platform for citizens to report any inappropriate signs. Public safety is of utmost priority, any damage caused by unsafe signs should have bigger consequences for owners.
- 15)** Artistic and creative right of the design should be respected. Permit not to be demand as much as possible. Guideline or suggestions and examples can be provided.
- 16)** An important issue that currently often detracts from the aesthetic beauty the City strives to achieve. The proposed changes appear to provide the opportunity to advertise/inform without being too restrictive. Hopefully a reasonable balance.
- 17)** What are the costs anticipated in monitoring the new bylaw? Will more staff be needed?
- 18)** Are there any changes proposed to assist with visibility of addresses? This could help emergency workers to respond quicker to harder to find addresses.
- 19)** What is involved in the permitting process? Is there a cost to it? Will the city limit how many permits are given out? If not, why have a permitting process, why not just specify limits of sign size, location etc.
- 20)** I support the changes to beautify Richmond. The signs have gotten out of hand. I worry about people with mobility and visual issues. I hope that the new changes pass and that they are upheld. Fines should be issued to those that don't comply. The fines should be enough that business owners don't just think of them as a cost of doing business.
- 21)** Overall, I think the City is intervening too much.
- 22)** This works in most communities we've worked in
- 23)** Agree
- 24)** Seems fine
- 25)** Agree
- 26)** I am in agreement with the proposed changes
- 27)** Ok
- 28)** Ok
- 29)** They all seem to be acceptable
- 30)** Agree with these examples
- 31)** I support the proposed changes

	<p>32) Proposal – good</p> <p>33) This is fine</p> <p>34) I agree with the proposed bylaw</p> <p>35) Agree</p> <p>36) Agree</p> <p>37) Agree with the proposed bylaw</p> <p>38) OK</p> <p>39) Ok</p> <p>40) Okay if in English</p> <p>41) I support the proposed Business frontage signs</p> <p>42) I agree with the proposed bylaw</p> <p>43) I agree with the proposed changes</p> <p>44) Okay</p> <p>45) I like the proposed bylaw</p> <p>46) Use proposed bylaw</p> <p>47) Agreed with proposal</p> <p>48) Ok</p> <p>49) Agreed</p> <p>50) I am ok with this proposal</p> <p>51) Yep</p> <p>52) Ok</p> <p>53) Okay</p> <p>54) Sounds great.</p> <p>55) Ok</p> <p>56) These are the signs that are necessary for any business. The examples are all excellent.</p> <p>57) I agree</p> <p>58) Sounds okay</p> <p>59) I agree with the proposal</p> <p>60) I agree</p> <p>61) Agreed</p>
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- 62)** Good
- 63)** Agree
- 64)** I agree with the proposal. There are many building styles, thus many ways signage can be applied. I don't see a problem with any of the samples above.
- 65)** Cool. Pretty straightforward.
- 66)** Agree with proposal
- 67)** I support new changes.
- 68)** We support the proposed bylaw.
- 69)** Change in these areas is not needed. Quit skipping the issue – non-English signs is the issue.
- 70)** Where is the English prominent role?
- 71)** Minimum 50% English
- 72)** Must have English
- 73)** The use of sign language should be included to reflect that English or French should be one of the languages displayed.
- 74)** Must be in English
- 75)** Signs must in English – and avoid the clutter of foreign characters
- 76)** Good restrictions. But what about requiring at least 50% of the text of the sign must be in the Roman alphabet? English and French are the official languages of Canada.
- 77)** Business Frontage signs should be English or at least 50% in English, including the intent should be made clear to English speakers (i.e. not just the name and phone number in English so that English speakers don't actually understand what the sign is for)
- 78)** Non-English language text should not exceed 50% of its English translation and should not exceed in size in compare with the English text.
- 79)** No issue. Support of more specific language to describe by-law.
- 80)** Must be 80% English
- 81)** English as primary language – at least 50%
- 82)** English should be the primary language in all business signage
- 83)** No problem as long as English is first and the same size or larger

	<p>than any other language.</p> <p>84) Largest in English specify what the business is ie Restaurant</p> <p>85) The size isn't the issue it's the jamming of two languages when only should be there</p> <p>86) All signs in Richmond need to be in English</p> <p>87) English</p> <p>88) Only in English and French</p> <p>89) Bylaw needs to mandate the inclusion of English on signage</p> <p>90) All Business Frontage signs should be in English and French</p> <p>91) Language should be based on 50% English</p> <p>92) Signs should include English as one of the languages on the sign</p> <p>93) English</p> <p>94) English needs to be first on signs this is Canada</p> <p>95) Ok – minimum 50% English</p> <p>96) All these signs must have the English language clearly translated on the</p> <p>97) But if not legible to citizens not educated in Chinese they are perfectly fine? Seems size is a much lesser issue compared to that</p> <p>98) These signs are not issue as long as they are in English</p> <p>99) The signs can display an ethnic language, but must also include one of Canada's official languages</p> <p>100) All is good as long as English is on the signage</p> <p>101) Must have English</p> <p>102) No problem English or French only</p> <p>103) I'm very glad this is happening, as it seems overdue. I hope it will be enforced; if it is, it should make a substantial positive difference.</p> <p>104) Thank you for the sign clean up initiative.</p> <p>105) All look reasonable.</p> <p>106) It seems futile at this point and the reason I don't even attend council open houses is because they have shown without a doubt that they have no political will to address these problems and have caused division for years. KNOWINGLY. Attending open houses is all too frustrating the administration is clearly</p>
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disengaged.

107) This seems fair and reasonable.

108) You have done a very good job on the proposals. I hope they will all be passed.

109) Thanks for keeping our city from turning into a commercial sign wasteland.

110) Thank you for creating an easy way to provide feedback on the sign bylaw amendments.

111) All signs much contain English and, if necessary, any other language.

112) Why do our ELECTED officials keep ignoring the non-English sign issue? As a native-born Canadian, and a long term resident of Richmond, I feel like a stranger in my own land in many areas of Richmond. Many of our friends have moved out of Richmond due to feeling the same way, and I too am leaning that way.

113) If no bylaw about English language being prominent- Then this sign bylaw is gutless and will serve no purpose.
The issue here is that the absence of ENGLISH- prominent in many signs in Richmond has caused much social friction. The newcomers feel emboldened to do this in Richmond as council are politically unable to confront this issue. In Vancouver you do not have this issue as there seems to be more of a check and balance in that city about being more inclusive.

114) Prime language on signs should be in English or French.

115) Disappointed that there is no consideration of language on signs.

116) Didn't see any g about language.

117) Signs must include English, right?

118) There should be an English requirement!

119) At least 50% of the text of any sign must be in English and/or French. They are, after all, the official languages of Canada.

120) PLEASE, all signs should have enough English on them so you know what the business is or what the sign is about. This is Canada and we have 2 official languages - English and French. If we don't promote those, we'll forever be in the dark about too many local businesses whose owners don't have to acculturate to our nation.

121) As a long term resident of Richmond, I implore you to include some language around the English language in the proposed by-

laws. This can be that at a minimum 50% of the sign should be in English INCLUDING the intent of the sign. If the sign is 50% in Chinese but the English portion conveys no actual meaning to non-Chinese speakers, then the intent of the sign is lost, as is community spirit.

122) English must be on all signs.

123) Although not addressed in Sign Bylaw No.5560, Richmond needs to address or propose a clear policy/bylaw on how we deal with non-English languages on signs. I have no issue if there are non-English language signs but English should be prominent. We should be able to feel comfortable in our own community.

124) Signage should contain either English or French, the two official languages of this country.

125) Bylaw should dictate that the largest print and the majority of the sign is in English. Other language is secondary.

126) Enforce that every sign must have 1 of the two official languages displayed. In several instances, I don't know what is being advertised as I can't read it

127) Disappointed that there is no English language requirement. The current policy or policies have failed and you just don't know it.

128) This survey has totally ignored the "language issue" as pointed out in some detail a few years ago by Starchuck & Merdianian (sp?). While perhaps not quite so flagrant now, it is still blatantly obvious in many West Richmond neighbourhoods.

129) All signs must have English translation.

130) Multi- lingual business signs need to include English as a primary language. To ensure fair consumer practices - all customers should receive the same information.

131) This sign consultation would have had better use and a more effective impact if it directly addressed the core issue - which is the racism/xenophobia in our community that leads certain groups to feel offended by the presence of Chinese signs. The topic of signs has become a platform for verbal attacks against the Chinese community in Richmond who are blamed for "not integrating" based on white nationalist standards. These proposed sign bylaw changes seem obscure and don't get at the root problems that initiated the consultation.

132) I think that all signs should have a minimum of 50% English in the

sign.

133) First and foremost, ALL signage must be in English and the English must be the same size or larger than any other language used. I am Canadian and I am tired of seeing foreign signs I cannot read.

134) Where is the language requirement aspect of the sign bylaw? I think it should be absolutely mandatory to have English as the prominent language on ALL signs. We should look at Quebec for their standard of the French language being prominent. We lose our identity when we let the language requirement disappear; that is why the Quebec government requires it. How can someone call 911 for help when they can't read the sign due to it being in a FOREIGN language, never mind being in an official language of Canada. If I can't read the language on the sign due to it being a non official Canadian language then I am being culturally omitted; it's paramount to "if you are not Chinese you are not welcome here".

135) Please English only be fair to everyone.

136) All signs in Richmond need to be in English.

137) English or French only.

138) Did I miss the question about English signage?

I think in Richmond we should know what the signs say. In English or French

139) I feel that ALL signs in Canada should have English and or French as the main language on them.

140) English needs to be a requirement on all signage and it should be the prominent language on all signage. Please note that I am a resident of Richmond and I own a business in Richmond too.

141) All signs should be in ENGLISH

142) I sincerely wish that Richmond City would enact bylaws requiring all signs be mostly in English. If that's already the case, why is this not enforced?

143) I cannot believe that the topic of language has not been brought up with respect to signs. This is a MAJOR issue in Richmond. I grew up here and now feel as though I am not welcome into the majority of the stores because I cannot even read what the stores are supposed to be. I take this as a clear indication that "I am not welcome". This is completely unfair. There SHOULD be a rule that at least 50% of the sign be in English.

- 144)** I would like signs to have English on them.
- 145)** Don't want to see any other languages displayed then English or French.
- 146)** I hope I made it clear that the major concern on signs in Richmond is language. Everything else is a distraction. If you really want to know what residents think, address language.
Also, this wasn't advertised very well. I suggest turnout would be much higher if language was being addressed.
- 147)** Please take to heart what English speakers are saying about signage in Richmond. There needs to be a bylaw as just 'being aware' of issues is not enough theses days. In some areas of Richmond, I do not feel welcome as I cannot read or understand the signs. That is a scary thought for many residents and one the City should take seriously.
Safety should be first and foremost when it comes to many signs.
- 148)** Bylaw needs to mandate the inclusion of English on signage.
- 149)** All signs should be in English first, then a second or third language
- 150)** I believe signs that are already displayed with total Chinese language City Hall should make all business owners to amend into English first.
- 151)** Please ensure that while we live in a country of mixed cultural backgrounds that equality of languages are used –
- 152)** Overall, I think having English (one of our national languages) should be required on all signage. Having the main sign in another language is fine, but at least have some English on the sign so it's more inclusive and inviting to all Richmond Residents or other visitors.
- 153)** I strongly feel that EVERY sign needs to have English on it.
- 154)** I think that signs in Richmond have to have English on them. When there are signs in a complete different language it creates a lot of resentment from English speaking residents who dont read or understand another language. I think they should have at least 50% English on every sign. When signs are in one of the official languages it creates barriers in the community, which leads to resentment and racism.
- 155)** Please, I kindly request you to consider where signs are placed in accordance to pedestrians, and to review the language on the signs. My personal preference is English, with French and in small letters any asian language desired. I perceive that immigrants

come to our wonderful country to enjoy our rights, freedoms, culture and that includes language. It's insulting to them to pander that they are unable to learn or become one of our great multi-cultural country. At least, that's how I perceive it.

156) They must contain at least 50% English language in identical translation.

157) It seems a lot of money went into this website, in order to make more bureaucracy, when the real issue with signs in Richmond is....Language! Please deal with that!

People who don't speak Chinese are being discriminated against on a daily basis, and this city doesn't care.

I love Chinese culture and I just want to be apart of my city and this rich culture. I don't want to be a stranger in the city i have been living in for the past 35 years.

158) I think council should take action and ensure English is on all signs. It is not racist, but adds the opportunity for residents to learn English which in turn, creates more sense of community. It's been dragged out far too long.

The less clutter, the better!

159) I hope you provide a glossary of definitions somewhere in these bylaws.

You must be aware that community tension is increasing in Richmond, despite some efforts by individual citizens and groups to reach out. Reducing the clutter of signs will be an aesthetic improvement only. City Council must grasp the fact that signs with no English on them, or just the very small lettering of an English word or two, are a daily, highly visible signal that English is not valued. Other municipalities have had the courage to address this problem. It's well past time that Richmond did so too.

160) My problem is with no English on signs.

161) Language needs to be addressed, as in requiring 40% (# of letters, & area of sign text) to be in English.

162) I have just one 'major' objection to the new by-law; that is the exclusion of 'language content' appearing on any sign. I believe this one element is a major driver of why the concern over signage was raised to council in the first place. Canada and by default BC and Richmond has two "official" languages: English and French. I completely understand the wish of certain businesses etc. to include an additional language on a sign. However; the inclusion of

any language other than English or French must be completely subservient to our official languages. This opinion is in no way meant to be racist or bigoted it is merely an enforcement of the law of the land and a consideration of the importance and position of the two official languages of Canada. By excluding the use of language in the new by-law council has by default skirted the edges of the envelope to engage a by-law that can be considered racist or bigoted against the use of English or French and those who have always communicated in either or both of the official languages of Canada. Accommodation of all cultures is a Canadian tradition and welcomed by all. However, the use of our official languages has always and must be paramount to the general use of any other/s.

- 163)** All signage must include the translation in English language on them. No signs should be permitted that cannot be read by the general public. Its a safety issue and as well, it shows inclusiveness into posting signs in one of the two official Canadian languages. If had my way, all signs would have ENGLISH and FRENCH on them.
- 164)** I expected to see bylaw changes requiring signs to include one of the official Canadian languages.
- 165)** Languages should have been included – ENGLISH language (and French if required) must be on sign at minimum
- 166)** Feel strongly language needs to be regulated that English and/or French needs to be the primary language in the largest print
- 167)** Like many detailed things that change bylaws I am surprised you did not bury these changes. Why did you consult us about such technicalities? What we should really be consulted about is exclusionary language in the public space in Richmond. Where is common sense?
- 168)** I believe al signs should have English language on them for it to be larger and first.
- 169)** De-clutter the signs and make them legible and in English.
- 170)** I am disappointed to see there was not one single question related to language on the signs. I would like to see at the minimum at least English and or French, in addition to another language other than English or French if the that language is posted. In fact, as i write this, I am shocked that you did not address this issue. I find it disturbing and insulting that I feel like a foreigner in a city that my family help build and make it what it is or should say was. Please address the sign. Hiding your head in the sand is only

making people angrier and frustrated, thus you find extremists starting to get into the act. Wake up....

171) language should be part of this and all signs should feature Canada's official languages, If another language needs to be added it should be added in a significantly smaller size.

172) It should be noted that all signs should have English on them. Bilingual signs are ok, but foreign language only signs are very irritating. It separates us from our neighbours.

173) I have no issue with signs in a ethnic language, but must also include English.

174) Please be aware of the need for predominately English language on the signs or symbols that are multicultural.

175) I would like to see some English on all signs. I am adventurous and would like to visit a shops catering to different cultures but need a clue as to what they are promoting.

176) The city of richmond has done a very poor job addressing the signage issue. The city cannot address Translink, some of the bus shelters and benches, mail, pamphlets, newspapers, vehicles, Skytrain, menu's, inside of businesses. Very disappointed. The city should be going to the Provincial Government and asking for a language law. I am sending a more detailed letter.

177) Where are the issues about the language used? I was expecting an opportunity to review changes regarding this matter. This is Canada - our official language must be represented on all signage. This is one of the issues that is contributing to the destruction of our community and the City needs to take a firm position. Remember, this is Canada and our official language is English, not Chinese. Please stand up for those few of us who are in Richmond and are not Chinese - we matter too.

178) I am concerned with the lack of English on some of the signs. I think this is a potential hazard as in an Emergency, everyone needs to be able to describe their location based on easily recognizable signage.

179) Get the official Canadian languages right on all signage.

180) Signs must be in English or contain English / French

181) English

182) Nothing has been mentioned about the languages on these signs. They should be predominantly English!!!

- 183)** I believe this is a positive step forward by Staff to standardize signage but most importantly is ensuring the signs are in English first.
- 184)** Signs should be in one of Canada's official languages and not catering to one specific ethnic group. Not all ethnic groups are given the same leeway which discriminates against immigrant who are not part of a large ethnic group. Requiring all signs be in one of our official language levels the playing field.
- 185)** I have no objection to Asian signs. They are advertising to a specific clientele and obviously an English-only person does not need to read it.
- 186)** I think that if we want integration not segregation, we must have English, the language of our country on all signs, (this does not prohibit any other language added below.)
- 187)** Those signs written without English or French must be fined and removed.
- 188)** We didn't see any mention of language requirements for signs?
- 189)** All signs must be in ENGLISH first and if need to also in different language
- 190)** I am very discouraged by the lack of English on many signs.
This is a huge failing by council and by the city.
It needs to be corrected. Do what must be done.
The lack of English is not inclusive and paints a very unattractive picture of Richmond
to many residents and visitors.
- 191)** All signage to be in English first, other languages as space permits
- 192)** You have not covered the issue related to language on signage within this survey. As with product labelling in Canada, which requires the two official languages, the sign bylaw should stipulate the use of at least one official language along with the vender's preferred language (eg. german/english, french/english, Thai/english, punjabi/english, cantonese/english, mandarin/english, tagalog/english...etc.
- 193)** The real problem is not addressing language. French or English - anything else says caucasians not wanted.
- 194)** I am disappointed that language is not being addressed in this bylaw. Foreign languages are dividing the community and hurting people. This will continue until we address language. This is a core

	<p>component of community inclusiveness and cohesiveness.</p> <p>195)</p>
<p>Community Partners and Organizations</p>	

Comments and Actions Resulting from Sign Bylaw Change Consultation

	Topic	Public Comment	Recommended Action
SIGNS NOT ALLOWED			
1	Sandwich boards	<ul style="list-style-type: none"> • Very little community support in general • Concern regarding accessibility for wheelchairs and strollers • Some suggestion for “special zones” 	<ul style="list-style-type: none"> • Do not allow on City property. • Restrict display to the first 30 days that a business is open (aligns with current requirements).
2	Community Event Signs	Strong support for these but need clarification on size, placement and what types are allowed.	Will allow these on City property, with City approval. This will allow for signs in parks during and before an event.
3	Blade & Inflatable	<ul style="list-style-type: none"> • Mixed comments • Some support for these “fun signs” • If there is no copy area on the flag sign, is it still a sign and therefore not permitted? 	<ul style="list-style-type: none"> • Maintain ban of blades and inflatable signs due to safety. • Allow some provision for temporary signs as part of city approved public events.
SIGNS ALLOWED WITHOUT A PERMIT			
4	Drive-through	Size should be further restricted to be “reasonable”	Evaluate size requirements, allow signs without permit.
5	Community Special Event Signs	Should have more flexibility to be permitted on city property	Refer to 2 above
6	Home-based business	Some comments do not seem to support signage for these in residential zones.	Signage is important for wayfinding, introduce permit required for this type.
7	Open House Signs	<ul style="list-style-type: none"> • Strong desire to regulate and mixed comments for more or less restriction. • One constant response is the perceived lack of enforcement particularly on weekends when open houses occur. • Should require permission by property owner 	<ul style="list-style-type: none"> • Add time restrictions. • Provide clear language in bylaw on sign placement. • Provide proactive enforcement and increased fines. • Develop educational brochure for real estate agents to explain rules & consequences.

SIGNS ALLOWED WITHOUT A PERMIT			
10	Real Estate Sign	<ul style="list-style-type: none"> • Conflicting comments on the appropriate length of time to permit them after the completion of sale • Max. 32 sq. ft. may be too big 	<ul style="list-style-type: none"> • Provide different size regulations for one/two family vs multi-family or commercial listings. • Provide proactive enforcement • Develop educational brochure for real estate agents to explain rules.
NEW SIGN TYPES			
11	Window Signs	<ul style="list-style-type: none"> • Be more specific: plain translucent/opaque vinyl over the entire window should be explicitly permitted. • Up to 25% copy area (image + text) – no permit • Anything above – permit required • The use of language other than English/French is of most concern with window signs based on the response pie chart 	<ul style="list-style-type: none"> • Provide clear language in the new bylaw describing window signs. • Require permits for coverage greater than 25% so that content can be discussed. • Require Development Variance Permits for coverage above 50%.
12	Changeable Copy Signs	<ul style="list-style-type: none"> • Flashing signs not supported • Brightness of any lit signs are of concern • Run-on LED lettering permitted? This is as distracting as flashing/video • Max 1 per business 	<ul style="list-style-type: none"> • Include requirements that electronic signs have light sensors (to dim brightness at night). • Prohibit all types of flashing signs.
14	Banner Sign	<ul style="list-style-type: none"> • Mixed response regarding size and length of time. • Must be securely fastened 	<ul style="list-style-type: none"> • Allow banners for up to 90 days. • Introduce requirements on placement and size of banners.
	Construction Fence Signs	<ul style="list-style-type: none"> • Concerns regarding size and height. • Permits should be required. • Mixed response on amount of commercial content to be allowed. 	<ul style="list-style-type: none"> • Advertising allowed on fences without a permit but fence height is restricted.

NEW SIGN TYPES			
	Freestanding Construction Signs	<ul style="list-style-type: none"> • Signs should be removed when construction is over. • Mixed responses to size permitted. • Signs on larger sites should be allowed to be larger. 	<ul style="list-style-type: none"> • Permit required for all freestanding signs, including on construction sites in order to ensure structural safety. • Introduce provision for max height to be determined by site frontage.
SIGNS REQUIRING PERMITS			
12	Freestanding Signs	<ul style="list-style-type: none"> • Restrict number of signs allowed per lot. • Ensure adequate setback and visibility around sign. • Some signs are too big. 	<ul style="list-style-type: none"> • Include provisions in bylaw for setbacks and vertical clearance • Include requirements for smaller signs in residential and AG zones • Maintain max heights at current levels
12	Business Frontage Signs	<ul style="list-style-type: none"> • Preference for canopy signs to incorporate weather protection • Prefer projecting signs over sandwich boards. • Too many signs allowed. 	<ul style="list-style-type: none"> • Limit total number of business frontage signs but allow businesses to decide on sign type • As with other sign types, requiring a permit allows staff to educate business on provisions to provide community harmony.

Existing and Proposed Sign Permit Fees

Permit Fee Type	Current Fee	Proposed Fee	Surrey
Base processing fee (creditable to application fee)	\$52.50	\$80.00	\$73
Fee based on sign area (awning, banner, canopy, changeable copy, fascia, mansard roof, marquee, projected-image, projecting, under awning/canopy, window signs (>25%)	\$52.5 (up to 5m ²) \$69.25 (5-15m ²) \$104 (5-25m ²) \$140 (25-45m ²) \$186 (45-65m ²) \$232 (>65.01m ²)	\$100 (up to 15 m ²) \$200 (15-45m ²) \$350 >45m ²	\$160.00 (up to 3m ²) \$237.00 (3m ² -6m ²) \$315 (>6m ² -10m ²) \$396.00 (>10m ² -15m ²) \$474.00 (>15m ² -18m ²) \$632.00 (> 18.6m ²)
Fee for new freestanding signs: <ul style="list-style-type: none"> Up to 1.2m² Up to 3.0m² Up to 9.0m² Up to 15.0m² 	\$52.5 (up to 5m ²) \$69.25 (5-15m ²) \$104 (5-25m ²)	\$200 (up to 3m ²) \$400 (3-9m ²) \$600 (9-15m ²)	
Fee for temporary construction freestanding signs: <ul style="list-style-type: none"> First year Each additional 6 month period 		one/two family: \$100, \$50.00 for each additional 6 months. 3+ family construction: \$200, \$100 for each additional 6 months	First year: \$215.00 Each additional 6 month period: \$108.00 Removal bond: \$500
Fee for home-based sign	\$52.50	\$80.00	
Permit processing fee for a sign without a permit		2x actual permit fee	



CITY OF RICHMOND

SIGN REGULATION

BYLAW NO. 9700

EFFECTIVE DATE –

CNCL - 801

CITY OF RICHMOND

SIGN REGULATION

BYLAW NO. 9700

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SIGN REGULATION BYLAW NO. 9700

The **Council** of the **City** of Richmond enacts as follows:

PART 1 - GENERAL PROVISIONS

- 1.1 No person shall **erect** a **sign** in the **City** of Richmond except as permitted by and in accordance with this Bylaw.
- 1.2 This Bylaw does not permit a **sign** unless it expressly permits a **sign** of the relevant type in the zone in which the **sign** is proposed to be located.
- 1.3 The **Director** or a person authorized by the **Director**, may immediately and without notice, remove any **sign** located on **City** property in contravention of this Bylaw.
- 1.4 No person shall, having been ordered by the **Director** to remove a **sign** that does not comply with this Bylaw or to alter a **sign** so as to comply with this Bylaw, fail to do so within the time specified in the order.
- 1.5 No person shall, having been ordered by the **Director** to stop work on the **erection** of a **sign**, continue such work except to the extent necessary to mitigate any safety hazard that would result from the cessation of work.
- 1.6 No person shall obstruct or interfere with the entry of the **Director** on land or **premises** that is authorized by Section 1.7 of this Bylaw.
- 1.7 The **Director** may enter on any land or **premises** to inspect and determine whether the regulations, prohibitions and requirements of this Bylaw are being met.
- 1.8 Any person who contravenes this Bylaw commits an offence and is liable:
 - 1.8.1 on conviction under the *Offence Act*, to a fine not exceeding \$10,000;
 - 1.8.2 to such fines as may be prescribed in Notice of Bylaw Violation Dispute Adjudication Bylaw 8122;
 - 1.8.3 to such fines as may be prescribed in Municipal Ticket Information Authorization Bylaw No. 7321; and
 - 1.8.4 to such penalties as may be imposed under the *Local Government Bylaw Notice Enforcement Act*.

- 1.9 The **Director** is authorized to issue permits required by Part Three of this Bylaw, and is authorized to prescribe, for that purpose, the form of permit application and permit.
- 1.10 The **Director** may, in writing,
- 1.10.1 order the removal or alteration of any **sign** that does not comply with this Bylaw, including any structure that supports the **sign**; and
- 1.10.2 issue and post on the site of a **sign**, in a form that the **Director** may prescribe for that purpose, an order to stop work on the **erection** of the **sign** if the work contravenes this Bylaw.
- In the case of an order directed to an occupier of land who is not the owner, a copy of the order shall be provided to the owner.
- 1.11 In the case of a **sign** that poses an immediate hazard to persons or traffic, the notice given to the owner or occupier under Section 1.10.1 may be verbal but in such cases the **Director** shall confirm the notice in writing.
- 1.12 A person who applies for a permit required by Part Three this Bylaw shall provide all of the information required by the prescribed application form and pay the application processing fee specified in the Consolidated Fees Bylaw No. 8636. The application processing fee is not refundable and shall be credited to the permit fee if the permit is issued.
- 1.13 An application for a permit that is made by an occupier of land who is not the owner shall be authorized in writing by the owner, in the manner indicated on the prescribed application form. In the case of an application for a **projected-image sign**, the application shall also be authorized by the owner of any separate **premises** from which the image is proposed to be projected.
- 1.14 A person who obtains a permit required by this Bylaw shall pay the permit fee specified in the Consolidated Fees Bylaw No. 8636.
- 1.15 The issuance of a permit pursuant to this Bylaw does not relieve any person from any requirement to obtain a building permit, electrical permit, development permit or other permit required by any bylaw of the **City** in respect of the **sign**, or to obtain the **City's** permission to place a **sign** on public property unless this Bylaw expressly indicates that such permission is not required.
- 1.16 Every **sign** that is within the scope of this Bylaw shall be maintained in serviceable condition, including such repainting and replacement of **copy area** as may be required to present a legible message.
- 1.17 This Bylaw does not apply to:
- 1.17.1 **signs** regulated by Election and Political Signs Bylaw No. 8713;
- 1.17.2 **signs** posted in accordance with Development Permit, Development Variance Permit and Temporary Commercial and

Industrial Use Permit Procedure Bylaw 7273, Noise Regulation Bylaw 8856, Richmond Zoning Bylaw 8500 and other **City** bylaws enacted from time to time;

1.17.3 **signs erected** or placed by the **City** for municipal purposes; or

1.17.4 **signs** on the backrest of benches placed on public property with the written approval of the **City**.

PART 2 - SIGNS PERMITTED WITHOUT PERMITS

2.1 The following types of **signs** are permitted without permits in the zones indicated by the symbol √, provided that the **sign** complies with the standards, limitations and requirements specified in this Part in respect of that type of **sign**:

Sign Type	Agriculture and Golf Zones	Residential Zones	Other Zones
Address signs	√	√	√
Community special event signs	√	√	√
Construction fence signs	√	√	√
Directional signs	√	√	√
Drive-through signs			√
Fascia signs			√
Flags	√	√	√
Instructional signs	√	√	√
Plaques	√	√	√
Open house signs	√	√	√
Real Estate signs	√	√	√
Sandwich board signs			√
Small window signs	√		√

- 2.2 Address signs** must comply with Fire Protection and Life Safety Bylaw No. 8306.
- 2.3 Community special event signs** must:
- 2.3.1 not exceed a **height** of 2.0 m or a **sign area** of 3.0 m²;
 - 2.3.2 not be displayed for more than 30 days preceding the event nor more than 7 days following the event;
 - 2.3.3 not be placed on **City** property without the written approval of the **City**; and
 - 2.3.4 not exceed one **sign** per lot **frontage**.
- 2.4 Construction fence signs** must:
- 2.4.1 have a **copy area** not exceeding 33% of area of the fence to which the **sign** is attached or forms a part of, on any lot **frontage**;
 - 2.4.2 not exceed a **height** of 2.0 m in the case of a **sign** associated with the construction of a one-family or two-family residential **premises**, or 3.0 m in the case of any other **construction fence sign**;
 - 2.4.3 not be displayed prior to the commencement of construction, or more than 28 days following completion of construction;
 - 2.4.4 not be illuminated; and
 - 2.4.5 not exceed one per lot **frontage**.
- 2.5 Directional signs:**
- 2.5.1 must not exceed a **height** of 1.5 m or a **sign area** of 1.2 m²; and
 - 2.5.2 are limited to two **signs** per entrance to or exit from the **premises** on which they are located and are unlimited in number elsewhere on the **premises**.
- 2.6 Drive-through signs:**
- 2.6.1 must be located at the vehicular entrance to the **premises** to which they pertain or adjacent to a drive-through aisle; and
 - 2.6.2 are limited to two per drive-through aisle.
- 2.7 Fascia signs** are limited to one per **premises**, each with a maximum **sign area** of 0.2 m², and otherwise must comply with the requirements for **fascia signs** in Part Three other than the requirement for a permit.
- 2.8** Flagpoles displaying flags must not exceed 6.0 m in **height** and must be so located that every part of the flag attached to the flagpole remains within the perimeter of the lot on which the pole is located, in all wind conditions.

2.9 Instructional signs:

- 2.9.1 may be **fascia** or **freestanding signs**;
- 2.9.2 must not exceed a **sign area** of 0.5 m²;
- 2.9.3 must not be illuminated; and
- 2.9.4 are limited to four per building, **premises** or lot to which the **signs** pertain.

2.10 Open house signs:

- 2.10.1 must not exceed a **height** of 1.0 m or a **sign area** of 0.6 m²;
- 2.10.2 must not be illuminated;
- 2.10.3 must not be placed more than 60 minutes prior to the commencement of the sales event and must be removed within 60 minutes of the termination of the sales event;
- 2.10.4 must not be displayed for more than 5 hours in a day;
- 2.10.5 must be spaced at least one city block apart if the **signs** pertain to the same real estate listing;
- 2.10.6 may be placed on a boulevard located between a sidewalk and private property or, if no sidewalk exists, between a road and private property, but must not be placed on any other boulevard or median, and must not obstruct pedestrian or vehicular traffic, or sight lines at intersections; and
- 2.10.7 are limited to four per real estate listing.

2.11 Real estate signs:

- 2.11.1 may be **fascia**, **freestanding** or **window signs**;
- 2.11.2 pertaining to single-family or two-family residential **premises** must not exceed a **sign area** of 1.2 m² or a **height** of 1.5 m in the case of a **freestanding sign**;
- 2.11.3 pertaining to other types of **premises** must not exceed a **sign area** of 3.0 m² or a **height** of 2.0 m in the case of a **freestanding sign**;
- 2.11.4 must not be illuminated;
- 2.11.5 are limited to one per **frontage** of the **premises** to which they pertain; and

- 2.11.6 must be removed within 14 days following the sale, rental or lease of the **premises** to which they pertain.

2.12 Sandwich board signs:

- 2.12.1 must not exceed a **height** of 1.5 m or a total **sign area** of 1.0 m² on each **sign** face;
- 2.12.2 may not be placed on any sidewalk, boulevard or other **City** property;
- 2.12.3 must not be illuminated; and
- 2.12.4 may be placed only during the hours of operation of the business to which they pertain.
- 2.12.5 may only be displayed during the first 30 days after the business to which the **sign** pertains commences operation.

2.13 Small window signs:

- 2.13.1 are permitted only on the first and second storeys of any building;
- 2.13.2 if illuminated, are limited to two per **premises**; and
- 2.13.3 are permitted together with a **sign** on the glass portion of a door giving access to the same **premises**, if the **sign** on the door has an area not exceeding 0.3 m².

PART 3 - SIGNS REQUIRING PERMITS

- 3.1** The following types of **signs** are permitted in the zones indicated by the symbol √, provided that the **sign** complies with the standards, limitations and requirements specified in this Part in respect of that type of **sign** and the **sign** is authorized by a permit issued pursuant to this Bylaw:

Sign Type	Agriculture and Golf Zones	Residential Zones	Other Zones
Awning signs	√		√
Banner signs	√		√
Canopy signs	√		√
Changeable copy signs	√		√

Construction signs (except construction fence signs)	√	√	√
Fascia signs	√		√
Freestanding signs	√		√
Home based business signs		√	√
Large window signs			√
Mansard roof signs	√		√
Marquee signs	√		√
Multi-tenant residential complex signs		√	√
Projected-image signs			√
Projecting signs			√
Under-canopy signs	√		√

3.2 For certainty, this Bylaw requires a permit for the **erection** of any **sign** of a type listed in Section 3.1 as well as for any alteration of such a **sign** other than a change in the **sign** copy.

3.3 Awning signs:

3.3.1 are limited, together with any **canopy**, **fascia**, **mansard roof** or **marquee sign** on the same **premises**, to a **sign area** of 1.0 m² per metre of **premises frontage**, and for this purpose the **sign area** of the **awning sign** is the **copy area** of the **sign**;

3.3.2 may be located only on awnings having a vertical clearance of at least 2.5 m measured to the lowest portion of the awning structure, a maximum horizontal projection of not more than 1.8 m, and a horizontal clearance of at least 0.6 m from the curb line of the abutting street.

3.4 Banner signs:

3.4.1 are limited to one **sign** per **premises** and a **sign area** of 1.0 m² per metre of **premises frontage**;

3.4.2 may be displayed for up to 90 days in any calendar year;

3.4.3 must be securely attached against the exterior wall of the **premises** to which the **sign** pertains so as not to project from the wall; and

3.4.4 must have a vertical clearance of at least 2.5 m.

3.5 Canopy signs:

3.5.1 are limited, together with any **awning, fascia, mansard roof or marquee sign** on the same **premises**, to a **sign area** of 1.0 m² per metre of **premises frontage**, and for this purpose the **sign area** of the **canopy sign** is the **copy area** of the **sign**;

3.5.2 are limited to a **sign height** of 1.5 m;

3.5.3 may be located only on canopies having a vertical clearance of at least 2.5 m measured to the lowest portion of the canopy structure and a horizontal clearance of at least 0.6 m from the curb line of the abutting street; and

3.5.4 must not exceed, in any dimension, the corresponding dimension of the canopy on which the **sign** is located.

3.6 Changeable copy signs:

3.6.1 may be **canopy, fascia, freestanding, marquee, projecting, under-canopy, under-awning or window signs**;

3.6.2 are limited to one per premises frontage;

3.6.3 must be operated so as to transition between messages instantaneously rather than gradually or incrementally;

3.6.4 may not use any form of animation or video effects; and

3.6.5 in the case of electronic message displays, must use an ambient light sensor to modulate the brightness of the display and must not increase the light levels adjacent to the sign by more than 3.0 LUX above the ambient light level.

3.7 Fascia signs:

3.7.1 are limited, together with any **awning, canopy, mansard roof or marquee sign** on the same **premises**, to a **sign area** of 1.0 m² per metre of **premises frontage**;

3.7.2 must not project beyond any exterior wall of a building or above the roof line;

3.7.3 must have vertical clearance of at least 2.5 m for any part of the **sign** that projects more than 5 cm from the wall;

- 3.7.4 must have a depth of not more than 0.3 m measured perpendicularly to the supporting wall;
 - 3.7.5 may be located only on the first or second storey or the top storey or mechanical penthouse of a building, and are limited to one **sign** per building **frontage** if located above the second storey;
 - 3.7.6 must project vertically no higher than the level of the lowest window sill of the storey above the storey to which it is affixed, or in the absence of windows, 75 cm above the floor level of the storey above; and
 - 3.7.7 must, in the case of multiple **signs** located above the second storey of a building, pertain to a single business enterprise and utilize a common material composition, design, style, font and size.
- 3.8 Freestanding signs** in Agriculture, Golf, and Mixed Use zones are limited to a **sign area** of 9.0 m² and a **height** of 4.0 m.
- 3.9 Freestanding signs** in zones other than Agriculture, Golf, and Mixed Use zones:
- 3.9.1 are limited to a **sign area** of 15.0 m²; and
 - 3.9.2 are limited to a **height** of 9.0 m on lots with up to 60 m of **frontage** and 12.0 m otherwise, and in the case of a lot with more than one **frontage** the permitted **sign height** shall be based on the shortest lot **frontage**.
- 3.10 Freestanding signs** in all zones:
- 3.10.1 must be sited such that every part of the **sign** structure and **sign** is at least 1.5 m from any building or structure and no part of the **sign** structure or **sign** encroaches on any other lot;
 - 3.10.2 must in the case of a **sign** with vertical clearance of less than 2.5 m be placed in a landscaped area or otherwise protected from human access by climbing;
 - 3.10.3 must be spaced at least 30 m from any other **freestanding sign** on the same lot; and
 - 3.10.4 are limited to three per lot and one per 30 m of lot **frontage**.
- 3.11 Home-based business signs:**
- 3.11.1 are permitted only in respect of a home-based business, home business, Bed and Breakfast or live/work dwelling as permitted by the Zoning Bylaw;
 - 3.11.2 must not exceed a **sign area** of 0.2 m²;

3.11.3 may be illuminated only by an external source of light that cannot be seen directly from any adjacent land; and

3.11.4 are limited to one per business.

3.12 Large window signs:

3.12.1 are permitted only on the first and second storeys of any building;

3.12.2 if illuminated, are limited to two per **premises**; and

3.12.3 may not occupy more than 50% of the window area of the business **premises** to which the **sign** or **signs** pertain, and for this purpose a window area includes mullions separating individual panes of glass within the same window sash or frame.

3.13 Mansard roof signs:

3.13.1 are limited, together with any **awning, canopy, fascia** or **marquee sign** on the same **premises**, to a **sign area** of 1.0 m² per metre of **premises frontage**;

3.13.2 are limited to one **sign** per **premises frontage**;

3.13.3 may not project below the lower or upper edge of the roof; and

3.13.4 are limited to a vertical dimension of 1.5 m.

3.14 Marquee signs:

3.14.1 are limited, together with any **awning, canopy, fascia** or **mansard roof sign** on the same **premises**, to a **sign area** of 1.0 m² per metre of **premises frontage**;

3.14.2 are limited to one **sign** per marquee face;

3.14.3 may be mounted only on marquees having a vertical clearance of at least 2.5 m measured to the lowest portion of the marquee structure and a horizontal clearance of at least 0.6 m from the curb line of the abutting street;

3.14.4 may not extend beyond the face of the marquee on which the **sign** is mounted or project more than 13 cm from the face of the marquee; and

3.14.5 may not be mounted on the top of the marquee.

3.15 Multi-tenant residential complex signs:

3.15.1 may be an **awning, canopy, fascia** or **freestanding sign**;

- 3.15.2 are limited to three per **premises**, one per **premises frontage** and a **sign area** of 9.0 m²;
- 3.15.3 in the case of a **freestanding sign** are limited to a **height** of 4.0 m;
- 3.15.4 must in the case of a **sign** with vertical clearance of less than 2.5 m be placed in a landscaped area or otherwise protected from human access by climbing; and
- 3.15.5 may be illuminated only by an external source of light that cannot be seen directly from any adjacent land.

3.16 Projected image signs:

- 3.16.1 are limited to a **sign area** of 10 m² and one **sign** per **premises frontage**;
- 3.16.2 must be operated so as to transition between messages instantaneously rather than gradually or incrementally, with a minimum message display time of six seconds;
- 3.16.3 may not use any form of animation or video effects;
- 3.16.4 may be projected only onto a wall of the **premises** to which the **sign** pertains or the sidewalk immediately adjacent to the **premises**;
- 3.16.5 may be projected only from the **premises** to which the **sign** pertains or other private **premises** whose owner has authorized the application for the permit authorizing the **sign**;
- 3.16.6 must not project on to residential use as permitted by Richmond Zoning Bylaw 8500.
- 3.16.7 in the case of a projected image on to any portion of a sidewalk, must be approved by the **Director**.

3.17 Projecting signs:

- 3.17.1 are limited to a **sign area** of 2.0 m² and one **sign** per **premises frontage**;
- 3.17.2 may project over a sidewalk or other **City** property by not more than 1.5 m, and any such projection must be authorized by an encroachment agreement with the **City**;
- 3.17.3 must have a vertical clearance of at least 2.5 m measured to the lowest portion of the **sign** and a horizontal clearance of at least 0.6 m from the curb line of the abutting street; and
- 3.17.4 must not extend above the level of the wall to which the **sign** is attached.

3.18 Under-canopy signs:

- 3.18.1 must have a vertical clearance of at least 2.5 m measured to the lowest portion of the **sign**;
- 3.18.2 must be oriented perpendicularly to the wall to which the canopy or awning is attached and have no horizontal dimension that is greater than the depth of the canopy or awning;
- 3.18.3 are not permitted above the first storey of a building regardless of whether a canopy or awning is located above the first storey; and
- 3.18.4 are limited to one **sign** per **premises** entrance, and must be located at or within 3.0 m of an entrance.

3.19 Construction Signs

- 3.19.1 must not exceed a **height** of 2.0 m or a **sign area** of 3.0 m² in the case of a **freestanding sign** for a one-family or two-family residential **premises**;
- 3.19.2 must not exceed a **height** of 6.0 m in the case of a **freestanding sign** for other than a one-family or two-family residential **premises**;
- 3.19.3 must not exceed a **sign area** of 1.0 m² per 10 m of lot frontage, or 9m², whichever is less, in the case of a **freestanding sign** for other than a one-family or two-family residential **premises**;
- 3.19.4 must not be displayed prior to the commencement of construction nor more than 28 days following completion of construction;
- 3.19.5 must not be illuminated; and
- 3.19.6 must not exceed one per lot **frontage**.

PART 4 - PROHIBITED SIGNS**4.1 Signs** of the following types are prohibited throughout the **City**:

- 4.1.1 **abandoned signs**, being **signs** which no longer correctly identify, advertise or provide direction to a property, business, product, service or activity on the **premises** on which the **sign** is located, and **signs** that due to lack of maintenance no longer display a legible message;
- 4.1.2 **container signs**, being **signs** of any type displayed on a shipping container that is placed primarily for the purpose of displaying the **sign**;

- 4.1.3 **flashing signs**, being **signs**, other than **changeable copy signs**, that incorporate an intermittent or flashing light source or effect whether actual or simulated;
 - 4.1.4 **inflatable signs**, being gas-supported three-dimensional devices anchored or attached to land or a building, that display a **sign** or attract attention to the **premises**;
 - 4.1.5 **portable signs**, being self-supporting **signs** other than **sandwich board signs**, **open house signs** or special event **signs**, that are not permanently attached to land or a building and are easily moved from place to place;
 - 4.1.6 **roof signs**, being **signs erected** on the parapet or roof of a building, or attached to the wall of a building and extending above the roof line;
 - 4.1.7 **third party signs**, being any **sign** including a billboard that directs attention to products sold or services provided on **premises** other than the **premises** on which the **sign** is located; and
 - 4.1.8 **vehicle signs**, being **signs** of any type displayed on a vehicle, including any truck trailer, that is parked or stored primarily for the purpose of displaying the **sign**.
- 4.2 The owner of **premises** on which an abandoned **sign** is located must remove the **sign**, including any supporting structure, within 30 days of the **sign** becoming an abandoned **sign**.
- 4.3 No **sign** may be placed on or attached:
- 4.3.1 to any balcony or tree;
 - 4.3.2 except for **construction fence signs**, **community special event signs** and **home-based business signs**, to any fence; or
 - 4.3.3 except for **open house signs**, to any **City** property without the written permission of the **City**.

PART 5 - INTERPRETATION

- 5.1 In this Bylaw, a reference to a zone is a reference to a zone established in Richmond Zoning Bylaw No. 8500.
- 5.2 In this Bylaw, a reference to another bylaw of the **City** is a reference to that bylaw as amended or replaced.
- 5.3 If a **sign** is within the scope of more than one **sign** type regulated by this Bylaw, the **sign** must comply with all of the regulations applicable to each type.

5.4 The **Director** may issue a permit for a type of **sign** that does not come within the scope of Part Three of this Bylaw, provided that:

- 5.3.1 the **sign** is not prohibited by Part Four;
- 5.3.2 the **sign** is sufficiently similar to a type of **sign** that is permitted by Part Three at the proposed location of the **sign**, that the standards, limitations and requirements for that type of **sign** can reasonably be applied to the **sign** for which the permit application has been made; and
- 5.3.3 the **sign** complies with those standards, limitations and requirements.

5.5 In this Bylaw, the following terms shall have the meanings prescribed:

- 5.4.1 **address sign** means a sign displaying the civic address of the property at which the sign is located.
- 5.4.2 **awning sign** means a **sign** positioned on and within the outer dimensions of an awning, being a self-supporting structure attached to and projecting from the exterior wall of a building and covered with fabric or similar non-rigid material to provide weather protection over the adjacent sidewalk.
- 5.4.3 **banner sign** means fabric or other lightweight material other than a flag, temporarily secured to any structure to display a message, logo or other advertising.
- 5.4.4 **canopy sign** means a **sign** positioned on a canopy, being a rigid structure attached to and projecting from a building and providing weather protection over the adjacent sidewalk.
- 5.4.5 **changeable copy sign** means a **sign** whose copy can be changed electronically or manually without removing the **sign** from its **premises**.
- 5.4.6 **City** means the City of Richmond.
- 5.4.7 **construction sign** means a temporary **sign** other than one required by the City, displaying the name, nature and particulars of a development project on the land on which the **sign** is placed or **erected**, which may include the names and commercial symbols or logos of developers, designers, contractors, subcontractors, financiers and prospective occupiers of the project.
- 5.4.8 **construction fence sign** means a **construction sign** attached or forming part of a fence that surrounds an active construction site.
- 5.4.9 **community special event sign** means a temporary sign erected or placed to give notice of or publicize a community, charitable, civic,

patriotic, sport or religious event occurring in Richmond on a date or dates specified on the **sign**.

- 5.4.10 **copy area** means the area of the smallest rectangle, square or circle enclosing the portion of a **sign** that displays or conveys information whether in the form of letters, words, logos, symbols or other graphic images.
- 5.4.11 **directional sign** means a **sign** in private property providing travel directions to **premises**, a parking area, or an event.
- 5.4.12 **Director** means the **Director** of Permits and Licences and any person authorized by the **Director** to administer or enforce this Bylaw.
- 5.4.13 **erect** in relation to a **sign** includes construct, place, project, paint on or attach to a building wall or other surface, and alter other than by changing the **sign** copy;
- 5.4.14 **fascia sign** means a **sign** painted or otherwise displayed on the exterior wall of a building or affixed to the wall so as to project only minimally and display a message in approximately the same plane as the wall.
- 5.4.15 **freestanding sign** means a **sign** that is permanently attached to the ground and supported independently of any building or structure.
- 5.4.16 **frontage** means that dimension of a lot or **premises** that abuts a street;
- 5.4.17 **height** in relation to a **sign** means the vertical distance between the highest portion of a **sign** and the lowest ground level beneath any portion of the **sign**.
- 5.4.18 **home-based business sign** means a **sign** that provides the name and occupation of an occupant who carries on a business on the **premises**.
- 5.4.19 **instructional sign** means a **sign** that provides a warning of a hazard or danger to persons or property or that indicates that trespass is prohibited.
- 5.4.20 **large window sign** means a **window sign**, or combination of **window signs**, that cover more than 25% of the window area of the **premises** where the **sign** is located, and for this purpose a window area includes mullions separating individual panes of glass within the same window sash or frame.
- 5.4.21 **mansard roof sign** means a **sign** mounted on a roof that has a pitch of 30 degrees or less from the vertical plane.

- 5.4.22 **marquee sign** means a **sign** mounted on a marquee, being a canopy-like structure **erected** over the entry to a theatre, cinema or other building primarily for the purpose of displaying a **sign** or providing weather protection.
- 5.4.23 **multi-tenant residential complex sign** means a **sign** placed or **erected** on the **premises** of four or more dwelling units, identifying the **premises** by name and address including any associated identification symbol or logo.
- 5.4.24 **open house sign** means a temporary **sign** that indicates that **premises** subject to a real estate listing are open for viewing, and that displays, in addition to the words "Open House", only the individual or corporate name of the real estate agent who has the listing, or both.
- 5.4.25 **plaque** means a permanent **sign** that conveys information about historical event, site or building or other object of interest.
- 5.4.26 **premises** means the lot, building, or portion of a lot or building on which a use or occupancy to which a **sign** pertains is located.
- 5.4.27 **projected-image sign** means a temporary **sign** produced by the use of lasers or similar technology to project a graphic image of any kind onto any surface.
- 5.4.28 **projecting sign** means a **sign** that is affixed to and projects perpendicularly from a wall or other building face by more than 0.3 m.
- 5.4.29 **real estate sign** means a temporary **sign** that indicates that **premises** on which the **sign** is located are for sale, rent or lease.
- 5.4.30 **residential zone** includes any site-specific residential zone.
- 5.4.31 **sandwich board sign** means a temporary **sign** consisting of two **sign areas** hinged at the top, placed to direct attention to **business premises** or services immediately adjacent to the location of the **sign**.
- 5.4.32 **sign** includes any device that is visible from a public place including the airspace above the **sign**, or from land other than the land on which the device is located, used or capable of being used to display information or direct or attract attention for the purpose of advertisement, promotion of a business, product, activity, service, or idea, or of providing direction, identification, or other information.
- 5.4.33 **sign area** means that portion of a **sign** on which copy could be placed, and in the case of a multi-faced **sign** the allowable area may be doubled.
- 5.4.34 **small window sign** means a **window sign** , or combination of **window signs**, that covers 25% or less of the window area of the **premises** where the **sign** is located, and for this purpose a window

area includes mullions separating individual panes of glass within the same window sash or frame.

- 5.4.35 **under-canopy sign** means a **sign** suspended from a canopy or awning, oriented perpendicularly to the length of the canopy or awning.
- 5.4.36 **window sign** means any **sign**, text, images, graphics or other symbols that are attached to or forming part of a window, including a **sign** that is transparent.

PART 6 - SEVERABILITY AND CITATION

- 6.1 If any part, section, sub-section, clause, or sub-clause of this Bylaw is, for any reason, held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this Bylaw.
- 6.2 Sign Bylaw No. 5560 is repealed.
- 6.3 A permit may be issued for a **sign** that does not comply with this Bylaw if the **sign** complies with Sign Bylaw No. 5560, a complete application for the permit was made prior to adoption of this **Bylaw** and the permit application fee was paid.
- 6.4 This Bylaw is cited as "Sign Regulation Bylaw No. 9700".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor




**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,
Amendment Bylaw No. 9719**

The Council of the City of Richmond enacts as follows:

1. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended at Part One – Application by adding the following after section 1.1(p):

“(q) Sign Regulation Bylaw No. 9700;”
2. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended by adding to the end of the table in Schedule A of Bylaw No. 8122 the content of the table in Schedule A attached to and forming part of this bylaw.
3. This Bylaw is cited as “**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9719**”.

FIRST READING

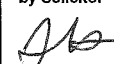
SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating Division 
APPROVED for legality by Solicitor 

SCHEDULE A to BYLAW NO. 9719**SCHEDULE A to BYLAW NO. 8122****Designated Bylaw Contraventions and Corresponding Penalties**

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
Sign Regulation Bylaw No. 9700	Erect or allow to be erected a sign other than permitted in the bylaw	1.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Obstructing or interfering with entry on to land	1.6	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Obstructing or interfering with entry into premises	1.6	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Signs not maintained in a serviceable condition, including not repainting or replacement of copy area to present a legible message	1.16	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Installing a sign, regulated by Part Two, but not complying with the standards, limitation and requirements specified	2.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Installing a sign without a permit	3.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Allowing or placing signs prohibited by the bylaw	4.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a



**Municipal Ticket Information Authorization Bylaw No. 7321,
Amendment Bylaw No. 9720**

The Council of the City of Richmond enacts as follows:

1. **Municipal Ticket Information Authorization Bylaw No. 7321**, as amended, is further amended at Schedule A Section 11 by deleting "Sign Bylaw No. 5560" and replacing it with "Sign Regulation Bylaw No. 9700".
2. **Municipal Ticket Information Authorization Bylaw No. 7321**, as amended, is further amended at Schedule B 11, by deleting Schedule B 11 and replacing it with the following:

SCHEDULE B 11

SIGN REGULATION BYLAW NO. 9700

Column 1	Column 2	Column 3
Offence	Section	Fine
Erect a sign other than permitted in the bylaw	1.1	\$1000
Obstructing or interfering with entry on to land	1.6	\$1000
Obstructing or interfering with entry into premises	1.6	\$1000
Signs not maintained in a serviceable condition, including repainting and replacement of copy area to present a legible message	1.16	\$1000
Installing a sign, regulated by Part Two, but not complying with the standards, limitation and requirements specified	2.1	\$1000
Installing a sign without a permit	3.1	\$1000
Allowing or placing signs prohibited by the bylaw	4.1	\$1000

3. This Bylaw is cited as **"Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 9720"**.

FIRST READING

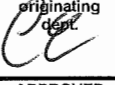
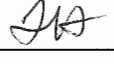
SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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



**CONSOLIDATED FEES BYLAW NO. 8636,
AMENDMENT BYLAW NO. 9721**

The Council of the City of Richmond enacts as follows:

1. The **Consolidated Fees Bylaw No. 8636**, as amended, is further amended by deleting SCHEDULE – SIGN REGULATION to Consolidated Fees Bylaw No. 8636 and replacing it with Schedule A attached to and forming part of this bylaw.
2. This Bylaw is cited as “**Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9721**”.

FIRST READING



SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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

SCHEDULE – Sign Regulation**Sign Regulation Bylaw No. 9700****Section 4.1**

Description	Fee
Base application fee (non-refundable, non-creditable)	\$80.00 (creditable towards appropriate permit fee)
Fee for home-based sign	\$80.00
Fee based on sign area (awning, banner, canopy, changeable copy, fascia, mansard roof, marquee, projected-image, projecting, under awning/canopy, window signs >25%)	<15.0m ² : \$100 15.01-45.0m ² : \$200 >45.01m ² : \$350
Fee for new freestanding signs	< 3.0m ² : \$200 3.01-9.0m ² : \$400 9.01-15.0m ² : \$600
Fee for temporary construction freestanding/fencing signs	Single/two family: \$100 \$50.00 for each additional 6 months. 3+ family construction: \$200 \$100.00 for each additional 6 months
Freestanding sign relocation fee (on same site)	\$200 (same as base f/s fee)
Permit processing fee for a sign without a permit	2x actual permit fee



**Richmond Zoning Bylaw 8500 Amendment Bylaw 9723
(Alignment with Sign Bylaw 9700)**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 5.5.8 [Bed and Breakfast] by deleting it in its entirety and renumbering the remaining section accordingly.
2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 9.4.11.4 [Residential/Limited Commercial (RCL1, RCL2, RCL3, RCL4, RCL5)] by deleting it in its entirety and renumbering the remaining section accordingly.
3. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 10.8.11 [Roadside Stand (CR)] by inserting a new section 10.8.11.3 as follows, and renumbering the remaining section accordingly:

“10.8.11.3 Signage shall be in accordance with the “Agriculture and Golf Zones” in Richmond *Sign Bylaw No. 9700*, as may be amended or replaced.”
4. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.17.11.1 [Low Rise Apartment (ZLR17) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
5. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.19.11.1 [Low Rise Apartment (ZLR19) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
6. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.20.11.1 [Low Rise Apartment (ZLR20) – Alexandra Neighbourhood (West Cambie)] by deleting it in its entirety and renumbering the remaining section accordingly.
7. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.21.11.1 [Low Rise Apartment (ZLR21) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.

8. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.22.11.3 [Low Rise Apartment (ZLR22) – Alexandra Neighbourhood (West Cambie)] by deleting it in its entirety and replacing it with the following:

“18.22.11.3 Signage for permitted residential uses shall be in accordance with the “Residential Zones” in Richmond *Sign Bylaw No. 9700*, as may be amended or replaced, and signage for permitted non-residential uses shall be in accordance with the “Other Zones” in Richmond *Sign Bylaw No. 9700*, as may be amended or replaced.
9. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.23.11.1 [Low Rise Apartment (ZLR23) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
10. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 18.24.11.1 [Low Rise Apartment (ZLR23) – Alexandra Neighbourhood (West Cambie)] by deleting it in its entirety and renumbering the remaining section accordingly.
11. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 19.5.11.1 [High Rise Apartment (ZHR5) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
12. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 19.6.11.1 [High Rise Apartment (ZHR6) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
13. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 19.7.11.1 [High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
14. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 19.8.11.2 [High Rise Apartment (ZHR8) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
15. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.7.11.3 [Downtown Commercial (ZMU7) – Brighthouse Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
16. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.8.11.6 [Commercial/Mixed Use (ZMU8) – London Landing (Steveston)] by deleting it in its entirety and renumbering the remaining section accordingly.
17. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.14.11.4 [Commercial Mixed Use (ZMU14) – London Landing (Steveston)] by deleting it in its entirety and renumbering the remaining section accordingly.

18. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.15.11.2 [Downtown Commercial and Community Centre/University (ZMU15) – Lansdowne Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
19. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.17.11.1 [Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)] by deleting it in its entirety and renumbering the remaining sections accordingly.
20. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.18.11.1 [Commercial Mixed Use (ZMU18) – The Gardens (Shellmont)] by deleting it in its entirety and replacing it with the following:
 - “20.18.11.1 Signage shall be in accordance with Richmond *Sign Bylaw No. 9700*, as may be amended or replaced, except that:
 - a) For projecting signs and canopy signs, maximum **height** shall not exceed the first habitable **storey** of the **building**;
 - b) For fascia signs situated above the first habitable **storey** of the **building**, the maximum total combined sign face area on a **building** shall be 20.0 m²;
 - c) For freestanding signs in the area bounded by Highway 99, Steveston Highway, No. 5 Road, and the **Agricultural Land Reserve**, regardless of **subdivision**, the following provisions shall apply:
 - i) Maximum number of signs: 2;
 - ii) Maximum total combined area of the signs, including all sides **used** for signs: 50.0 m²;
 - iii) Maximum **height**, measured to the **finished site grade** of the **lot** upon which the sign is situated: 9.0 m;
 - iv) Maximum width, measured horizontally to the outer limits of the sign, including any associated structure, at its widest point: 3.0 m; and
 - v) Maximum public **road setback** from Steveston Highway: 70.0 m.”

21. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.19.11.1 [Commercial Mixed Use (ZMU19) – Broadmoor] by deleting it in its entirety and replacing it with the following:

“20.19.11.1 Signage shall be in accordance with Richmond *Sign Bylaw No. 9700*, as may be amended or replaced, except that:

- a) for projecting signs and canopy signs the maximum **height** shall not exceed the first habitable **storey** of the **building**;
- b) no freestanding **commercial** signs are permitted within 7.5 m of Dunoon Drive; and
- c) no **building-mounted commercial** signs are permitted on a **building** face visible from Dunoon Drive.”

22. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.20.11.4 [Commercial Mixed Use (ZMU20) – London Landing (Steveston)] by deleting it in its entirety and renumbering the remaining section accordingly.

23. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.21.11.1 [Commercial Mixed Use (ZMU21) – Terra Nova] by deleting it in its entirety and replacing it with the following:

“20.21.11.1 “Signage shall be in accordance with Richmond *Sign Bylaw No. 9700*, as may be amended or replaced, except that:

- a) for projecting signs, canopy signs and building-mounted signs, the maximum **height** shall not exceed the first habitable **storey** of the **building**;
- b) **building-mounted commercial** signs are only permitted on a **building** face fronting onto a **public road**; and
- c) freestanding **commercial** signs are not permitted.”

24. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.22.11.4 [Commercial Mixed Use (ZMU22) – Steveston Commercial] by deleting it in its entirety.

25. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.24.11.4 [Commercial Mixed Use (ZMU24) – London Landing (Steveston)] by deleting it in its entirety and renumbering the remaining section accordingly.

26. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.25.11.2 [Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) – Capstan Village (City Centre)] by deleting it in its entirety and renumbering the remaining sections accordingly.
27. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.26.11.3 [Commercial Mixed Use (ZMU26) – Steveston Village] by deleting it in its entirety and renumbering the remaining section accordingly.
28. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 21.6.11.1 [Congregate Housing (ZR6) – ANAF Legion (Steveston)] by deleting it in its entirety, replacing it with the following:

“21.6.11.1 Signage shall be in accordance with the “Other Zones” in Richmond *Sign Bylaw No. 9700*, as may be amended or replaced.”
29. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 21.7.11.1 [Water Oriented Mixed Use (ZR7) – Dyke Road (Hamilton Area)] by deleting it in its entirety and replacing it with the following:

“21.7.11.1 For the area identified as “A” in Diagram 1, Section 21.7.2, signage must be in accordance with the “Residential Zones” in Richmond’s *Sign Bylaw No. 9700*, as may be amended or replaced.”
30. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 21.7.11.2 [Water Oriented Mixed Use (ZR7) – Dyke Road (Hamilton Area)] by deleting it in its entirety and replacing it with the following:

“21.7.11.2 For the area identified as “B” in Diagram 1, Section 21.7.2, signage must be in accordance with the “Other Zones” in Richmond *Sign Bylaw No. 9700*, as may be amended or replaced.”
31. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 22.10.11.1 [Auto- Oriented Commercial (ZC10) – Airport and Aberdeen Village] by deleting it in its entirety and renumbering the remaining section accordingly.
32. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 22.27.11.1 [High Rise Office Commercial (ZC27) –Aberdeen Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
33. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 22.28.11.1 [Vehicle Sales Commercial (ZC28) –Ironwood Area] by deleting it in its entirety and renumbering the remaining section accordingly.

34. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 22.33.10.1 [High Rise Office Commercial (ZC33) – City Centre] by deleting it in its entirety and renumbering the remaining sections accordingly.
35. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 23.2.11.1 [Industrial Limited Retail (ZI2) – Aberdeen Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
36. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 23.4.11.1 [Industrial Limited Retail (ZI4) – Aberdeen Village (City Centre)] by deleting it in its entirety and replacing it with the following:
- “23.4.11.1 Signage shall be in accordance with Richmond *Sign Bylaw No. 9700*, as may be amended or replaced, except that no freestanding signs shall be permitted.”
37. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 23.5.11.1 [Industrial Business Park and Religious Assembly (ZI5) – Aberdeen Village (City Centre)] by deleting it in its entirety and replacing it with the following:
- “23.5.11.1 Signage shall be in accordance with Richmond *Sign Bylaw No. 9700*, as may be amended or replaced, except that no freestanding signs shall be permitted.”
38. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 23.7.11.7 [Industrial Business Park Limited Retail (ZI7) – Aberdeen Village (City Centre)] by deleting it in its entirety and renumbering the remaining section accordingly.
39. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 24.6.11.3 [Education (ZIS6) – BCIT at Airport] by deleting it in its entirety and renumbering the remaining section accordingly.
40. This Bylaw is cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9723”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAYOR_____
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept <i>B/C</i>
APPROVED for legality by <i>Submitter</i> <i>JH</i>



City of Richmond

Memorandum Community Safety Division

To: Mayor and Councillors
From: Cecilia Achiam, MCIP, BCSLA
General Manager, Community Safety
Date: June 7, 2017
File: 09-5000-01/2017-Vol 01
Re: External Legal Opinion regarding Language Requirements for Signs

Attached is a legal opinion from Valkyrie Law Group LLP (Sandra Carter) as requested by General Purposes Committee on June 2, 2017. The purpose of the legal opinion is to provide an update on any changes to the opinion previously provided by Sandra Carte regarding the Charter of Rights and Freedoms in the staff report titled "Signage on Private Property", dated October 17, 2014 from the Director, Administration and Compliance.

Cecilia Achiam, MCIP, BCSLA
General Manager, Community Safety

Att: 1





**1495 Keith Road West
North Vancouver, B.C. V7P 1Y9**

Lawyer: Sandra Carter
Contact: 604.988.7552
E-mail: scarter@valkyrielaw.com
Date: June 7, 2017

Privileged and Confidential

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

Attention: Barb Sage
Acting City Solicitor

Dear Sirs/Mesdames:

Re: Language Requirements for Signs

In 2014, you asked us to consider whether the City of Richmond could legally implement a requirement that the content of some or all signs for which a sign permit is required pursuant to City bylaws be expressed in the English language in addition to any other language of the permit applicant's choice. The City is not suggesting that languages on signs other than English be in any way restricted or prohibited. We have reviewed our opinion of 2014, reviewed any recent law which may be applicable, and confirm our advice set out below remains unchanged.

Summary

In our opinion, a bylaw which imposed an English language content requirement, whether or not in addition to another language, would violate section 2(b) of the *Charter of Rights and Freedoms* ("Charter") by infringing on the right to freedom of expression. It is not certain whether that infringement would be justifiable under section 1 of the Charter as being a reasonable limit on the right to freedom of expression. In order to be justifiable, the City would need to establish there is a compelling or sufficiently important issue to be remediated, that the City has the necessary legal authority to impose a restriction or condition on the content of signs, and that the proposed restriction or condition is both proportional to the issue to be remediated and only minimally impairs freedom of expression. Courts will be more likely to support the validity of a restriction on freedom of expression if the regulator has undertaken both relevant studies of the issue and engaged in broad public consultation.

Charter of Rights and Freedoms

Section 2(b) of the Charter protects the right of freedom of expression, which has been held by the courts to include the freedom to express oneself in the language of one's choice. While commercial freedom of expression has been held to be of lesser value than political, social or cultural expression, it remains a protected form of expression. The Charter applies to limit the ability of government, including municipal governments, from infringing on protected rights except where, pursuant to section 1 of the Charter, the infringement is justifiable in a free and democratic society.

The scope of freedom of expression was expressed by the Supreme Court of Canada in *Devine v. Quebec (A.G.)* [1988] 2 S.C.R. 790 as follows:

[T]he freedom of expression guaranteed by s. 2(b) includes the freedom to express oneself in the language of one's choice... That freedom is infringed not only by a prohibition of the use of one's language of choice but also by a legal requirement compelling one to use a particular language. As was said by Dickson J. (as he then was) in *R. v. Big M Drug Mart Ltd.* [1985] 1 S.C.R. 295, at p. 336, freedom of expression consists in an absence of compulsion as well as an absence of restraint (emphasis added).

An outright prohibition on the use of any particular language on signs would obviously violate section 2(b). A regulation requiring the use of a particular language would also violate freedom of expression as it would be a compulsion which affects that freedom.

Where a governmental action or regulation infringes a Charter freedom, it may nevertheless be legitimate if the proportionality test in section 1 of the Charter is met. The test has been articulated by the Supreme Court of Canada in *R. v. Oakes* [1986] 1 S.C.R. 103 and *Dagenais v. Canadian Broadcasting Corp.* 3 S.C.R. 835, through the court in *Galganov v. Russell (Township)* (2010) 325 D.L.R. (4th) 136 as follows:

- (a) The objective to be served by the measures limiting a *Charter* right must be sufficiently important to warrant overriding a constitutionally protected right or freedom.
- (b) The party invoking section 1 of the *Charter* must show the means to be reasonable and demonstrably justified. This involves the proportionality test:
 - (i) The measures must be fair and not arbitrary, carefully designed to achieve the objective in question and rationally connected to that objective;
 - (ii) In addition, the means should impair the right in question as little as possible;
 - (iii) Lastly, there must be proportionality between the deleterious effects of the by-law and the objective, and there must be a proportionality between the deleterious and salutary effects of the measures.

Assuming that the City could establish a sufficiently important objective to require that English be included on any or all signs, the regulation would need to impose a minimal impairment on freedom of expression and be proportional to the objective in terms of its positive and negative effects. To be justifiable as a limit on a Charter freedom, the City would need to establish that compelling health,

safety, economic or social welfare objectives are at stake. A strong factual basis would need to be established that requiring English on signs would correct or achieve a significant and important problem or purpose which is not being met in the absence of that regulation.

Regulatory Authority

Section 8(4) and 65 of the *Community Charter* provide specific authority for municipal regulation of signs:

- 8(4) A council may, by bylaw, regulate and impose requirements in relation to matters referred to in section 65.
- 65 The authority of a council under section 8(4) may be exercised in relation to the erection, placing, alteration, maintenance, demolition and removal of signs, sign boards, advertisements, advertising devices and structures.

It is important to note that these sections authorize the City to regulate the location, size, and specific physical features of signs, but do not directly provide authority for the regulation of the content of the signs. The imposition of a mandatory English component to the text of signs would likely be considered a content component.

In *Galganov v. Russell (Township)* 2012 ONCA 409 the issue of a bylaw which imposed both an English and French content requirement for signs was considered. The court concluded that authority for the bylaw was found in the general municipal power of the Township council to pass bylaws for matters respecting the economic, social and environmental well-being of the municipality. The *Community Charter* contains similar language in section 7(d) by including, within the purposes of a municipality, “fostering the economic, social and environmental well-being of its community”. However, more analysis would be required to determine whether a British Columbia court would reach the same conclusion that the specific sign regulatory power did not preclude a valid regulation of signs based on a broad, general power.

In *Galganov* (above) the Ontario Court of Appeal found that the imposition of a requirement that signs contain both English and French text infringed section 2(b) of the Charter, but that it was a justifiable and proportional restriction on freedom of expression given the objective of preserving the Town of Russell’s bilingual status. The Town did not restrict the inclusion of other languages in signs, and the argument presented by the appellant Galganov that the additional cost would be unreasonable was dismissed in the face of little or no evidence.

If the City, after completing any necessary studies, together with public consultation, was able to establish compelling reasons for a regulation requiring that English be included on signs, such a regulation might be legally supportable if it could meet both the section 1 Charter test for proportionality and minimal impairment, and the regulatory authority analysis under the *Community Charter*.

Implications for Existing Signs

If the City was to adopt a regulation imposing an English language requirement to signs, existing signs would likely remain unaffected. The B.C. Supreme Court decision in *Village of Cache Creek v. Hellner*

(2000) BCSC 1540 determined that the property owner would enjoy the non-conforming use protections of section 911 of the *Local Government Act* in the event that new bylaw provisions rendered the sign otherwise non-compliant. The court took the perspective that a sign constitutes a use of land. In addition, local governments in British Columbia do not have the authority to adopt bylaws with retroactive effect. There would likely be a strong argument that any new bylaw requirements would only apply to new signs and would have no effect on existing signs which were compliant, at the time of permit application, with the previously applicable bylaw provisions.

We hope the foregoing is helpful.

Yours truly,

A handwritten signature in black ink, appearing to read 'S. Carter'.

Sandra Carter
Valkyrie Law Group LLP



City of Richmond

Memorandum Community Safety Division Business Licences

To: Mayor and Councillors
From: Carli Edwards, P.Eng.
Chief Licence Inspector
Date: June 8, 2017
File: 12-8060-02-63/Vol 01
Re: Further Information for Adding a Language Requirement to the Sign Bylaw

At a meeting of the General Purposes Committee on June 5th, a motion was passed related to the proposed Sign Regulation Bylaw "that the Bylaws be revised to include provisions that all future signage require a minimum of 50% of one of Canada's official languages". Staff were further directed to bring forward a memorandum that includes legal opinions previously received regarding the language matter as well as any reports that relate to the issue.

Attached to this memo is:

1. Report to General Purposes Committee dated October 17, 2014, titled, "Signage on Private Property" which includes a legal opinion received from Sandra Carter of the Valkyrie Law Group;
2. Minutes from a Council meeting on October 27, 2014 where staff were directed to engage in a broad public consultation related to language on signs;
3. Letter from the British Columbia Civil Liberties Association summarizing their position on "Chinese language advertisements and signage";
4. Report to General purposes Committee dated May 14, 2015, titled "Update on Signage on Private Properties" which includes results of public consultation on the issue of language on signs; and
5. Minutes from a Council meeting on May 25, 2015 where staff were directed to bring forward a new sign bylaw that addresses "de-cluttering without a language provision".

In May, 2015, Council gave specific direction to staff to pursue "de-cluttering without a language provision". As a result, the proposed new Sign Regulation Bylaw was prepared without consideration to the issue of language on signs. Furthermore, the Law Department has reviewed the legal opinion provided by external counsel and there is no change to the advice previously provided to Council. Adding a language provision to a sign bylaw is unlikely to withstand a challenge under the Charter of Rights and Freedoms. Should Council wish to add this concept into sign regulation, staff will require a referral back and direction on specific elements related to regulation and enforcement of signs prior to bringing forward a new proposed bylaw. The following is a list of the issues to be considered by Council in order to refer the bylaw back to staff for revisions.

1. All Signs or Only Applied to Signs Requiring a Permit?

In order to add a language provision to the new Sign Bylaw, staff require direction as to whether a language provision should apply to all signs, or just those that require a permit.

The Sign Bylaw generally applies to all types of signs in the City of Richmond with exceptions only for regulatory and election signs. Within the bylaw, it further regulates those signs that require a permit, separately from those that are regulated but do not require a permit. Table 1 give examples of signs proposed to require a permit in comparison to those that do not.

Table 1: Comparison of signs that do or do not require permits

Signs that Require a Permit	Signs that do NOT Require a Permit
Freestanding Signs	Community Special event signs
Fascia signs	Warning or directional signs
Window signs that cover more than 25%	Window signs that cover less than 25%
Changeable Copy signs	Fencing on construction sites
Projecting signs	Drive-through signs
Banner signs	Real estate signs
Canopy signs	Sandwich board signs

Staff note that visual inspection of over 1550 business premises, between December 17, 2014 and May 1, 2015, revealed 13 businesses with business signs that are solely in a language other than English. This represented less than 1 % of the businesses. Since the implementation of the outreach and education program, endorsed by Council in 2015, over 900 sign permits have been issued. Staff note that 100 % of the businesses that have business signage approved under the sign bylaw have included some English on their signs.

Consideration 1

- A. *That the proposed new Sign Regulation Bylaw be prepared to include a provision that all regulated signs require a minimum of 50% of one of Canada's official languages; or*
- B. *That the proposed new Sign Regulation Bylaw be prepared to include a provision that all regulated signs that require a permit be required to include a minimum of 50% of one of Canada's official languages.*

2. Enforcement Tools

Should a language provision be added to the proposed Sign Bylaw, staff will require direction on whether provisions should also be added to the enforcement bylaws so that staff can write tickets for anyone displaying a sign that does not include 50 % of one of Canada's official languages.

In order to enforce the proposed new Sign Bylaw, staff have included amendments to the Notice of Bylaw Violation Dispute Adjudication Bylaw and the Municipal Ticket Information Bylaw (the "enforcement bylaws"). In the absence of ticketing provisions, staff would pursue long form prosecution, which is a more lengthy process that involves the provincial court.

Consideration 2

- A. *That ticketing provisions be added to the Bylaw Violation Dispute Adjudication Bylaw and the Municipal Ticket Information Bylaw that relate to signs not displaying 50% of one of Canada's official languages; or*
- B. *That ticketing provisions NOT be added to the Bylaw Violation Dispute Adjudication Bylaw and the Municipal Ticket Information Bylaw.*

3. Public Consultation and Communication

Should Council proceed with adding a language provision to the bylaws and referring this issue back to staff, Council may also want to consider further public consultation.

In order to implement the proposed Sign Regulation Bylaw, the recommendations to Council also include amendments to the Notice of Bylaw Violation Dispute Adjudication Bylaw, Municipal Ticket Information Bylaw, Consolidated Fees Bylaws and Richmond Zoning Bylaw. Of these bylaws, only the amendments to the Richmond Zoning Bylaw require a public hearing. The other bylaws, including the proposed new Sign Regulation Bylaw, require public notification along with a prescribed amount of time where written comments can be submitted for Council's consideration. However, bylaws sent forth in a package such as this are often debated at public hearing and then adopted at a later date, after the public hearing and after the public notification period.

Since Council's direction in 2015, staff have not contemplated a language provision and have not included this information in any communication materials about the proposed new bylaw. Council may wish to direct staff to consult with the public on the bylaw requirements, permitting and other impacts if a language provision is added to the new bylaws.

Consideration 3

- A. *That staff be directed to proceed with public hearing and public notification only, as it relates to the new bylaws; or*
- B. *That staff be report back to Council with a more fulsome public consultation, outreach and communication plan, including costs, to seek public input on the provisions to add a language requirement to the new Sign Regulation bylaw.*

Note: Consultation may lead to other options for consideration that have not already been contemplated.

4. Resourcing, Financial Implications and Other Matters

In addition to the matters summarized above where staff require further direction, there are other issues that will need to be addressed should the proposed sign bylaw be referred back to staff to include a language provision. A language requirement for signage may result in a legal challenge related to the *Charter of Rights and Freedoms*. A conservative estimate for fees for external legal counsel to represent the City in such a Charter challenge would be approximately \$50,000, not including any costs awards, or appeals. In addition to legal costs, it is recommended that staffing resources be increased in order to provide adequate outreach, education and enforcement, specifically related to the language provision.

When considering the requirement that signs include a minimum of 50% of one of Canada's official languages, staff must also determine whether this will refer to the size of the text, the content of the message or some other measure. There will also have to be consideration given to signs that do not contain any text (i.e. recognizable logos for brands such as Apple Computers, Lululemon or Nike) or contain words that are neither English nor French but are used often in slang or are written phonetically. All of these issues will need to be considered and then incorporated into the language of a new proposed bylaw.

In order for staff to prepare new bylaws such "that the Bylaws be revised to include provisions that all future signage require a minimum of 50% of one of Canada's official languages", staff requires a referral back and direction from Council on items 1-3, as listed above. Following Council's direction, staff will then report back with a new bylaw, including considerations to resourcing, financial implications and other matters.

Any questions on this matter should be directed to the writer below.



Carli Edwards, P.Eng.
Chief Licence Inspector

- Att. 1: Report to General Purposes Committee dated October 17, 2014, titled, "Signage on Private Property"
- 2: Minutes from a Council meeting on October 27, 2014
 - 3: Letter from the British Columbia Civil Liberties Association
 - 4: Report to General purposes Committee dated May 14, 2015, titled "Update on Signage on Private Properties"
 - 5: Minutes from a Council meeting on May 25, 2015

pc: SMT
Barbara Sage, City Solicitor



**City of
Richmond**

Report to Committee

To: General Purposes Committee
From: Cecilia Achiam
Director, Administration and Compliance

Date: October 17, 2014
File: 03-0900-01/2014-Vol
01

Doug Long
City Solicitor

Re: Signage on Private Property

Staff Recommendation

That the staff report titled Signage on Private Property, dated October 17, 2014, from the Director, Administration and Compliance and City Solicitor, be received for information.

Cecilia Achiam, MCIP, BCSLA
Director, Administration and Compliance
(604-276-4122)

Doug Long
City Solicitor
(604-276-4339)

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
APPROVED BY CAO	

Staff Report

Origin

This report is in response to a Council referral from October 14, 2014:

1. That staff be directed to bring forward a report to the General Purposes Committee on whether or not the City of Richmond has the ability to regulate signage on private property; and
2. Whether or not that ability extends to mandating a percentage of English on signage on private property.

Background

Some signs in the City are in a language other than English. The combination of this fact and the circulation of promotional materials that are not in English have led to some public concerns about the need to regulate signs so they must include English.

Finding of Facts

This report provides an overview of the current Richmond bylaws dealing with signage, the permit process and general statistics of language on signs in the City for 2012-2014. In addition, attached is a legal opinion from Valkyrie Law Group LLP (Sandra Carter) (**Attachment 1**).

Existing City Sign Regulation

The City currently regulates exterior signs on public and private lands *via* the following:

1. **Richmond Sign Bylaw (No. 5560)** regulates the size, design and location of exterior signage. Regulated signage includes canopy, fascia and freestanding signs as well as signage promoting the sale or lease of real estate and directional signs on private properties. Some signs require a sign permit from the City (canopy and freestanding signs for example) prior to installation while other signs (directional signs and for sale or lease sign) do not require a permit. The Sign Bylaw does not:
 - a. apply to interior signs;
 - b. regulate promotional materials such as inserts in newspapers, posters in stores (even if visible externally); or
 - c. advertisements in bus shelters.

A diagram (**Attachment 2**) is included to illustrate typical current application of the Richmond Sign Bylaw (Bylaw No. 8713).

2. **Election and Political Signs (Bylaw No. 8713)** regulates the temporary signage erected during elections. This report does not address signs regulated under this bylaw.
3. **Rezoning and Development Permit Signs** describing the location and proposed development are required as part of the rezoning and development permit. All of these signs are in English. This report does not address signs required under these processes.

Sign Permit Overview and Application Process

Table 1 below summarizes the sign permit data since 2012. Over this period the City issued 874 sign permits with 705 (80.7%) in English only, 138 (15.8%) in mixed languages (English and another language) and 31 (3.5%) in Chinese only.

Year	English	Mixed languages	Chinese only	Total signs processed
2012	243	31	4	278
2013	236	71	14	321
September 2014	226	36	13	275
Totals	705 (80.7%)	138 (15.8%)	31 (3.5%)	874 (100%)

Table 1: Summary of Sign Permits (2012-October 2014)

The City recently conducted a visual inspection of approximately 1200 business signs located along the No 3 Rd. corridor between City Hall and Cambie Road. A significant number of these signs would appear not to have a valid sign permit and therefore would not be within the statistics above. Of the signs observed, approximately less than 1% were in Chinese only.

The Sign Bylaw application process requires that business operators apply to the City for a permit. The permit application has, since Spring, 2013, included the following:

“On each sign, please include the business name in English as a public courtesy”.

Further, on September 9, 2013, Council adopted the Richmond Social Development Strategy, which encourages that wording on business signage and/or City documentation prominently include the English. The implementation of this strategy is on-going.

Legal Analysis

Addressing referral #1, the City has the authority to regulate signage on private property.

The legal opinion of Sandra Carter of Valkyrie Law Group LLP is attached (**Attachment 1**) to this report. The following two excerpts, (the first being the opinion’s summary) address referral #2:

“In our opinion, a bylaw which imposed an English language content requirement, whether or not in addition to another language, would violate section 2(b) of the *Charter of Rights and Freedoms* (“Charter”) by infringing on the right to freedom of expression. It is not certain whether that infringement would be justifiable under section 1 of the Charter as being a reasonable limit on the right to freedom of expression. In order to be justifiable, the City would need to establish there is a compelling or sufficiently important issue to be remediated, that the City has the necessary legal authority to impose a restriction or condition on the content of signs, and that the proposed restriction or condition is both proportional to the issue to be remediated and only minimally impairs freedom of expression. Courts will be more likely to support the validity of a restriction

on freedom of expression if the regulator has undertaken both relevant studies of the issue and engaged in broad public consultation.”

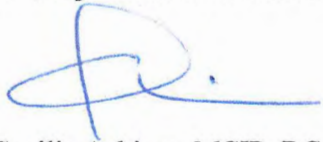
“...To be justifiable as a limit on a Charter freedom, the City would need to establish that compelling health, safety, economic or social welfare objectives are at stake. A strong factual basis would need to be established that requiring English on signs would correct or achieve a significant and important problem or purpose which is not being met in the absence of that regulation.”

Financial Impact

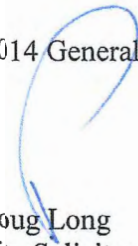
None.

Conclusion

This report addresses the two referrals from the October 14, 2014 General Purposes meeting.



Cecilia Achiam, MCIP, BCSLA
Director, Administration and Compliance
(604-276-4122)



Doug Long
City Solicitor
(604-276-4339)

Att. 1: Legal opinion from Valkyrie Law Group LLP.

Att. 2: Illustration of typical signs



1495 Keith Road West
North Vancouver, B.C. V7P 1Y9

Lawyer: Sandra Carter
Contact: 604.988.7552
E-mail: scarter@valkyrielaw.com
Date: October 17, 2014

Privileged and Confidential

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

Attention: Doug Long
City Solicitor

Dear Sirs/Mesdames:

Re: Language Requirements for Signs

You have asked us to consider whether the City of Richmond could legally implement a requirement that the content of some or all signs for which a sign permit is required pursuant to City bylaws be expressed in the English language in addition to any other language of the permit applicant's choice. The City is not suggesting that languages on signs other than English be in any way restricted or prohibited.

Summary

In our opinion, a bylaw which imposed an English language content requirement, whether or not in addition to another language, would violate section 2(b) of the *Charter of Rights and Freedoms* ("Charter") by infringing on the right to freedom of expression. It is not certain whether that infringement would be justifiable under section 1 of the Charter as being a reasonable limit on the right to freedom of expression. In order to be justifiable, the City would need to establish there is a compelling or sufficiently important issue to be remediated, that the City has the necessary legal authority to impose a restriction or condition on the content of signs, and that the proposed restriction or condition is both proportional to the issue to be remediated and only minimally impairs freedom of expression. Courts will be more likely to support the validity of a restriction on freedom of expression if the regulator has undertaken both relevant studies of the issue and engaged in broad public consultation.

Charter of Rights and Freedoms

Section 2(b) of the Charter protects the right of freedom of expression, which has been held by the courts to include the freedom to express oneself in the language of one's choice. While commercial freedom of expression has been held to be of lesser value than political, social or cultural expression, it remains a protected form of expression. The Charter applies to limit the ability of government, including municipal governments, from infringing on protected rights except where, pursuant to section 1 of the Charter, the infringement is justifiable in a free and democratic society.

The scope of freedom of expression was expressed by the Supreme Court of Canada in *Devine v. Quebec (A.G.)* [1988] 2 S.C.R. 790 as follows:

[T]he freedom of expression guaranteed by s. 2(b) includes the freedom to express oneself in the language of one's choice... That freedom is infringed not only by a prohibition of the use of one's language of choice but also by a legal requirement compelling one to use a particular language. As was said by Dickson J. (as he then was) in *R. v. Big M Drug Mart Ltd.* [1985] 1 S.C.R. 295, at p. 336, freedom of expression consists in an absence of compulsion as well as an absence of restraint (emphasis added).

An outright prohibition on the use of any particular language on signs would obviously violate section 2(b). A regulation requiring the use of a particular language would also violate freedom of expression as it would be a compulsion which affects that freedom.

Where a governmental action or regulation infringes a Charter freedom, it may nevertheless be legitimate if the proportionality test in section 1 of the Charter is met. The test has been articulated by the Supreme Court of Canada in *R. v. Oakes* [1986] 1 S.C.R. 103 and *Dagenais v. Canadian Broadcasting Corp.* 3 S.C.R. 835, through the court in *Galganov v. Russell (Township)* (2010) 325 D.L.R. (4th) 136 as follows:

- (a) The objective to be served by the measures limiting a *Charter* right must be sufficiently important to warrant overriding a constitutionally protected right or freedom.
- (b) The party invoking section 1 of the *Charter* must show the means to be reasonable and demonstrably justified. This involves the proportionality test:
 - (i) The measures must be fair and not arbitrary, carefully designed to achieve the objective in question and rationally connected to that objective;
 - (ii) In addition, the means should impair the right in question as little as possible;
 - (iii) Lastly, there must be proportionality between the deleterious effects of the by-law and the objective, and there must be a proportionality between the deleterious and salutary effects of the measures.

Assuming that the City could establish a sufficiently important objective to require that English be included on any or all signs, the regulation would need to impose a minimal impairment on freedom of expression and be proportional to the objective in terms of its positive and negative effects. To be justifiable as a limit on a Charter freedom, the City would need to establish that compelling health,

safety, economic or social welfare objectives are at stake. A strong factual basis would need to be established that requiring English on signs would correct or achieve a significant and important problem or purpose which is not being met in the absence of that regulation.

Regulatory Authority

Section 8(4) and 65 of the *Community Charter* provide specific authority for municipal regulation of signs:

- 8(4) A council may, by bylaw, regulate and impose requirements in relation to matters referred to in section 65.
- 65 The authority of a council under section 8(4) may be exercised in relation to the erection, placing, alteration, maintenance, demolition and removal of signs, sign boards, advertisements, advertising devices and structures.

It is important to note that these sections authorize the City to regulate the location, size, and specific physical features of signs, but do not directly provide authority for the regulation of the content of the signs. The imposition of a mandatory English component to the text of signs would likely be considered a content component.

In *Galganov v. Russell (Township)* 2012 ONCA 409 the issue of a bylaw which imposed both an English and French content requirement for signs was considered. The court concluded that authority for the bylaw was found in the general municipal power of the Township council to pass bylaws for matters respecting the economic, social and environmental well-being of the municipality. The *Community Charter* contains similar language in section 7(d) by including, within the purposes of a municipality, “fostering the economic, social and environmental well-being of its community”. However, more analysis would be required to determine whether a British Columbia court would reach the same conclusion that the specific sign regulatory power did not preclude a valid regulation of signs based on a broad, general power.

In *Galganov* (above) the Ontario Court of Appeal found that the imposition of a requirement that signs contain both English and French text infringed section 2(b) of the Charter, but that it was a justifiable and proportional restriction on freedom of expression given the objective of preserving the Town of Russell’s bilingual status. The Town did not restrict the inclusion of other languages in signs, and the argument presented by the appellant Galganov that the additional cost would be unreasonable was dismissed in the face of little or no evidence.

If the City, after completing any necessary studies, together with public consultation, was able to establish compelling reasons for a regulation requiring that English be included on signs, such a regulation might be legally supportable if it could meet both the section 1 Charter test for proportionality and minimal impairment, and the regulatory authority analysis under the *Community Charter*.

Implications for Existing Signs

If the City was to adopt a regulation imposing an English language requirement to signs, existing signs would likely remain unaffected. The B.C. Supreme Court decision in *Village of Cache Creek v. Hellner*

(2000) BCSC 1540 determined that the property owner would enjoy the non-conforming use protections of section 911 of the *Local Government Act* in the event that new bylaw provisions rendered the sign otherwise non-compliant. The court took the perspective that a sign constitutes a use of land. In addition, local governments in British Columbia do not have the authority to adopt bylaws with retroactive effect. There would likely be a strong argument that any new bylaw requirements would only apply to new signs and would have no effect on existing signs which were compliant, at the time of permit application, with the previously applicable bylaw provisions.

We hope the foregoing is helpful.

Yours truly,

A handwritten signature in black ink, appearing to read 'S. Carter', with a stylized flourish at the end.

Sandra Carter
Valkyrie Law Group LLP



Only signs on the exterior of the building are regulated by the Richmond Sign Bylaw (No. 5560). Advertisement and promotional material are not regulated under the Sign Bylaw



Regular Council

Monday, October 27, 2014

Place: Council Chambers
Richmond City Hall

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

Corporate Officer – David Weber

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

- R14/17-1 1. It was moved and seconded
That:
- (1) *the minutes of the Regular Council meeting held on Tuesday, October 14, 2014, be adopted as circulated;*
 - (2) *the minutes of the Regular Council meeting for Public Hearings held on Monday, October 20, 2014, be adopted as circulated; and*
 - (3) *the Metro Vancouver 'Board in Brief' dated Friday, October 10, 2014, be received for information.*

CARRIED



**Regular Council
Monday, October 27, 2014**

PRESENTATIONS

- (1) Joanna Sofield, General Manager of Power Smart, BC Hydro, to present the BC Hydro Power Smart Leadership Excellence Award.

Joanna Sofield, General Manager of Power Smart, BC Hydro, spoke of the importance of energy conservation, noting that, over the past 25 years, BC Hydro's Power Smart initiative has conserved 6,800 gigawatt hours of energy per year – the equivalent of powering 650,000 homes annually.

Ms. Sofield acknowledged the City's efforts in energy conservation, particularly its plans to construct corporate buildings with net zero energy and carbon neutral emissions, and updating its high performance building policy for new civic facilities with a LEED Gold sustainable construction target. Also, she highlighted that the City has been the only recipient of the BC Hydro Power Smart Leadership Excellence Award, and has successfully maintained this prestigious standing since 2003.

Ms. Sofield then presented Mayor Brodie with the 2014 BC Hydro Power Smart Leadership Excellence Award

- (2) Adrian Bell, Manager, Customer Programs and Implementation, TransLink, to present on the City of Richmond–TransLink TravelSmart Partnership.

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Adrian Bell, Manager, Customer Programs and Implementation, TransLink, presented on TravelSmart and in particular, its partnership with the City, and the following was noted:

- TravelSmart aims to help people make better travel choices across Metro Vancouver through Transportation Demand Management (TDM);
- TDM is the application of strategies and program to manage travel demand, and aims to change travel behaviour;
- TransLink hosts the TravelSmart initiative and offers (i) central information, resources and marketing, (ii) travel plan services to schools and businesses, and (iii) events and incentives to participants;



**Regular Council
Monday, October 27, 2014**

- the City has long supported TravelSmart, hosting one of the initial pilot projects in 2006; and
- TravelSmart has held workshops at several Richmond schools, and has offered Richmond businesses travel plan advice.

COMMITTEE OF THE WHOLE

- R14/17-2 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:13 p.m.).

CARRIED

3. Delegations from the floor on Agenda items.

Item No. 17 – Minoru Complex Floor Plan and Preliminary Form/Character

Ian MacLeod, Chair of the Richmond Aquatic Services Board, spoke in favour of the proposed Minoru Complex floor plan. He cited concern with regard to discussion on the potential to reconfigure the building to accommodate a 50-metre pool, stating that such a pool would not serve the needs of the 1,250 daily users of the Minoru Aquatic Centre. Mr. MacLeod stated that a competition pool is available at the Watermania Aquatic Centre (WAC), thus was of the opinion that one is not needed in the city centre. Also, he spoke of logistics of a 50-metre pool, noting that it is not preferred due to the use of bulkheads to divide the pool space and the temperature of the pool is not suitable for children and seniors.

Mr. MacLeod then requested that Council approve the proposed Minoru Complex Floor Plan and Preliminary Form/Character so that the project can proceed without further delay.

Item No. 17 – Minoru Complex Floor Plan and Preliminary Form/Character

Rosemary Nickerson, Vice-Chair of the Richmond Aquatic Services Board, stated that the proposed aquatic facility is to replace the existing MAC, which has long served the community for recreational purposes. She stated that the WAC meets the community's need for a competitive pool, and was of the opinion that if the City wishes to pursue a 50-metre pool, it would be in addition to the proposed replacement of the MAC.



**Regular Council
Monday, October 27, 2014**

- R14/17-3 4. It was moved and seconded
 That Committee rise and report (7:19 p.m.).

CARRIED

CONSENT AGENDA

- R14/17-4 5. It was moved and seconded
 That Items 6 through 19 be adopted by general consent.

CARRIED

6. COMMITTEE MINUTES

That the minutes of:

- (1) the Community Safety Committee meeting held on Wednesday, October 15, 2014;*
- (2) the General Purposes Committee meeting held on Monday, October 20, 2014;*
- (3) the Planning Committee meeting held on Tuesday, October 21, 2014;*
- (4) the Public Works & Transportation Committee meeting held on Wednesday, October 22, 2014;*
- (5) the Council/School Board Liaison Committee meeting held on Wednesday, October 15, 2014;*

be received for information.

ADOPTED ON CONSENT



Regular Council
Monday, October 27, 2014

7. UPDATE ON THE TRANSPORTATION OF DANGEROUS GOODS BY RAILWAYS

(File Ref. No. 09-5125-05-03) (REDMS No. 4341175)

That the proposed Council Resolution titled Reporting on the Transportation of Dangerous Goods by Railway be submitted to the Federation of Canadian Municipalities requesting that the Federal government issue an amendment to Protective Direction 32 requiring rail companies to provide to municipalities the nature, exact volume and frequency of dangerous goods being transported.

ADOPTED ON CONSENT

8. POLICE PRESENCE IN THE DOWNTOWN CORE

(File Ref. No. 09-5355-20-COMP2) (REDMS No. 4280550 v. 14, 4321948)

That the City Centre Community Police Station located at 5671 No. 3 Road, be approved as the temporary location in the downtown core until another location is determined during the redevelopment of the downtown core.

ADOPTED ON CONSENT

9. SIGNAGE ON PRIVATE PROPERTY

(File Ref. No. 12-8000-03) (REDMS No. 4384413 v. 7)

That:

- (1) as a priority, staff consult with the sign owners to encourage more use of the English language on their signs;*
- (2) staff engage in a broad public consultation on the language on signs issue;*
- (3) the language on signs issue be referred to the Intercultural Advisory Committee, the Richmond Chamber of Commerce, the Richmond Chinese Community Society, and other appropriate business associations for comment;*
- (4) staff compile relevant information on the effect of the sign issue on community harmony that would be necessary to support adoption of a bylaw regulating language on signs should that option be considered in the future; and*



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- (5) *staff report back to Council within 6 months on the effectiveness of the measures identified in recommendations 1, 2, and 3 for Council to determine if a bylaw needs to be considered.*

ADOPTED ON CONSENT

10. 2015 UTILITY BUDGETS AND RATES

(File Ref. No. 03-0970-01) (REDMS No. 4340811)

That the 2015 Utility Budgets, as outlined under Option 1 for Water and Sewer, Option 3 for Drainage and Diking, and Option 1 for Solid Waste and Recycling, as contained in the staff report dated October 7, 2014 from the General Manager of Finance & Corporate Services and General Manager of Engineering & Public Works, be approved as the basis for establishing the 2015 Utility Rates and preparing the 5 Year Financial Plan (2015-2019) Bylaw.

ADOPTED ON CONSENT

2015 UTILITY RATE AMENDMENT BYLAWS

(File Ref. No. 03-0970-01; 12-8060-20-009188/009192/9193) (REDMS No. 4386094, 4388978, 4386313, 4386332)

That each of the following bylaws be introduced and given first, second, and third readings:

- (1) *Solid Waste and Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 9188;*
- (2) *Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 9192; and*
- (3) *Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 9193.*

ADOPTED ON CONSENT



Regular Council
Monday, October 27, 2014

11. APPLICATION BY 0868256 BC LTD. FOR REZONING AT 10211 NO. 5 ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)

(File Ref. No. 12-8060-20-009178; RZ 14-658540) (REDMS No. 4377554, 2013902, 4377986)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9178, for the rezoning of 10211 No. 5 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

ADOPTED ON CONSENT

12. PROPOSED CITY OF RICHMOND-TRANSLINK TRAVELSMART PARTNERSHIP

(File Ref. No. 01-0154-04) (REDMS No. 4307325 v.2)

- (1) That the City's proposed partnership with TravelSmart to support and promote the City's goals to increase sustainable transportation choices for the community be endorsed;*
- (2) That the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to negotiate and execute a Memorandum of Understanding based on the attached draft (Attachment 1 to the staff report titled Proposed City of Richmond-TransLink TravelSmart Partnership dated September 23, 2014) on behalf of the City with TransLink regarding the TravelSmart partnership; and*
- (3) That a copy of the above staff report be forwarded to the Richmond Council-School Board Liaison Committee for information.*

ADOPTED ON CONSENT

13. TRANSLINK 2015 CAPITAL PROGRAM COST-SHARING SUBMISSIONS

(File Ref. No. 01-0154-04) (REDMS No. 4289061)

- (1) That the submission of:*
 - (a) road and bicycle improvement projects for cost-sharing as part of the TransLink 2015 Major Road Network & Bike (MRNB) Upgrade Program; and*



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(b) transit facility improvements for cost-sharing as part of the TransLink 2015 Transit-Related Road Infrastructure Program;

as described in the staff report titled TransLink 2015 Capital Program Cost-Sharing Submissions dated September 23, 2014 from the Director, Transportation, be endorsed; and

- (2) That, should the above submissions be successful and the projects receive Council approval via the annual capital budget process, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2015 Capital Plan and the 5-Year Financial Plan (2015-2019) be updated accordingly dependant on the timing of the budget process.*

ADOPTED ON CONSENT

14. 2014 ENHANCED PESTICIDE MANAGEMENT PROGRAM

(File Ref. No. 10-6125-04-01) (REDMS No. 4366543 v. 5, 4368768, 4668840)

- (1) That the City's Enhanced Pesticide Management Program, including the Temporary Full-Time Environmental Coordinator, be continued on a temporary basis until December 31, 2015; and*
- (2) That staff report back with any proposed changes or updates to the Provincial Integrated Pest Management Act.*

ADOPTED ON CONSENT

15. MUNICIPAL ACCESS AGREEMENT WITH JET ENGINEERED TELECOMMUNICATION TECHNOLOGIES CORP. (CARRYING ON BUSINESS AS "JETT NETWORKS")

(File Ref. No. 03-1000-21-013) (REDMS No. 4366553)

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to execute, on behalf of the City, a Municipal Access Agreement between the City and JET Engineered Telecommunication Technologies Corp containing the material terms and conditions set out in the staff report titled Municipal Access Agreement with JET Engineered Telecommunication Technologies Corp. (Carrying on Business as "JETT Networks"), dated October 6, 2014, from the Director, Engineering.

ADOPTED ON CONSENT



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Monday, October 27, 2014

**16. CITY CENTRE NORTH DISTRICT ENERGY – REQUEST FOR
EXPRESSION OF INTEREST**

(File Ref. No. 10-6600-10-04) (REDMS No. 4364030 v. 6, 4372131)

That the issuance of a Request for Expressions of Interest by Lulu Island Energy Company for a utility partner to design, build, finance and operate a District Energy Utility (DEU) in the City Centre North area on the basis of the following guiding principles be endorsed:

- (1) the DEU will provide end users with energy costs that are competitive with conventional energy costs based on the same level of service; and*
- (2) Council will retain the authority of setting customer rates, fees and charges for DEU Services.*

ADOPTED ON CONSENT

**17. MINORU COMPLEX FLOOR PLAN AND PRELIMINARY
FORM/CHARACTER**

(File Ref. No. 06-2052-55-01) (REDMS No. 4362822 v. 6)

That the Minoru Complex floor plan and preliminary form/character design as outlined in the staff report Minoru Complex Floor Plan and Preliminary Form/Character, dated October 10, 2014 from the Senior Manager, Project Development and Senior Manager, Recreation and Sports Services, be endorsed.

ADOPTED ON CONSENT

**18. BRIGHOUSE FIRE HALL NO. 1 – FLOOR PLAN AND
PRELIMINARY FORM/CHARACTER**

(File Ref. No. 06-2052-25-FHGI1) (REDMS No. 4371528 v. 5)

That the Brighthouse Fire Hall No. 1 floor plan and preliminary form/character as outlined in the staff report titled Brighthouse Fire Hall No. 1 Floor Plan and Preliminary Form/Character, dated October 3, 2014 from the Director, Engineering and Fire Chief, Richmond Fire-Rescue, be endorsed.

ADOPTED ON CONSENT



Regular Council
Monday, October 27, 2014

19. CAMBIE FIRE HALL NO. 3 - FLOOR PLAN AND PRELIMINARY FORM/CHARACTER

(File Ref. No. 06-2052-55-01) (REDMS No. 4367223 v. 6)

That the Cambie Fire Hall No. 3 floor plan and preliminary form/character design as outlined in the staff report titled Cambie Fire Hall No. 3 Floor Plan and Preliminary Form/Character, dated October 6, 2014 from the Director, Engineering and Fire Chief, Richmond Fire-Rescue, be endorsed.

ADOPTED ON CONSENT

PUBLIC ANNOUNCEMENTS

Mayor Brodie announced that Councillor Harold Steves has been appointed as a Director on the Steveston Harbour Authority Board, with Councillor Linda Barnes appointed as an alternate, for a term to expire at the Board's next Annual General Meeting in 2015.

Also, Mayor Brodie advised that the name "Hazelbridge Way" has been selected for the extension of the north-south road that will connect Hazelbridge Way to Sexsmith Road, and that the name "Ketcheson Road" has been selected for the new road connecting Patterson Road to Capstan Way.

In addition, Mayor Brodie stated that the name "May Drive" has been selected for the extension of the north-south road between Alexandra Road and Alderbridge Way, and that the name "McClelland Road" has been selected for the new north-south road connecting Alexandra Road to Alderbridge Way.

Mayor Brodie then announced that Diane Cousar and Susan Koch have been re-appointed to the Richmond Public Library Board for a two-year term to expire on December 31, 2016, and that Traci Corr has been appointed to the Richmond Public Library Board for a two-year term to expire on December 31, 2016.

BYLAWS FOR ADOPTION

R14/17-5

It was moved and seconded

That the following bylaws be adopted:

Permissive Exemption (2015) Bylaw No. 9158



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Monday, October 27, 2014

Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9171

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 8850
(10380 Williams Road, RZ 11-591646)*

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 8906
(9000 General Currie Road, RZ 11-588104)*

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9005
(7175 and 7191 Moffatt Road, RZ 11-586988)*

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9088
(8951 Heather Street, RZ 13-645746)*

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9096
(5771/5791 Langtree Avenue, RZ 13-647241)*

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9098
(5111 Williams Road, RZ 13-647357)*

CARRIED

DEVELOPMENT PERMIT PANEL

- R14/17-6 20. It was moved and seconded
- (1) *That the minutes of the Development Permit Panel meeting held on Wednesday, October 15, 2014, and the Chair's report for the Development Permit Panel meeting held on February 12, 2014, be received for information; and*
 - (2) *That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 13-636863) for the property at 7199 Moffatt Road (formerly 7175 and 7191 Moffatt Road) be endorsed, and the Permit so issued.*

CARRIED

ADJOURNMENT

- R14/17-7 It was moved and seconded
That the meeting adjourn (8:48 p.m.).

CARRIED



City of
Richmond

Minutes

Regular Council Monday, October 27, 2014

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, October 27, 2014.

Mayor (Malcolm D. Brodie)

Corporate Officer (David Weber)

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

pc Ted Townsend

Mayor and Councillors

From: Josh Paterson [josh@bccla.org]
Sent: Monday, 20 October 2014 14:25
To: Mayor and Councillors
Subject: Letter from BC Civil Liberties on Chinese-only signage
Attachments: image001.gif; ATT00001.htm; image002.gif; ATT00002.htm; ATT00003.htm; BCCLA Chinese signs letter Richmond.pdf; ATT00004.htm
Categories: 12-8000-03 - Language and Signage Issues

Dear Mayor and Councillors,

Please find attached a letter in relation to the Chinese-only signage issue being considered by council.

Josh Paterson

Executive Director | Lawyer

BC Civil Liberties Association

josh@bccla.org | T: 604.630.9752 | Twitter: @joshvanbc | Toll free: 1.866.731.7507 | F: 604.687.3045

www.bccla.org | Twitter: @bccla | 900 Helmcken Street, 2nd Floor, Vancouver, BC, Canada V6Z 1B3 | Coast Salish Territory

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OCT 20 2014

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& DISTRIBUTED



CNCL - 862



Josh Paterson
Direct Line: 604-630-9752
Email: josh@bccla.org

VIA EMAIL: mayorandcouncillors@richmond.ca

October 20, 2014

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City of Richmond
Mayor's Office
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor and Council,

Re: Chinese language advertisements and signage

We write to you today to express our concern over the recent controversy involving Chinese-language-only advertisements and signage in the city. We applaud your Council's efforts over the past year to defend your residents' rights to express themselves in the language of their choice. We expect the City to maintain that position in the current debate.

The guarantee of freedom of expression under the Canadian Charter of Rights and Freedoms gives everyone the right to participate in social dialogue and speak about matters that are important to them, in the language of their choice. The Charter also protects commercial expression (*Ford v Quebec (Attorney General)*, [1988] 2 SCR 712, *Irwin Toy Ltd. v. Quebec (Attorney General)*, [1989] 1 S.C.R. 927).

The Supreme Court of Canada, in the *Ford v Quebec decision*, made the following critical point:

Freedom of expression includes the freedom to express oneself in the language of one's choice... Language is so intimately related to the form and content of expression that there cannot be true freedom of expression by means of language if one is prohibited from using the

British Columbia Civil Liberties Association
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CNCL - 863

language of one's choice. Language is not merely a means or medium of expression; it colours the content and meaning of expression (paras 39-40).

The City's regulation of outdoor signage and advertisements must be done in accordance with the Charter.

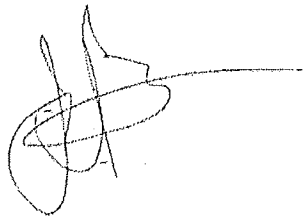
Page 2/2

The BCCLA takes the position that to regulate advertisements or signage on the basis of language, or to force the use of the English language on such signage, would constitute an unwarranted and unjustified encroachment upon the freedom of expression of Richmond residents and people doing business in the city, and would be unconstitutional. This would also apply to City-owned advertising space.

Individuals, businesses and private organizations have a Charter-protected right to express themselves in the language of their choice. The City of Richmond, and all governments, have a duty to protect this right.

We will monitor this debate as it progresses.

Sincerely,

A handwritten signature in black ink, appearing to be 'JP' with a large loop and a horizontal line extending to the right.

Josh Paterson
Executive Director



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** May 14, 2015
From: Cecilia Achiam **File:** 03-0900-01/2014-Vol
 Director, Administration and Compliance 01
Re: Update on Signage on Private Properties

Staff Recommendations:

That:

1. Option 2: "De-cluttering without a language provision" which entails the continuation of outreach effort and updating Sign Bylaw No. 5560 be approved. The Sign Bylaw update will include de-cluttering without a language provision and addressing non language related regulatory gaps; and
2. Staff be directed to review the Sign Permit Application fees and bring an update to the Consolidated Fees Bylaw No. 8636 for consideration by Council along with the new Sign Bylaw.

Cecilia Achiam
 Director, Administration and Compliance
 (604-276-4122)

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

Staff Report

Origin

This report is in response to the Council resolution of October 27, 2014, as follows:

That:

- 1) as a priority, staff consult with the sign owners to encourage more use of the English language on their signs;*
- 2) staff engage in a broad public consultation on the language on signs issue;*
- 3) the language on signs issue be referred to the Intercultural Advisory Committee, the Richmond Chamber of Commerce, the Richmond Chinese Community Society, and other appropriate business associations for comment;*
- 4) staff compile relevant information on the effect of the sign issue on community harmony that would be necessary to support adoption of a bylaw regulating language on signs should that option be considered in the future; and*
- 5) staff report back to Council within 6 months on the effectiveness of the measures identified in recommendations 1, 2, and 3 for Council to determine if a bylaw needs to be considered.*

At the October 27, 2014 meeting, City Council had indicated that the priority approach to the language on sign issue during the six months outreach initiative would be to promote community harmony through inclusion and open communication vs. an enforcement based approach. In addition to following Council direction throughout the public engagement process, the City engaged external expertise to fully address Council's referral. The Simon Fraser University - Wosk Centre for Dialogue was engaged to plan, implement and moderate the public workshop to address item 2 of the referral, and the University of British Columbia (UBC) was contracted to conduct research on community harmony/social cohesion and linguistic landscape in diverse communities to address item 4 of the referral.

Analysis

1. Consultation With Sign Owners

A pilot outreach initiative was undertaken. This involved deployment of temporary staff, fluent in Mandarin, Cantonese and English, who conducted site visits to businesses in the City Centre area (Sea Island Way to the north, Garden City Road to the east, Granville Avenue to the south, and Minoru Boulevard to the west), and parts of Bridgeport Road and River Road, to promote community harmony by encouraging the inclusion of English on signage and advertisement, and to remind businesses about sign permit requirements under the current Sign Bylaw.

Additional visual inspection was completed by Bylaw Officers in commercial centres in the Steveston and Hamilton areas. No business signage solely in another language other than English was found in these areas (Figure 1).

Sign inspections commenced on December 17, 2014 and are still ongoing. For the purposes of this report, the data hereunder reflects inspections conducted up to May 1, 2015, totalling 73 inspection days. Staff completed over 1,500 visual inspections of business signage and conducted over 850 door to door visits with business operators who did not have valid sign permits for their business signs. There were only 13 business signs at these premises that are solely in a language other than English (Figure 2).

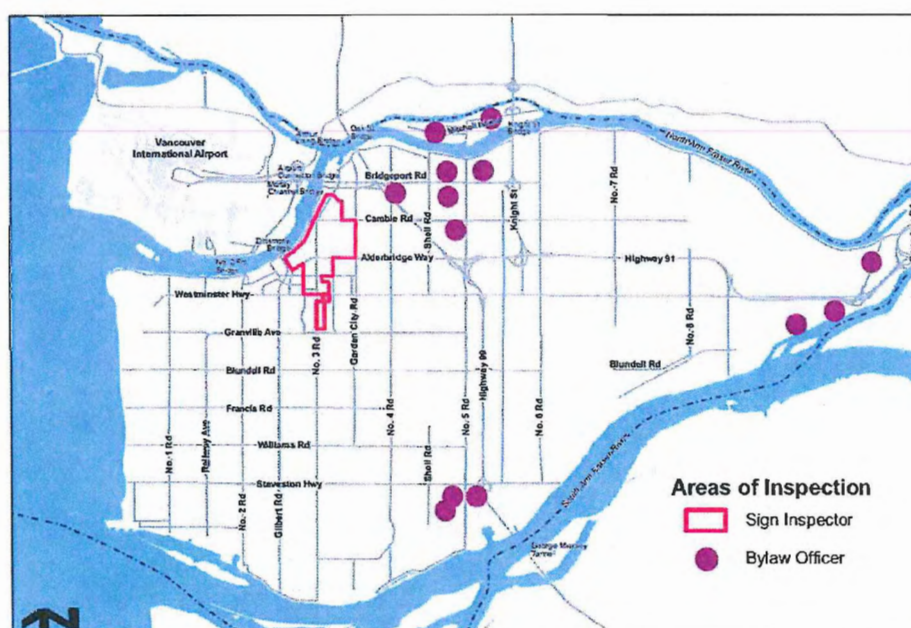


Figure 1: Areas of Inspection Map

Area	Estimated No. of Businesses Requiring Inspections ¹	Businesses that had Signs Visually Inspected	Businesses without Sign Permits ²	Door to Door Meetings with Business Operator ³	Sign Permit Applications Received ⁴	Businesses with Language Issue Based on Current Sign Bylaw
City Centre ⁵	2,000	1,394	868	784	504	13
Outside City Centre ⁶ (beginning March 20, 2015 only)	855	156	103	93	93	0
Total	2,855	1,550	971	877	597	13

Figure 2: Inspection Summary from December 17, 2014 to May 1, 2015

¹ Source: Business Licence data excluding those for home occupations, and businesses that do not require sign permits because they are located in the interior of a structure (e.g. stores inside a shopping mall).

² Approximately 60% of signs visually inspected do not have a sign permit.

³ Door to Door Meeting with Business Operator means that the sign inspector, after having conducted a visual inspection of a sign, met with the business owner/manager/employee in person to discuss the City's sign permit requirement and/or to request that their sign be modified to include or incorporate more English wording.

⁴ Businesses may have submitted more than one sign permit application. The increase in the number of applications received is not attributable alone to outreach efforts.

⁵ Sea Island Way to the north, Garden City Road to the east, Granville Avenue to the south, and Minoru Blvd. to the west.

⁶ Primarily Bridgeport Road and River Road.

Since winter 2014, staff began notifying all Richmond “commercial businesses” (excluding home business and home-based businesses which are exempted from the Sign Bylaw), through the year round Business License renewal process, regarding the sign permit requirement and encouraging them to include at least 50% English content on signs. Of the over 10,000 commercial business license holders with storefront premises, over 50% have received the notification to date. By December 2015, all commercial business license holders will have been notified. A special insert in both English and Chinese with City contact information has been produced for this purpose to ensure that language is not a barrier to communication with commercial businesses.

As a result of these combined efforts, a total of 597 new sign applications have been received as of May 1, 2015. More sign permit applications are anticipated to be submitted. The majority of these new applications rectify the current situation whereby existing signs have been installed without a sign permit.

One finding from the pilot outreach initiative is that posters and other advertisement material are not regulated under the current Sign Bylaw. In addition, signs on construction sites advertising the development or construction services, for sale, and for lease signs erected in some residential areas also do not require a sign permit. Some of these materials are in a language other than English. An abundance of these signs that are either clearly noticeable on storefront windows or visible in some residential neighbourhoods in the City are significant contributors to “visual clutter” and contribute to the perception of a proliferation of non-English “signage”. As an example, the City of Surrey incorporated “de-cluttering” provisions into the Surrey Sign By-Law No. 13656 in July 2013 to address some similar concerns from its community.

2. Broad Public Consultation

All of the material related to the language on sign issue including the staff report to Council, the consultant reports from UBC and SFU, as well as videos, will be made available on the City’s website at <http://www.richmond.ca/busdev/signs/community.htm> after the presentation to Council.

The City’s outreach and engagement efforts included the following:

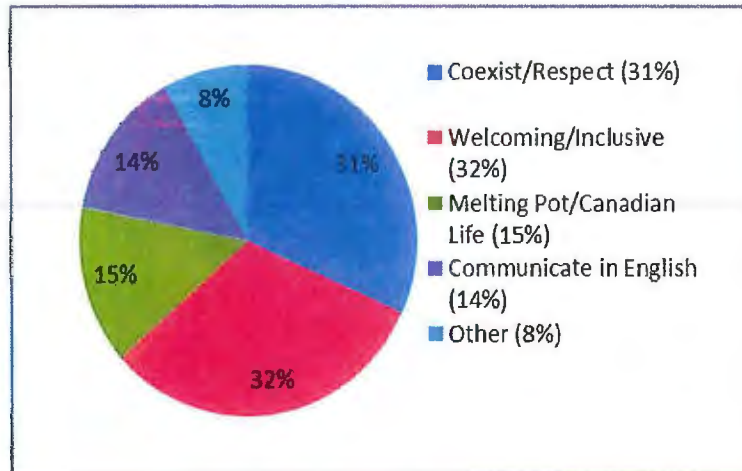
- Approximately 100 people attended a community workshop, moderated by the SFU Centre for Dialogue, which was held on Thursday, March 12 from 6:30- 8:30 p.m. at the John M.S. Lecky UBC Boathouse, 7277 River Road. Workshop participants heard about Richmond’s efforts to promote and strengthen community harmony, explore the topics of language on signs and community harmony and share their own perspectives on the topic. *Attachment 1* provides a summary of the workshop. The SFU Centre for Dialogue also produced a short video from exit interviews of the attendees at the workshop.
- In addition to the community workshop, community members and groups were able to obtain more information on the program and respond to an online survey via the City’s online discussion platform at LetsTalkRichmond.ca from March 6-

Outreach Numbers:

<i>Input Opportunity Since Council Referral</i>	<i>Response</i>
Signsconsult@richmond.ca	24 emails received
Let's Talk Richmond	260 responses
Sign Workshop on March 12, 2015	100 participants
Sign Companies	79 contacted in writing
Community Consultation	Over 1000 face to face meetings 10 community partners/ agencies meetings

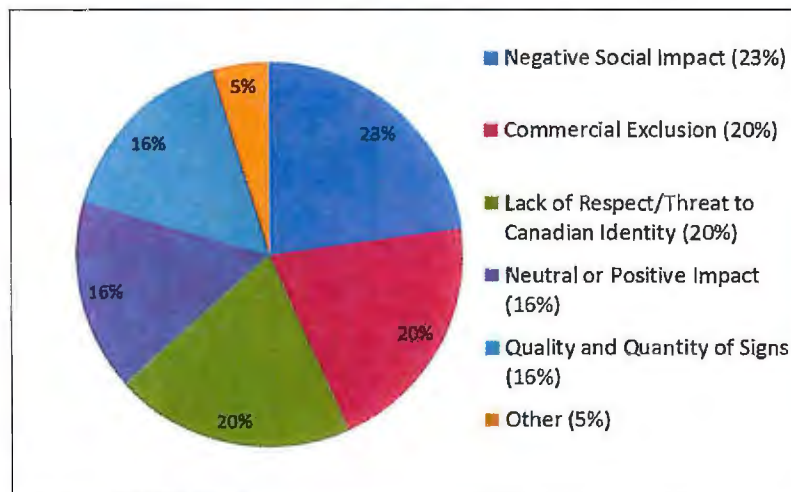
20. A total of 260 responses were received to the online survey. A Summary is provided in *Attachment 2*.

The three questions posted on the LetsTalkRichmond discussion platform were:



1) *What does community harmony in Richmond mean to you?*

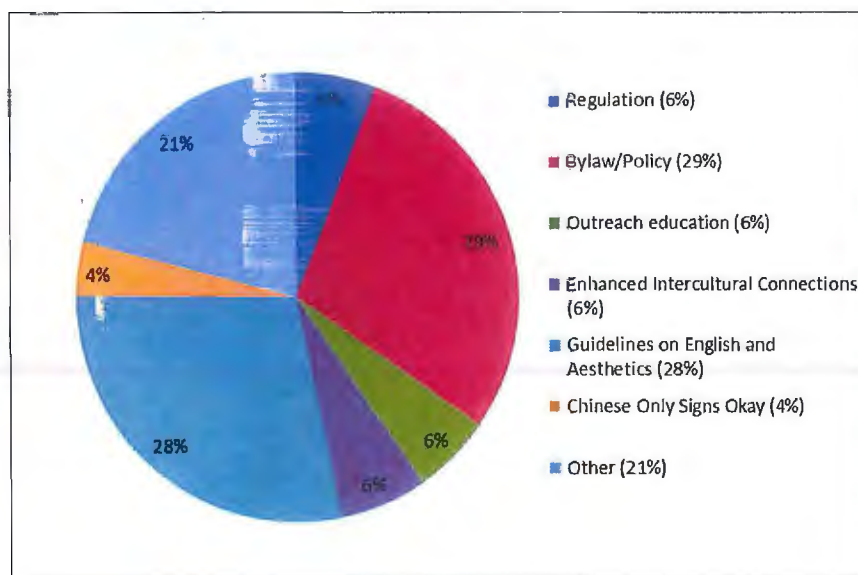
The survey verified the complexity of defining community harmony. Key themes identified included: coexistence, working towards common goals, understanding differences, embracing different cultures, contributing to a welcoming and inclusive environment, reciprocal obligation of host community to welcome newcomers and for newcomers to integrate and assimilate, and ongoing communication. In many of the responses, there was an element of unease that the once European majority was becoming a minority and invisible. The feeling of uneasiness manifested in part by the presence of foreign languages on signs and the perception that foreign languages are taking over the urban landscape.



2) *How do you feel about the signage in the community? Does it affect your quality of life?*

Some respondents referenced the negative impact experienced through the perception of foreign language on signs as these signs elicited feelings of exclusion, and disconnect from the surroundings. Some respondents felt that non English signage displayed a lack of respect for Canada and the Canadian identity.

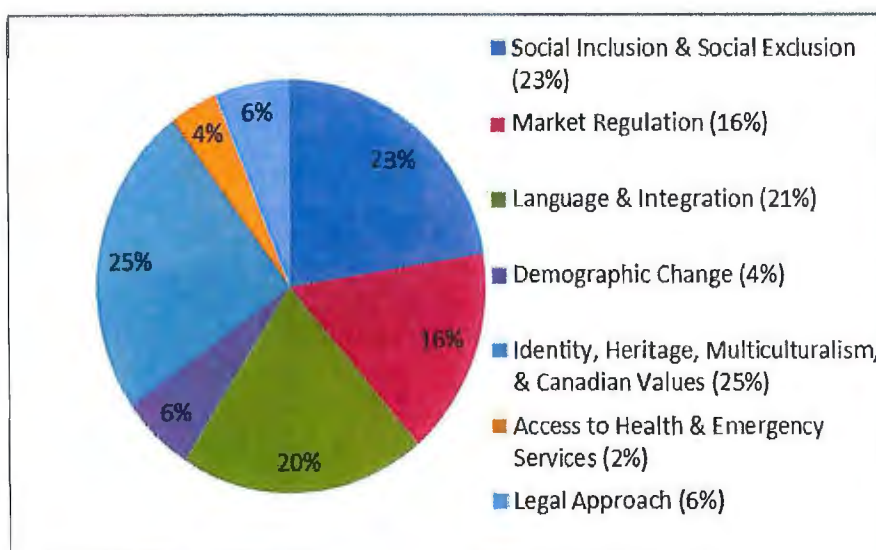
No responses were received indicating that having English on signage would have a negative impact.



3) *Please share any additional comments that can assist the City of Richmond in developing future recommendations and measures related to language on signage.*

Nearly 60% of the respondents favoured some form of guidelines/bylaw/policy to provide clear expectations for business owners to follow in terms of the use of language and aesthetics of signage. Many suggested that the official languages (i.e. English) should be visually prevalent, however, need not be the sole language on signage.

- Comments were also received via email to signsconsult@richmond.ca or by mail or hand to Richmond City Hall. These comments are summarized in *Attachment 3*. A total of 24 emails were received. The scope of the responses in the email submissions was wide-ranging as they were not limited to the questions posted in Let's Talk Richmond. The chart below illustrates the emerging themes from the emails



- 79 sign companies were contacted in writing throughout the region as well as their provincial and national organizations to inform them of Council's direction to encourage the inclusion of 50% English content in future sign applications.

This initiative resulted in active interest by the Canadian Sign Association and specifically the Association's BC Chapter. An Association representative attended the public workshop and provided valuable comment from the industry's perspective. Staff will continue to consult with the Association on any future signage related initiatives.

- Meetings were held and correspondence sent to some local property management companies to explain the purpose of the outreach program and to provide information/support to assist in their communication with the business operators.

These meetings were triggered by feedback from some business owners/operators at strip malls who indicated that they were not aware that a separate sign permit would be required. They were under the impression that their monthly management fees included all necessary permits.

- Extensive media coverage on television, radio, print and digital kept the interest on this issue active throughout the consultation period.

3. Referral to Advisory Committee and Community Partners

- As directed by Council, staff consulted with the Richmond Intercultural Advisory Committee, Richmond Chamber of Commerce and the Richmond Chinese Community Society.

On February 23, 2015, Council approved the 2012-2015 Richmond Intercultural Strategic Plan and Work Program (RISPWP) prepared by the Richmond Intercultural Advisory Committee (RIAC). Support for the City initiative regarding language on signage was one of the actions cited in the work program which contributes to the RIAC mandate:

"To enhance intercultural harmony and strengthen intercultural co-operation in Richmond."

The RIAC Chair participated in the community workshop as a member of the panel. Other RIAC members also attended the workshop.

- Staff also met with or consulted by mail or email with other community/business partners such as the Chinese Federation of Commerce of Canada, Chinese Real Estate Professionals Association of BC, the Canadian Sign Association, S.U.C.C.E.S.S., local builders, sign companies and property management firms to promote community harmony by including 50% English in any signage.
- Other national organizations such as the Canadian Race Relations Foundation, the Laurier Institution and the Civic Education Society reached out to the City as a result of their mandate/programs. The general feedback from these organizations include:
 1. The issue on language on signage is the "tip of the iceberg" on community harmony/cohesion.

2. Encourage a common language (English) in signage, in addition to any language, to be inclusive and to promote community harmony.
3. The use of outreach to disseminate information and dialogue to promote intercultural understanding is preferable to enforcement alone.
4. Relevant information on the effect of the sign issue on community harmony

The City engaged Elanna Nolan (PhD student) and Dr. Daniel Hiebert from UBC with speciality in community harmony/social cohesion to perform academic research to address Council's referral to "compile relevant information on the effect of sign issue on community harmony that would be necessary to support adoption of any bylaw regulating language on signs should that option be considered in the future".

The executive summary of the report "Social Cohesion and Visual Landscapes in Richmond" by Elanna Nolan and Daniel Hiebert is provided in *Attachment 4*.

The UBC Study (Study) examined the ethnicity/country of origin of Richmond over time. This review also included an analysis of media and written submissions to the City. Some of the key observations regarding the inter-relationship between super-diversity and social cohesion include:

- *"There is often a tendency to see diversity in terms of ethnicity or country-of origin, however, in so doing it can be easy to miss details that shape the contours and textures of every day experiences. The concept of super-diversity helps us see the various population details, such as language, religion, age, immigration stream, that are often overlooked when we talk about diversity based on country-of-origin or ancestry. Recognizing super-diversity in Richmond reveals the multiple groups, communities, and cultures that make it a unique and vibrant city."*
- In the Canadian context, social cohesion has been distinguished from multiculturalism. Seen as complementary to multiculturalism, social cohesion can be interpreted as providing a vision of what social relations under multiculturalism might look like, but ultimately it does not tell the full story of the successes and failures of a super-diverse society.
- Research around signage in public spaces (i.e. linguistic landscapes) revealed that *"illegibility, or an inability to read all that is written in the linguistic landscape, can produce feelings of anxiety and alienation. This experience goes both ways – for official and non-official languages."* Most believe that social inclusion and a sense of belonging are prerequisites for immigrant integration. However, some scholars believe that inclusion is not exclusively the result of official-language proficiency.
- Much of the research around signage in public space (i.e. linguistic landscapes) focuses on super-diverse cities where citizens speak multiple languages. The Study noted that today:
 - 70% of Richmond's population identifies as being "visible minority".
 - There are 161 ethnicities represented in Richmond.
 - Over 60% of Richmond's population are immigrants to Canada.
 - About 90% of the population can speak English.

- The analysis of the media and written submissions to Council from January 2012 to December 2014 indicated that the media has reported the signage issues in a fairly balanced way overall. Public opinion, on the other hand, can sometimes be emotionally charged and “expressed with a tone that is more emotive and sometimes antagonistic.” The issue often engages questions of home, belonging and recognition.

Emergent themes across the 98 media reports and 166 written submissions to Council between January 2012 to November 2014 are consistent and include:

- Social inclusion and exclusion
- Regulation of language on signage
- Demographic change
- Identity politics, heritage, multiculturalism, and Canadian values
- Health and safety concerns
- Legalistic approach to a by-law
- Federal immigration policy
- Immigrant integration and language

Figure 2: Media scan, January 2012-December 2014

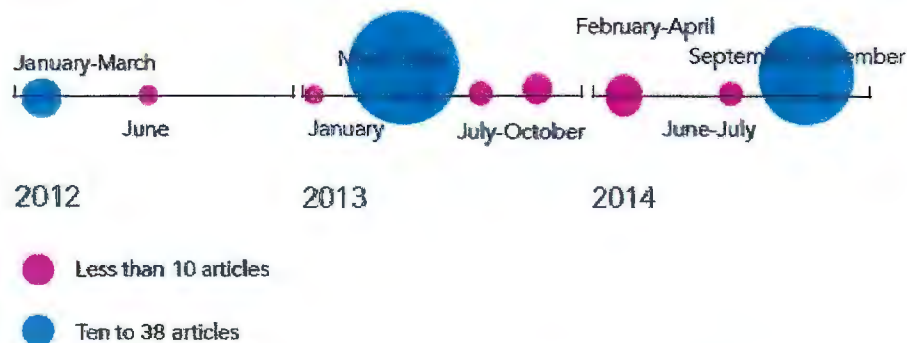


Figure 3: Letters to Council, January 2012-December 2014



There are a couple of important things to note in summarising the 166 submissions received over a three-year period. First, they do not represent 166 concerned citizens, necessarily:

- Of the 166 objections to foreign language on signs, 19 per cent (31) were sent by a single individual.
- More than half (91) of the submissions came from individuals who had previously objected (i.e. sent more than one objection).
- In seven per cent of the submissions (11), the text was repeated exactly.

These points serve to highlight both that objections to the foreign language on signage is not necessarily as widespread as it might first appear, but also, that for some citizens this issue is very important to them, to which their commitment to continued or coordinated campaigning is testament.

Following Dr. Hiebert's methodology, staff continued to analyse the written submissions (284 from Let's Talk Richmond and emails from signconsults@richmond.ca) and media coverage (over 30 spots on television, radio and newspapers) from December 2014-March 2015. The major themes (noted on page 7 of this report) remain unchanged.

Summary of Key Findings

1. Legal Analysis

The following two excerpts are from a legal opinion obtained from Sandra Carter of Valkyrie Law Group LLP previously in response to a Council referral from October 14, 2014 regarding the City's ability to regulate signage and mandate a percentage of English on signage on private property are included for completeness of information:

"In our opinion, a bylaw which imposed an English language content requirement, whether or not in addition to another language, would violate section 2(b) of the *Charter of Rights and Freedoms* ("Charter") by infringing on the right to freedom of expression. It is not certain whether that infringement would be justifiable under section 1 of the Charter as being a reasonable limit on the right to freedom of expression. In order to be justifiable, the City would need to establish there is a compelling or sufficiently important issue to be remediated, that the City has the necessary legal authority to impose a restriction or condition on the content of signs, and that the proposed restriction or condition is both proportional to the issue to be remediated and only minimally impairs freedom of expression. Courts will be more likely to support the validity of a restriction on freedom of expression if the regulator has undertaken both relevant studies of the issue and engaged in broad public consultation."

"...To be justifiable as a limit on a Charter freedom, the City would need to establish that compelling health, safety, economic or social welfare objectives are at stake. A strong factual basis would need to be established that requiring English on signs would correct or achieve a significant and important problem or purpose which is not being met in the absence of that regulation."

2. Outreach

- The pilot outreach efforts yielded result with respect to compliance amongst business operators to obtain sign permits. Before the outreach initiative, the City received 250-300 applications annually on average. The City has received 597 new applications for sign permits as of May 1, 2015 since the outreach initiatives began in December, 2014. All sign permit submissions to date include English wording on their signs.
- For signage/posters that do not currently require a Sign Permit, the outreach process achieved only moderate success in encouraging the inclusion of English on business signage. The cost and/or inconvenience for replacing signs/posters were the most commonly cited reasons for maintaining status quo.
- In response to feedback from some of the business operators visited and input from the Richmond Chamber of Commerce, the City prepared new multilingual information packages on starting a small business in Richmond, in consultation with the Richmond Chamber of Commerce, to help ensure businesses are aware of regulatory requirements including the need for sign permits. The Chamber is using this as a resource for their members and hard copies have been handed out to business operators during sign inspections. This brochure is also available on line at <http://www.richmond.ca/busdev/econdev/access.htm>.
- There is potential to collaborate with national agencies, such as the Canadian Race Relations Foundation (CRRF) to strengthen community harmony through their “Our Canada 2015-2017” initiatives to celebrate Canada’s 150 years as a nation “by building awareness and understanding of Canadian values, promoting good citizenship, and deepening a sense of belonging for all Canadians.” Administration & Compliance Department staff and Community Services Division staff will collaborate to follow up on community harmony/cohesion initiatives arising from the language on signage initiatives that support the City’s Social Development Strategy and/or the Richmond Intercultural Advisory Committee Work Plan.

3. Outdated Sign Bylaw

- Staff received general feedback from businesses and the sign industry that the City’s Sign Bylaw is outdated. While changes to the Sign Bylaw will not include any language provisions, efforts to de-clutter will be strengthened and embedded in the Bylaw. The update to the Bylaw will address deficiencies in the definition section; accommodate trends in sign technology and respond to business needs (e.g. electronic signs, multi-faceted free standing signs, etc.); additional types of signs to be regulated; correct errors and omissions and clarify inspection responsibilities.
- The City’s sign permit fees are relatively low when compared to neighbouring Metro Vancouver municipalities. Fees for some types of signs are less than 50% of the fees charged by Burnaby, Surrey and Vancouver, for example. An increase in permit fees will help with cost recovery of any enhanced sign outreach initiative/application processes provided that the City continues to streamline application process to ensure reasonable processing time. The BC Sign Association has cited that it is desirable for sign permit processes to be both simple and clear.

4. Signage and Community Harmony

The reports from the community workshop and UBC, and feedback from Richmond citizens, confirm the complexity of the link between public signage and community harmony.

The UBC report concluded that:

“As measures of social cohesion cannot tell the full story, neither can linguistic landscapes be used to correlate degrees of integration of immigrant publics, or be seen as indicative of exclusive and anti-social intentions. As such, linguistic landscapes cannot accurately be used as a platform for measuring degrees of social harmony.”

Based on findings from academic research, requiring English on signage does not appear to be an effective means to achieve community harmony.

5. Enforcement Gaps

- Currently there are not any staff resources specifically dedicated to inspect business signs after installation to verify that the signs are in compliance with permits issued. This was previously handled through building inspections and is currently managed on a compliant basis. The updated Sign Bylaw will have to consider the issue of enforcement as this enforcement gap was well known in the sign industry and could have been a contributing factor to the proliferation of illegal signs.
- Dedicated resources in the City are needed to continue the outreach effort. In addition to fluency in English, the ability of City staff to read Chinese and speak Mandarin and Cantonese are critical in breaking down the language barrier during site visits.
- Current practice is to rely solely on professional letters of assurance to ensure structural integrity, proper installation and safety of signs rather than via site inspections by Building Inspectors as per Sign Bylaw. The necessary permits or assurances are not always obtained.

6. Visual Clutter

Based on inspection in the City Centre and other business areas, very few regulated business signs are in a language that is solely non-English (13 signs or <1%). Nonetheless, the perception of a growing presence of foreign language in the “visual landscape” is real as some of the posters and decals adhered to the storefront windows or sandwich boards (not permitted) contain languages other than English.

Including a “de-cluttering” provision in the Sign Bylaw will go a long way to minimize visual clutter in storefront windows in the future.

7. Use of Language

The UBC Study noted that Richmond has 161 ethnicities and associated languages and dialects. The majority of Richmond residents can speak English and use English as a working language.

Options for Council Consideration

Based on the key findings and staff analysis, the three options to address the language on signs issue and compliance with the Sign Bylaw are as follows:

	Option 1 (status quo) <i>(Not Recommended)</i>	Option 2 (De-cluttering) <i>(Recommended)</i>	Option 3 (Minimum English Requirement) <i>(Not Recommended)</i>
Service Delivery	Discontinue outreach and return to the practice of inspections and enforcement conducted on a complaints basis.	Continue with outreach efforts to improve compliance with Sign Bylaw to promote community harmony.	Continue with outreach efforts to promote community harmony and use enforcement to improve compliance with the Sign Bylaw. Use regulation to require the use of English as a common language on business signage.
Sign Bylaw	No change to existing Sign Bylaw.	Repeal of the existing Sign Regulation - Bylaw 5560 (1990) and creation of a new Sign Bylaw to address regulatory gaps and emerging signage technologies/needs and to include a “de-cluttering” provision to control visual clutter. The new bylaw will be accompanied by the development and production of new communication tools (e.g. brochures, video on line) to educate on the benefits of “de-cluttering” storefront windows, and the benefits to community harmony by including English as a common language for communication.	In addition to the changes from the “de-cluttering” option, include a requirement of a minimum of 50% of the copy area on business signs to be in English.
Staffing	No additional staff resources required.	Continuation of the outreach initiative for one year with one Temporary Full Time (TFT) Sign/Business License Inspector position to encourage the inclusion of English on business signs and to improve compliance with Sign and Business License Bylaws. Staff will report back after one year (Summer 2016) of implementation of the community outreach on results and cost effectiveness of the program for Council consideration on whether to further extend the outreach	Creation of one Regular Full Time (RFT) Sign/Business License Inspector position to continue outreach efforts and enforcement to promote compliance with the Sign and Business License Bylaws.

	Option 1 (status quo) <i>(Not Recommended)</i>	Option 2 (De-cluttering) <i>(Recommended)</i>	Option 3 (Minimum English Requirement) <i>(Not Recommended)</i>
		program.	
Timeline	N/A	One year	Continuing
Sign Fees	No change to fees structure.	Fees structure will be reviewed and modified accordingly.	Fees structure will be reviewed and modified accordingly.
Pros/Cons	<p>Pros: No additional resource requirement and no change to the Bylaw or application, inspection and enforcement processes.</p> <p>Cons: This approach does not address the functional issues related to the outdated Sign Bylaw. Examples include the lack of ability to address the posters that is causing “visual clutter”; deficiencies in the Definition section (e.g. interior vs. exterior signs) and difficulty to enforce.</p> <p>Cons: This approach does not build on the momentum achieved during the outreach project nor does it respond to the ideas collected from the public consultation. The City will continue to inspect business signs/signage issues based only on complaints.</p> <p>Cons: This approach will likely lead to lost revenues from sign permit fees due to non-compliance.</p>	<p>Pros: This approach addresses the visual clutter caused by posters and other promotional material that are not currently regulated under the Sign Bylaw. It extends the pilot project having Sign Inspectors fluent in Mandarin, Cantonese and English to continue to ensure that signs are installed based on approved permits and to continue proactive outreach.</p> <p>Pros: The outreach along with improved regulations provides clarity while maintaining a “user friendly” interface to encourage cultural harmony.</p> <p>Cons: This does not address the expressed desire by some community members to require the inclusion of English on signs.</p> <p>Cons: Additional resources will be required and there is no guarantee that all businesses will voluntarily include English on signage.</p>	<p>Pros: The approach addresses the visual clutter caused by posters and other promotional material, and the erection of non-English signs language which are currently not regulated under the Sign Bylaw. This approach will provide clarity of the City’s intent to enforce the inclusion of English on all business signs on a going forward basis and eliminate reliance on voluntary compliance to modifying unilingual signs.</p> <p>Cons: This approach is highly regulatory and the business community may not receive this alternative as positively as other proposed options.</p> <p>Cons: Potential legal challenge related to the Charter of Rights and Freedom.</p> <p>See Legal Analysis above. It is anticipated that fees for external counsel related to a legal challenge will be in the range of \$40,000-\$50,000 not including any appeals.</p>
Financial Impact	There will be no financial impact.	It is anticipated that redrafting of the Sign Bylaw including the use of external expertise (policy and legal), public consultation, communication and accompanying collateral material will result in a one-time cost of \$120,000 which can be funded through general contingency. The Temporary Full-Time Business Licenses/Sign Inspector	The cost for redrafting the Sign Bylaw will be similar to Option 2 resulting in a one-time cost of \$120,000 which can be funded through general contingency. The funding of the Regular Full-Time Business Licenses/Sign Inspector position would be submitted for consideration in the 2016 Budget. Similar to option 2, the Business Licenses/Sign Inspector

	Option 1 (status quo) <i>(Not Recommended)</i>	Option 2 (De-cluttering) <i>(Recommended)</i>	Option 3 (Minimum English Requirement) <i>(Not Recommended)</i>
		position can be absorbed by the Divisional budget through gap funding for existing vacancies. The Business Licenses/Sign Inspector proposed may be partially recovered from increased revenues from sign application fees and fines and improved collection of Business License fees.	proposed may be partially recovered from increased revenues from sign application fees and fines and improved collection of Business License fees. In addition to the cost estimate noted above, if a legal challenge ensues, then it is anticipated that fees for external counsel will be in the range of \$40,000-\$50,000 excluding any appeals.

Financial Impact

The financial impact of Option 2 is estimated to be \$120,000 which can be funded through general contingency. This one-time expenditure will support the use of external expertise (policy and legal) for the drafting of the Bylaw, public consultation, communication and accompanying collateral material to improve the Sign Bylaw and promote community harmony. (See table above for details). Any unspent funds will be returned to the general revenues.

Staff will report back after one year (Summer 2016) of implementation of the community outreach on results and cost effectiveness of the program for Council consideration on whether to further extend the outreach program.

If the updating of the Consolidated Fees Bylaw No. 8636 to bring sign application fees and fines up to par with other jurisdictions is endorsed, the City will be able to bring in additional revenue to offset any additional cost to implement the options.

Conclusion

Option 2 represents a balanced approach without infringing the Charter of Rights and Freedom. The continuing outreach initiative will reinforce efforts to promote the use of English as the “working language” in Richmond to support community harmony, and the creation of a new Sign Bylaw with a “de-cluttering” provision will help address issues associated with visual clutter on storefronts.

The City's pilot project indicates that public outreach and regular enforcement increases compliance with the Sign Bylaw. Public consultation and research undertaken illustrate that the issue of use of language on signage is indicative of a much deeper concern in the community around community harmony, social cohesion and Canadian values. To address these complex community issues, an approach that focuses purely on enforcement should be considered a last resort. The City already has many strategies/initiatives to promote community harmony (e.g. Richmond's Social Development Strategy, the Richmond Intercultural Advisory Committee, grants to community agencies, support of faith and inter-faith organizations etc.). Cooperation/collaboration with the multitude of government agencies and community partners working on inter-cultural issues is already a priority of the City and should be continued.



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- Att. 1: Summary of March 12, 2015 Workshop prepared by Dr. Joanna Ashworth, The Simon Fraser University
- 2: Summary of survey response from www.LetsTalkRichmond.ca
- 3: Summary of email received from signsconsult@richmond.ca or by mail or hand to Richmond City Hall
- 4: Executive summary of the University of British Columbia report titled "Social Cohesion and Visual Landscapes in Richmond" by Elanna Nolan and Dr. Daniel Hiebert

City of Richmond Community Workshop // March 12, 2015

PUBLIC SIGNAGE and COMMUNITY HARMONY in RICHMOND

REPORT

Submitted to City of Richmond
By Dr. Joanna Ashworth and Associates
Senior Dialogue Associate, Wosk Centre for Dialogue
Simon Fraser University

April 17, 2015



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& Michelle Vandermoor for Report Design

INTRODUCTION

"Today We Are On A Path For A Better Quality Of Life In Richmond"

On the evening of March 12, 2015, over 100 citizens gathered at the John M.S. Lecky UBC Boathouse to listen, learn and offer their ideas about how to address Richmond's public signage in a way that contributes to community harmony.

City staff opened up the gathering by noting the broad cross-section of people present, including City Council representatives, Mayor Malcolm Brodie and Councillors Chak Au, Bill McNulty and Carol Day; members of the Richmond Intercultural Advisory Committee; The Laurier Institute; the Canadian Race Relations Council; representatives from the business and non-profit sectors; and other concerned citizens of Richmond.

Using the metaphor of a scale, City staff emphasized that, in creating cultural harmony in its approach to business signage, the City of Richmond is attempting to balance two domains. The first is plans and policies, which would include the Richmond Social Development Strategy and Official Community Plan, and the second is regulations and other measures such as the sign by-law, education, and outreach.

City staff then highlighted the evening's four broad objectives:

- To increase opportunities for understanding and relationship among cultural groups.
- To welcome a respectful exchange of diverse viewpoints from members of the community on the public signage issue.
- To learn from best practices in other jurisdictions.
- To seek recommendations for action from the community for Richmond City Council's consideration.



CONTEXT

"We're Here To Create Something New"

2



Senior Dialogue Associate at the Wosk Centre for Dialogue at Simon Fraser University, **Dr. Joanna Ashworth**, the moderator of the workshop, acknowledged that "This is a difficult conversation" with a lot of emotion surrounding it.

To foster a fresh flow of ideas and to spark new conversations, she suggested that people make an extra effort to step beyond the typical polemic that can dominate public meetings, and to suspend their pre-judgments, let go of certainty, and temporarily relax their viewpoints.

Joanna advocated respectful listening, but admitted that, "Respectful listening is extremely hard work because it requires that you put the speaker in the foreground and your desire to express your ideas in the background."

While encouraging people to share their views, she asked them to also be mindful while doing so: "When you speak, be aware of the potential impact of your words on others."

To set a collegial tone and building on the principles of intercultural connections, she invited participants to share stories of how they welcome one another - to their homes, their community and or their workplaces. In small groups, people spoke of simple kindnesses like saying hello and making eye contact, offering a cup of tea or a beer, bringing muffins to someone new in the neighbourhood, inviting neighbours to a barbecue, and walking each others' kids to school.

Some spoke of misunderstandings such as not removing footwear in a "no shoes" home or confusing guests accustomed with more formality with the message, "Make yourself at home." Others shared their discomfort at not feeling welcome by newcomers to Richmond and no longer feeling at home in their community.

In hearing some of these stories, Joanna observed that, "It seems that there's a real desire to welcome others, although sometimes we don't feel welcome and other times our efforts to welcome aren't understood."

VIDEO

"If We Bring People Together They Will Flourish"

Simon Fraser University Creative Media Services presented a short video featuring a series of "streeter" interviews of Richmond residents who described Richmond as "peaceful," "friendly," and "convenient." One interviewee said, "I love the diversity of it... All different kinds of cultures. I like the Nature, there's a lot of green space. There's really a lot of things to like about Richmond."

When asked about their views on Chinese signage in Richmond, a range of views were expressed. One young newcomer was "overwhelmed by Chinese signage at first," but then said "Chinese is the dominant culture here, so it kind of makes sense." Another young woman thought that there should be other languages on the signs to encourage non-Chinese-speaking people to come to the city. In interviewing Chinese-speaking residents, one said, "Some Chinese, some English, that's better" and another said he preferred signs in both languages, "so people know what the business is about." A resident who'd lived in Richmond since the 1980s said, "I think everyone should just get along. I don't think (signage) makes that big of a difference."

Those interviewed felt that creating community harmony required bringing people together in various ways – community outreach programs, informal chats at Tim Horton's, and festivals "that can draw everybody together (so we can) get to know each other and understand each other."



WHAT WE KNOW ABOUT CREATING COMMUNITY HARMONY

4

"We Want Richmond To Be The Most Welcoming, Inclusive And Harmonious Community In Canada"

Chair of the Richmond Intercultural Advisory Committee (RIAC), **Diane Tijman**, informed the gathering of RIAC's work in creating harmonious community in the city. As a proud citizen of Richmond, and District Curriculum Coordinator of English Language Learning & Multiculturalism, at the Richmond School Board (RSB), Diane shared her delight in regularly receiving new families from all over the world. "It's a joyful job."

She also spoke of RIAC's broad Council-appointed representation that embraces community services, education, seniors, youth, the disabled community, law enforcement, health services, the BC Ministry of Children and Family Development, as well as six members from the general public.



She went on to describe how this diverse group of 18 citizens addresses issues referred to it by City Council and provides information and recommendations to Council and community stakeholders regarding intercultural issues and opportunities. Their mandate is to "enhance intercultural harmony and strengthen intercultural cooperation in Richmond" and to promote pride in and acceptance of Canadian values and laws, respect for diverse heritages and traditions, and participation in community life.

Diane mentioned many recent RIAC projects, including the January 2015 **City of Richmond Diversity Symposium**, which brought together community leaders and staff to share information on community building; a **National Aboriginal Day celebration** in City Hall in 2014; and the May 2013 **Richmond Civic Engagement Forum**, which brought together diverse sectors to focus on community cohesion. She also drew attention to the *City of Richmond Newcomers' Guide*, which is available in English, Chinese, Russian, Punjabi, and Tagalog, and provides up-to-date information about the city, its government and the services provided by different civic and community organizations.

Diane emphasized that creating community harmony is a many-faceted undertaking that requires facilitating partnership among Richmond's many community stakeholders, educating themselves and others on the meaning of culture and diversity, extending information and welcome to newcomers, and providing opportunities for the city's many cultures to learn and celebrate together.

SEEKING A SHARED VISION ON COMMUNITY HARMONY

"A Good Community May Have Conflicts. Acknowledging These Conflicts Can Lead To Harmony."



To engage the participants in reflecting on what they had heard in the video and the presentation on the work of Richmond Intercultural Advisory Committee Joanna then posed the following question to the group: **"What does community harmony mean to you?"**

The resulting response was dynamic with many people putting forth their views. Some spoke about what it meant to them personally, with sentiments like "feeling welcome," "feeling at home," and "a feeling of belonging." Others took a more abstract view with words like "empathy," "inclusive of everyone," "respectful of every culture and individual," and "shared experiences."

Still others moved into the governance sphere and emphasized "Consistency. Council needs to apply bylaws equally and consistently." Related to that was the view, "We all live in the same box. Respect the rules. Live in harmony."

A resident of Chinese origin pointed out that, "In Chinese culture, 'harmony' needs many sounds. This creates resonance." Supporting that perspective, another said, "Harmony implies differences; it's about acknowledging and respecting differences." A third participant added, "A good community may have conflicts. Acknowledging these conflicts can lead to harmony." A fourth participant offered a related view, "not unity by conformity, unity in diversity."

A longstanding resident emphasized "the ability to communicate," pointed out that "'communal' comes from the same root as 'communicate,'" and concluded that "a shared language is fundamental to creating community." In a similar vein, a participant said, "It's important to understand that English and French are Canada's official languages." Another said, "Multiculturalism is entrenched in Canadian constitution but that doesn't mean that anything and everything goes."

This discussion suggested a need to find a meeting ground between residents who welcome diversity and those who seek greater uniformity. As one participant put it, "We need to develop our capacity to manage conflict and differences."

THE CITY OF RICHMOND'S ROLE IN ADDRESSING THE SIGNAGE ISSUE

*"City Council Has Consulted Broadly
With The Community"*

6

City staff provided an overview of citizens' concerns about signage and the City's efforts to address them.

Noting some residents' discomfort with the number of signs that are in languages other than English, and with the non-English ads, flyers and promotional materials in the mailboxes, staff explained that the City has no jurisdiction over material that comes in the mail and that the bylaw limits the types of signs that it can regulate.

City staff informed the group that Richmond's Sign Bylaw #5560 applies to exterior signage and rezoning/development signs but not to those on the inside of windows of places of businesses, in the interior of shopping centres or in bus shelters. It also does not apply to directional, "For Sale", "For Lease", and related types of signs. Any amendment to the bylaw applies on a "going forward" basis only and existing signage will not be required to comply.

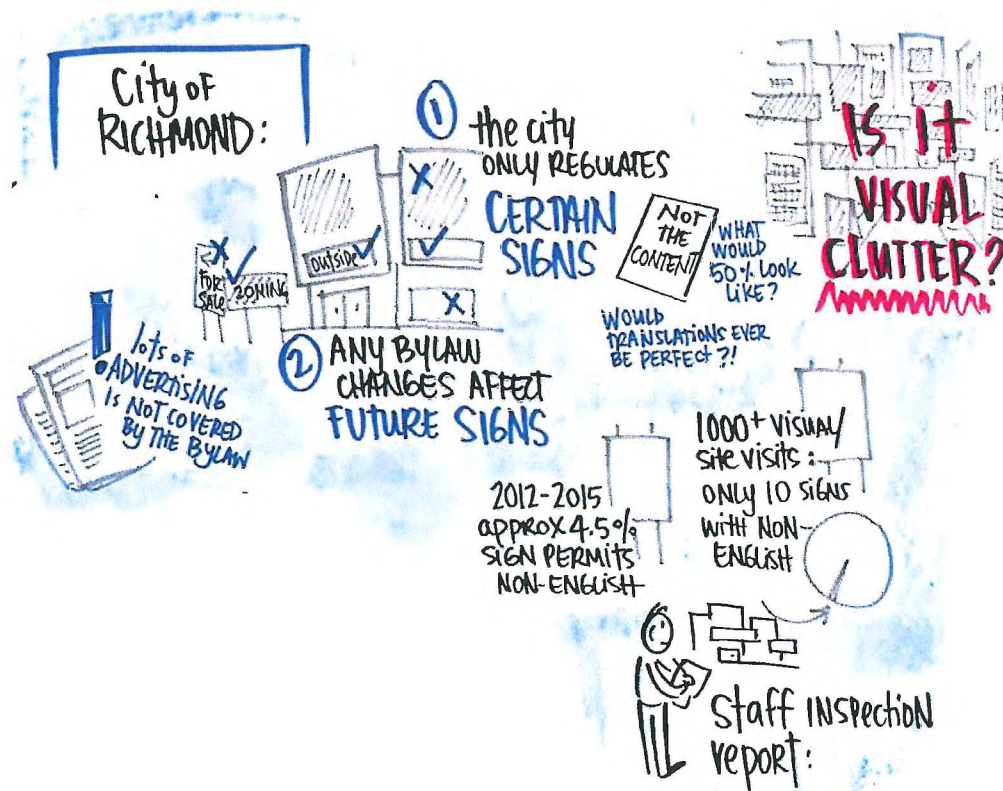
Staff said that there are penalties for not meeting bylaw requirements, but that the City has preferred to employ an educational outreach method to a punitive approach. Asking people to include English in their signage at the sign permit stage has been more effective in encouraging the inclusion of English on signage, as has intervening when new business license applicants require a sign permit and when they are renewing their business licenses.

Staff said that City Inspectors' door-to-door campaign to educate businesses on the importance of having signs that all citizens can understand and on the City's sign permit requirement has also been successful in generating sign permit applications. Non-English-speaking business people have been informed of City Council's message that not including English on their signs can lead to losing 50% of their potential customers, and most of these business people have indicated that they will include or provide additional English in future signage. Of the City's inspection visits to over 1000 places of businesses, only 10 signs had no English on them at all. The rest were in both English and Chinese with some size variance.

Staff also pointed out that the City has established www.richmond.ca/signage, a webpage which provides research and background information on the signage issue and ongoing efforts to address it. It has also created an on-line, three-question signage and community harmony survey to which all residents can respond. They can also email their responses to signsconsult@richmond.ca or they can post them on Letstalkrichmond.ca.

City staff said that overall, the majority of people consulted wanted some English language requirement in business signage. Staff also drew the group's attention to some related signage concerns, notably poor translation and visual clutter. Concerning the latter, staff mentioned the City of Surrey's de-cluttering campaign and recently updated bylaw, which limits all signs to 25 per cent of a business' storefront windows.

The group was informed that staff will be presenting a report on the signage issue to City Council this Spring.



LEARNING FROM OTHER CITIES THAT HAVE FACED CONFLICTS OVER SIGNAGE

7

*"All Found Ways To Turn Challenges
Into Opportunities"*

The next presenter, Dr. Dan Hiebert, Professor of Geography at UBC, has studied the signage issue extensively and, with PhD student, Elanna Nolan, has prepared a study, "Social Cohesion, Diversity and Lessons Learned From Other Jurisdictions." He affirmed his and his co-author's neutrality on the issue, saying that neither lives in Richmond and neither is about to suggest what Richmond should or shouldn't do.

Dan began by debunking "The Big Myth," which is that Richmond is divided into two cultural/language groups – Chinese and British. In reality, there are 165 different ethnic groups in Richmond and 77 different languages. **To flesh out the picture, he offered the following facts:**

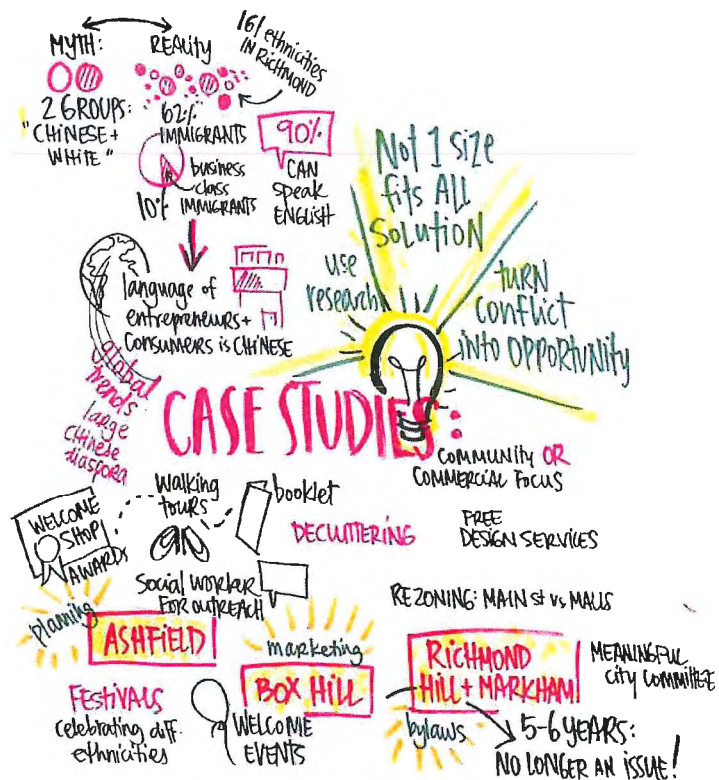
- 62% of Richmond's 190,000 residents are immigrants
- Since 1980, 94,000 immigrants, approximately 50% of which are ethnic Chinese, have come to Richmond
- Approximately 90% of the population can speak English; 10% cannot
- 12,000 people living in Richmond, most of whom are Chinese, work in a language other than English
- 108,000 people speak English in the home; 82,000 do not

Dan informed the group that from 1980-2011, 21,000 immigrants came to Richmond through the Business Class category. Immigrants entering Canada through this category are required to start a business as a condition of entry. He explained that it is likely due to this immigration stream, and a concentration of Economic immigrants in Richmond, that we see a proliferation of businesses operated by merchants for whom English is an additional language. He went on to explain that a commercial district with Chinese-dominated signage is common worldwide and is symptomatic of a global Chinese diaspora of 40 to 50 million people. He then described three multi-ethnic communities, similar in character to Richmond, who have successfully addressed similar challenges.

Professor
Dan Hiebert:



RICHMOND:



Fifty percent of the population of **Ashfield**, near Sydney, Australia, is foreign-born and its “Anglo-Celt” community, many of whom are elderly, complained that Ashfield no longer felt like home. City council took a social planning approach and hired a social worker of Chinese origin to mediate concerns and to encourage Chinese merchants to be more welcoming and inclusive to residents.

Other initiatives included free translation services; a “Welcome Shop Day” to introduce the public to Chinese commercial areas; walking tours with visits to restaurants, herbalists, etc.; and “Welcome Shop Awards” for aesthetically pleasing signage. Council also produced a booklet in both Chinese and English that explained Ashfield’s socio-cultural policies and strategic plans.

The City Council of **Box Hill**, a high-density suburb of Melbourne, had been receiving complaints about the “changing character” of the population and the plethora of Chinese signs. Council took a commercial approach to resolving the issue and funded “Annual Harmony Day” to showcase Box Hill’s ethnic diversity, and funded separate festivals for its larger cultural groups.

In addition, they hired a multilingual consultant and initiated a “Shopfront Improvement Program” with a focus on decluttering. The program included discounted translation services and free graphic design to assist merchants in creating more attractive signs.

Comparable in population to Richmond, **Richmond Hill and Markham**, Ontario, have a diverse population, 55% of which are immigrants and nearly half of which are Chinese. Sixty-five percent of Richmond Hill’s citizens speak a non-official language in their home.

Responding to complaints from long-term residents about Asian-themed malls and visual clutter, Richmond Hill used its municipal powers and enacted a sign bylaw that required 50% of the text on all commercial signs to be in English or French. They also rezoned areas near residential communities as “not for mall building” and encouraged more “Main Street” commerce (as opposed to malls.).

In addition, they established a Race Relations Committee to listen to people’s complaints. Because it included three Council members along with other community representatives, the committee had the political clout to act on the recommendations arising from their Diversity Action Plan.

As a result, Richmond Hill and Markham were able to manage what had been a pressing issue in the 1990s such that it became a non-issue within five to six years. Today, Richmond Hill and Markham enjoy considerable condo and commercial development with a mix of both Asian and North American-style malls, including the largest Asian-Western-style mall in North America.

Dan identified a number of key lessons from this survey of the three communities:

1. Different communities require different solutions. Ashfield’s solution was oriented toward social planning, Box Hill favoured marketing and economic planning, and Richmond Hill and Markham chose a blend of legislation, zoning, and race relations.
2. All solutions required a serious investment of time, energy and money on the part of the municipality.
3. A combination of top-down and bottom-up initiatives proved effective.
4. All three communities established structures to encourage dialogue.
5. All three communities commissioned research to understand issues and to help design solutions.
6. All three communities found ways to turn their challenges into opportunities to improve residents’ quality of life and to promote understanding among cultures.

IDEAS FOR ACTION

"Despite Disparate Views And Interests At Our Table, There Was A Shared Genuine Interest In Finding Solutions."

Inviting the group to share their views on the ideas offered by Dan and other presenters and fellow participants, Joanna kicked off a plenary discussion with this question: **"From what you have heard tonight, what ideas inspire you and how might they contribute to intercultural harmony?"**

The table responses, an informal show of hands and the posted notices indicated strong support for more robust bylaw regulation of signage, although other than calls for "more teeth" and "consistency" on the part of some participants, few were explicit about what the amendments would consist of.

Some felt that more data was required to ensure that bylaw amendments would reflect the realities of the community. Another urged that the City work with the business community to arrive at a workable bylaw: "The [Chinese business community] want to be part of the solution, not part of the problem."

There was also a call for leadership on the part of City Council, "Council needs to set a vision and lead us toward it, as opposed to trying to please everyone." Long-term residents were clear: "We need signage legislation to show that the City is invested in this issue and is prepared to protect English as the hegemonic language."

Those who were specific about bylaw regulation tended to favour the Richmond Hill and Markham solution – i.e., requiring 50% of the text on commercial signage to be in English or French.

A large number of people favoured a decluttering initiative. Box Hill's Shopfront Decluttering Program with its discounted translation services and free graphic design appealed to many. One individual suggested having a contest of best business signs. "Richmond citizens can vote on the best signs."

Few participants considered bylaw regulation to be sufficient to address the issues. As one participant said, "The law is a blunt instrument. Analysis is required. Voluntary compliance is preferred."

One viewpoint that surfaced frequently was the idea that signage is symptomatic of a deeper division in the community. As one participant expressed it, "Signage is the tip of the iceberg and can be resolved through good governance. We need social cohesion and respect." Another put it more bluntly, "We live in a community in which white people and ethnic Chinese people discriminate against one another. They should get it together. There should be more love."

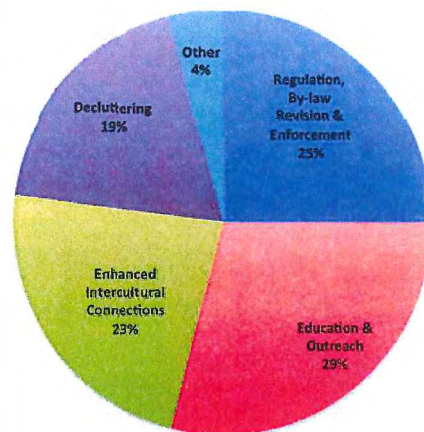
Most attendees recognized the multidimensionality of the problem and supported more education, outreach and intercultural enhancement. According to one attendee, "The bylaw discussion is a red herring. Ideas of intercultural events and resources for immigrants solve the core problem."

Apart from Box Hill's effective approach to decluttering, a number of people also appreciated its cultural outreach initiatives – i.e., hiring a multilingual consultant and funding festivals involving a number of ethnicities.

Initiatives like open house shopping days were also favoured. Support was expressed for the Ashfield model with an emphasis on more social-cultural initiatives such as a Chinese social worker, walking tours, and welcoming events.

FIGURE 1

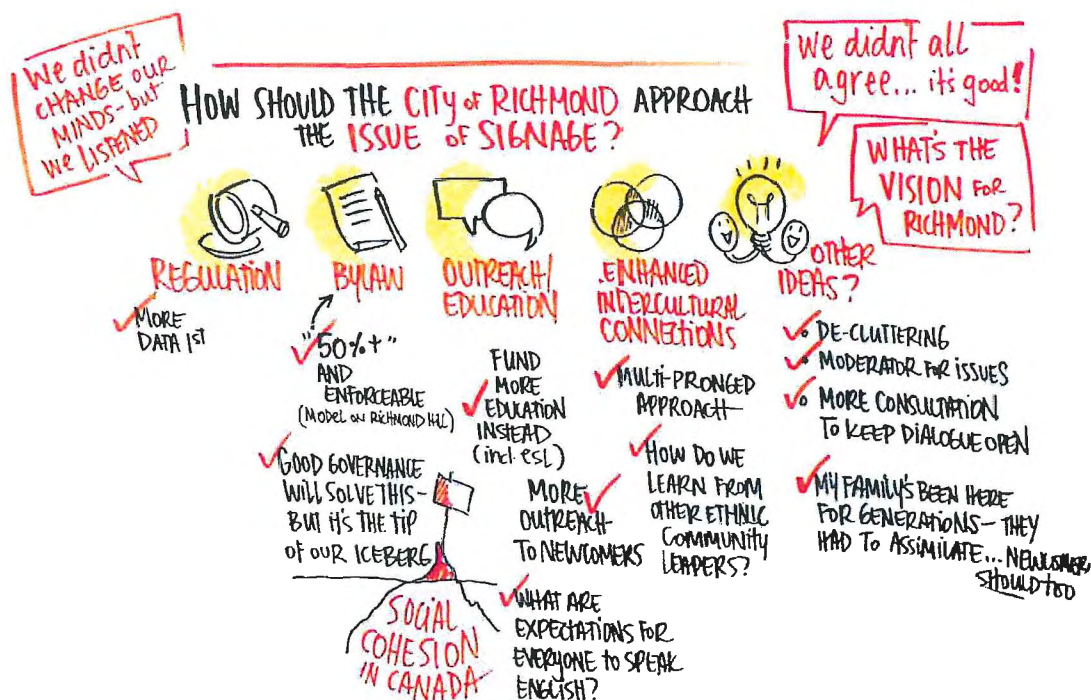
75 responses were collected from participant post-it notes. These have been categorized according to their support for different solutions.



As a way of strengthening intercultural relations, one person suggested funding summer students to create plasticized "cheat sheets" of common English consumer-oriented phrases to assist non-English-speaking business owners in communicating with English-speaking customers.

There was a persistent call among some participants for respecting the existing culture ("Newcomers need to respect those who built the community.") and for making learning English mandatory among younger newcomers, although not among the elderly.

While there was support for funding more ESL and citizenship programs, one spokesperson said, "It's not just about ESL. It's about outreach, breaking down the silos of communities, bringing people into the community."



NEXT STEPS

9

"There's A Lot Of Potential For Really Interesting Change In Richmond."

Despite the divisions evident in the comments, by meeting's end, there was a prevailing sense of optimism about the possibilities for resolution. As one spokesperson admitted, "We haven't changed our minds but we have begun to understand one another in new ways." One person was surprised that the signage issues "was not as difficult to discuss as I thought it would be." Another was gratified to discover "that it is possible to have a reasonable discussion and to really 'hear' all parties." A third person said something similar: "I learned that a reasonable response can be had among a diverse group of people over a contentious issue."

According to people's comments on the feedback forms, they also gained a greater understanding of what signs can and cannot be regulated, of the diverse nature of Richmond's population, of the city's current efforts to improve community harmony, of how other cities have successfully addressed a similar problem. They also learned that the actual percentage of signs with no English on them is not as high as they had originally thought.



An important new understanding shared by one participant had to do with "the feelings of being excluded on the part of long-term residents."

In concluding remarks, City staff expressed how impressive participants' enthusiasm and energy had been and how evident the shared desire was among those present to bring signage and cultural harmony together.

The overarching message from the meeting was that more discussion is needed, that a creative, multidimensional approach is essential, and that devising as many formal and informal ways as possible to bring disparate groups together is necessary.

I Agenda



City of
Richmond

Community Workshop Agenda
6911 No. 3 Road, Richmond, BC V6Y 2C1

Signage and Community Harmony in Richmond

Thursday March 12, 2015
6:30-8:30 p.m.

1. **Welcome, Goals of the Workshop and Setting the Context**
John Foster, Manager, Community Social Development, City of Richmond
2. **Guidelines and Overview of the Workshop**
Dr. Joanna Ashworth, Senior Dialogue Associate, Wask Centre for Dialogue, Simon Fraser University, Workshop Moderator
3. **Video: Living in Richmond, Non-English Signs & Creating Community Harmony**
• Produced by Simon Fraser University Creative Media Services
4. **Presentation: The Work of the Richmond Intercultural Advisory Committee**
• What do we know about creating harmonious community? *Diane Tijman, Chair Richmond Intercultural Advisory Committee*
5. **Moderated Plenary: Seeking a Shared Vision on Community Harmony**
• What does community harmony mean to you? What ideas inspire you? *Dr. Joanna Ashworth, Facilitator*
6. **Presentation: The Role of the City in Addressing the Signage Issue**
Cecilia Achiam, Director, Administration & Compliance, City of Richmond
7. **Presentation: Living well with diversity: Learning from other cities that have faced conflicts over signage**
Dr. Dan Hiebert, Professor of Geography, University of British Columbia
8. **Small Group Discussion & Report Out: Ideas for Action**
• From what you've heard so far this evening, how do you think the City of Richmond should approach the issue of signage?
• How might these approaches contribute to intercultural harmony?
9. **Closing Remarks**
John Foster, Manager, Community Social Development, City of Richmond
10. **Next Steps: Feedback Forms & Report**
Dr. Joanna Ashworth, Moderator

2015 03 12

II Map of Workshop Questions

WHAT DOES
**COMMUNITY
HARMONY**
MEAN to you?

WHAT
IDEAS
INSPIRE you?

FROM WHAT YOU'VE HEARD,
HOW DO YOU THINK THE CITY OF
RICHMOND SHOULD APPROACH THE
ISSUE OF **SIGNAGE?**

REGULATION/
ENFORCEMENT

REVISION
OF BYLAW

EDUCATION AND
OUTREACH
TO NEW AND EXISTING
BUSINESSES

ENHANCED
INTERCULTURAL
CONNECTIONS

OTHER
IDEAS

City of Richmond presents a
Community workshop
— MARCH 12, 2015 —

HOW MIGHT THESE
APPROACHES CONTRIBUTE TO
**INTERCULTURAL
HARMONY?**

III Post-Its Responses To Workshop Questions

What does community harmony mean to you?

- "compassion respectfully helpfully"
- "being respectful of each other irrespective of culture, language, religion"
- "intercultural harmony is a two-way street"
- "understanding which values are cultural"
- "respect for self, others, other values"
- "understanding what fixed and what are cultural values"
- "conflict resolution, not peace at any cost"
- "separate the sign issue from racism"

General Comments

- "Bylaws aren't the only way. It's better to explore other options. UBC research was very helpful"
- "Being inclusive is positive for the bottom line"
- "After 40 years, we don't feel welcome or included any longer here."
- "After (addressing) signs, where else will it go? There is still racism."
- "Consider safety in emergency situations where communication is a problem."
- "Countering public apathy (on so many topics)"
- "I want to feel welcome at all businesses."
- "Can't get into the real estate market. Lost sense of community."
- "problem is immigrants settle in major areas and spread out."
- "Root is unnecessarily high immigration policy."
- "(need) greater analysis of issue."
- "Signage is the tip of a big iceberg in Richmond. This is about waves of immigrants NOT WANTING to integrate into Canadian society in general and Richmond community specifically."

- "As an English speaker, what about my Charter of Rights?"
- "Create a desire to include non Chinese speakers in all aspects of community. Common language."
- "I don't understand why people come to our country and don't respect English."
- "Identify and establish what are our 'Canadian values'"
- "50% of business lost if signs strictly one language."
- "When no English [speakers] feel excluded."
- "Include everything in business and speak to size." (?)
- "Sign regulation won't work."
- "signage by-laws are weak to nonexistent in this municipality"
- "how do we educate people who speak limited English to understand our way of living and culture"
- "The main problem is communication through language. One language for everybody."
- "to promote intercultural harmony, we need to have Chinese business community reach out to Canadian-born residents."
- "Language issue makes it difficult and makes it hard to be inclusive"
- "Copy Richmond Hill and Markham. That's what we need."
- "None of the examples [of successful approaches] presented relied solely on a by-law."

Support for regulation/enforcement

- "size of signs; French and English; regulation at all levels of government – municipal, provincial and federal"
- "rezoning of residential and commercial areas. More main street."
- "regulate interior and exterior signs"
- "regulate a wider category of signs (e.g., in front of single houses), which are often Chinese only"
- "We need signage legislation to show that the City is invested in this issue and is prepared to protect English as hegemonic language"
- "if there's a penalty, then enforce it. Otherwise it's useless."

Support for revision of by-law

- “renew the by-laws and give them teeth. This will result in harmony.”
- “enact a by-law in both English and French and apply it consistently.”
- “Bylaws contribute to cultural harmony by being applied consistently.”
- “signs need to be 50% English/French or other language”
- “create a by-law”
- “Have a decluttering by-law” [counted under “by-law” not “decluttering”]
- “Bylaws 50% English. Regulate more signs than done now.”
- “Sign bylaw 80% minimum English/French
- “Start with some basic rules around signs with 50% + English as a basis”
- “comprehensive sign by-law”
- “create by-law”

Support for Education and Outreach

- “education”
- The law is a blunt instrument. Analysis is required. Voluntary compliance is preferred.”
- “Richmond should stay the course of using persuasion to influence more English signage.”
- “More English learning services for immigrants”
- “More citizenship classes/services for new immigrants”
- “education at licensing level”
- “talk to business owners about respect for all”
- “encourage businesses with programs and encourage them to understand how they make the community feel”
- “public education”
- “education, consultation, encouragement”
- “Education. Outreach.”
- “Merchant education”
- “outreach help. Encourage English usage.”
- “Reaching out to business.”

- “Education is key.”
- “Education and outreach”
- “A regulatory regime is dictatorial and costly and would only affect approximately 4.5% of existing signs (and zero new signs are non-English only). Outreach and education are key and more effective.”

Support for Enhanced Intercultural Connections

- “Fund summer students to do plasticized cheat sheets (translating) English (consumer-oriented) phrases (e.g., “How much is that?”) into other languages.” (Intercultural)
- “The bylaw discussion is a red herring. Ideas of intercultural events and resources for immigrants solve the core problem.”
- “willingness to change. Empathy, dialogue, openness.” (Intercultural)
- “Participation in community events (e.g., open doors)”
- “Increase interaction/contact amongst different cultures.”
- “Cultural share. Food fair.”
- “Universal welcome sign in business windows.”
- “Bring people together.”
- “Cultural ambassador/social worker to work with businesses.”
- “Reframe thinking and approach. Instead of advising businesses of their potential loss of business, emphasize the importance of letting people feel included. Welcome ALL PEOPLE. Do not exclude non-Chinese speakers.
- “free translation of signs, menus, etc. would be a great start. Or at least discounted translation” (intercultural)
- Support for “Other” (including combined approaches)
- “Create City Immigrant Affairs office.” (other)
- “Make learning English mandatory.” (other)
- “Ashfield model. Social worker welcoming shop owners; walking tours; booklet; welcoming events; decluttering. (Intercultural + decluttering)
- “Change must be dialogical. A sign bylaw unilaterally imposes a dominant culture on a group. Festivals, education, welcoming tours and outreach build the capacity of the entire community to appreciate other cultures.” (Intercultural + Education & Outreach)
- “Immigrants are generally aware that English is important in Richmond and want to connect with the community. Services like accessible ESL classes, translation services,

tips on marketing, cards with common English translation will be most effective.”
(Outreach/Education + intercultural)

- “Try the approaches of other cities with similar populations – free translation services, education and outreach is a very good approach because most Chinese/other immigrants can’t learn English.” (education/outreach + intercultural)
- “Box Hill – commercial focus; decluttering; multilingual consultant; festivals involving a number of ethnicities; free graphic design” (decluttering + outreach)
- “Use Richmond Hill as an example. Establish by-law + race relations committee.” (bylaw + intercultural)
- “bylaw is not the most effective solution. Education, persuasion is. An open house shopping day is a fabulous idea.” (education + intercultural)
- Reaching out to business and encouraging English signs along with Chinese if wanted. Double-sided bilingual signs should also be enforced. Force will never create harmony (no bylaw). Intercultural committee = expensive.” (enforcement + outreach)
- “Address clutter”
- “clutter limitation is worth investigating.”
- “decluttering will help immensely”
- “have a contest of best business signs. Richmond citizens can vote on the best signs”
- “declutter to decrease the perceived volume of single language signage”
- “declutter: window signs/ vinyl...Limit the text to a specific amount – i.e., 25%
- “declutter!”
- “decluttering has some merit”
- “encourage decluttering”
- “shop front improvement program”
- “Appearance.”
- “active integration (long term approach) of immigrants into Canadian society” (other)

IV Graphic Illustration of Community Workshop Ideas



CNCL - 906

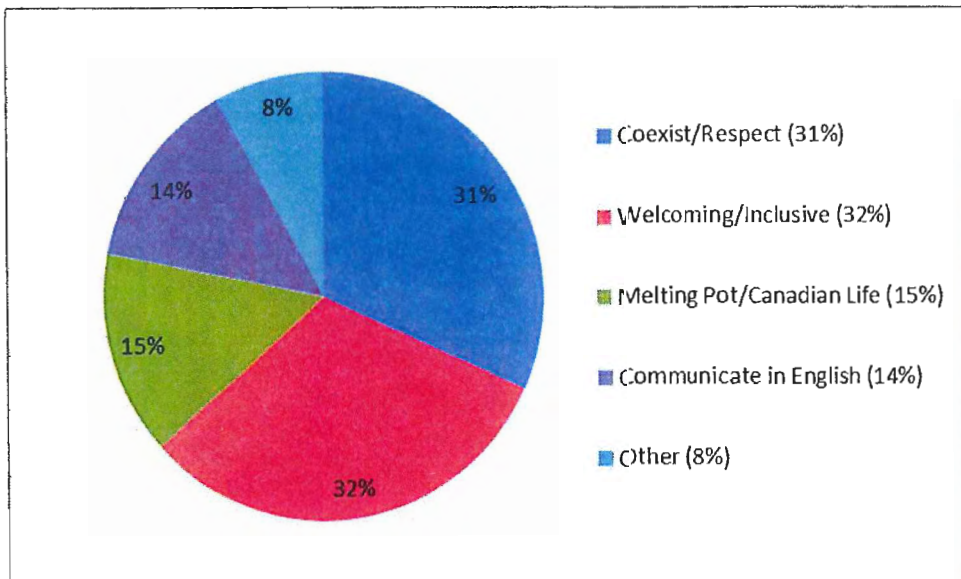
Data Summary: Language on Signs *Let's Talk Richmond Survey*

The City implemented a multi-pronged public consultation process between January 30 and March 20, 2015 to gauge community perceptions on the language on signs in Richmond. The community was invited to have their say and provide their thoughts on the language on signs issue through mail, email, an online survey hosted at Let's Talk Richmond, or by attending a community workshop hosted by the City.

This document provides a brief overview of the observations from the responses received through the online survey. The survey was offered in English and Chinese, however all responses received were in English.

A total of 260¹ responses were received to the online survey. The summary below includes paraphrased findings to provide a flavor of the diversity and spectrum of responses and is not intended to present verbatim feedback received.

1) What does community harmony in Richmond mean to you?



31% of the responses were related to community harmony being about the coexistence of people from different cultures in a community. Descriptions included a community where everyone works towards achieving the same goals, respecting one another, and conflict is avoided.

¹ The survey had 3 open ended questions, not all respondents responded to each question. 260 is the number of responses received to the questions with the most responses.

Almost as many responses were received (32%) where community harmony was described as a process where community members make a conscious effort to understand one another and each other's differences, embrace each other's cultures and contribute to a welcoming and inclusive environment. Many expressed the opinion that welcoming was not a one way street where host community residents were required to extend a welcome to newcomers/immigrants. They indicated that there was an obligation on the part of newcomers to welcome and integrate with the host community members as well.

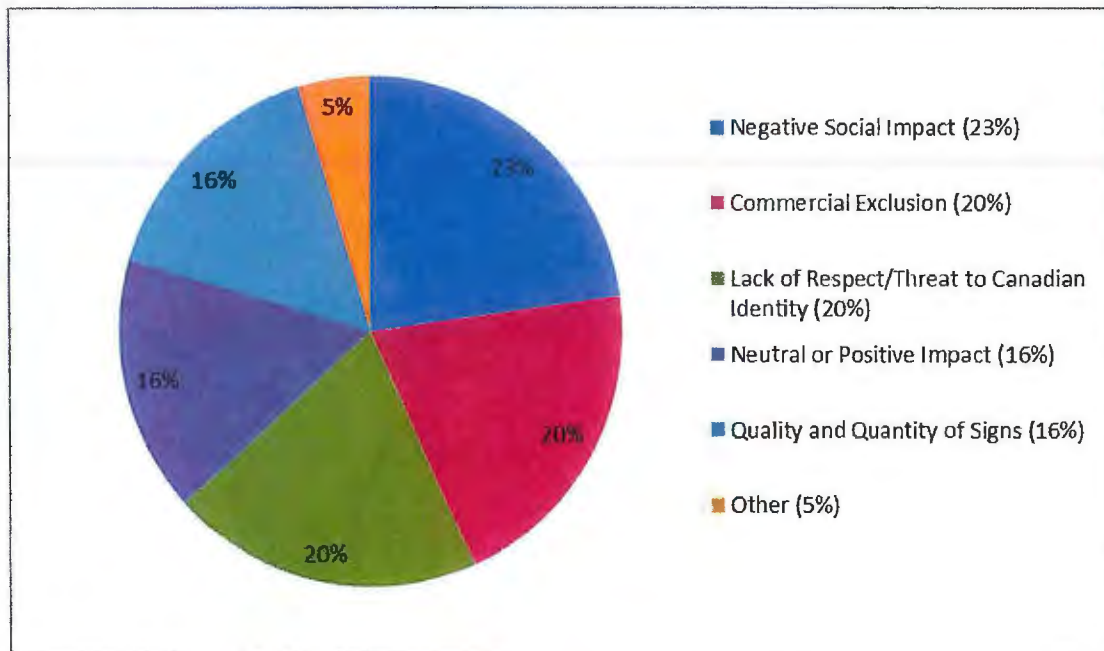
Another 15% of the responses envisioned community harmony to be achieved only if immigrants and newcomers assumed and assimilated to Canadian values and ways of life. That is learning and speaking English, and putting their cultural practices and mother tongue aside to replace with that of Canada's - in essence equating community harmony to an environment of a "melting pot".

Close behind at 14%, indicated community harmony was about communication, more specifically, about the ability of community members to be able to communicate with one another in English. Those with this perspective believe that without communication, and without being to understand one another, that community harmony is not possible as not being able to communicate in English creates silos and mini "Asian communities".

Concepts of respect, lack of conflict, welcoming and inclusiveness were the dominant opinions received in the responses. A strong notion within the responses was that coming to Canada was a choice on the part of immigrants; therefore they should assimilate and adapt to the Canadian way of life, and assume a Canadian identity.

There was an element of fear in many of the responses that immigrants were taking over Richmond and the once European majority that founded this Country was becoming a minority and invisible in the very Country they created. As a consequence, non-official languages are beginning to take over the landscape that should belong to the official languages of Canada.

2) How do you feel about the signage in the community? Does it affect your quality of life?

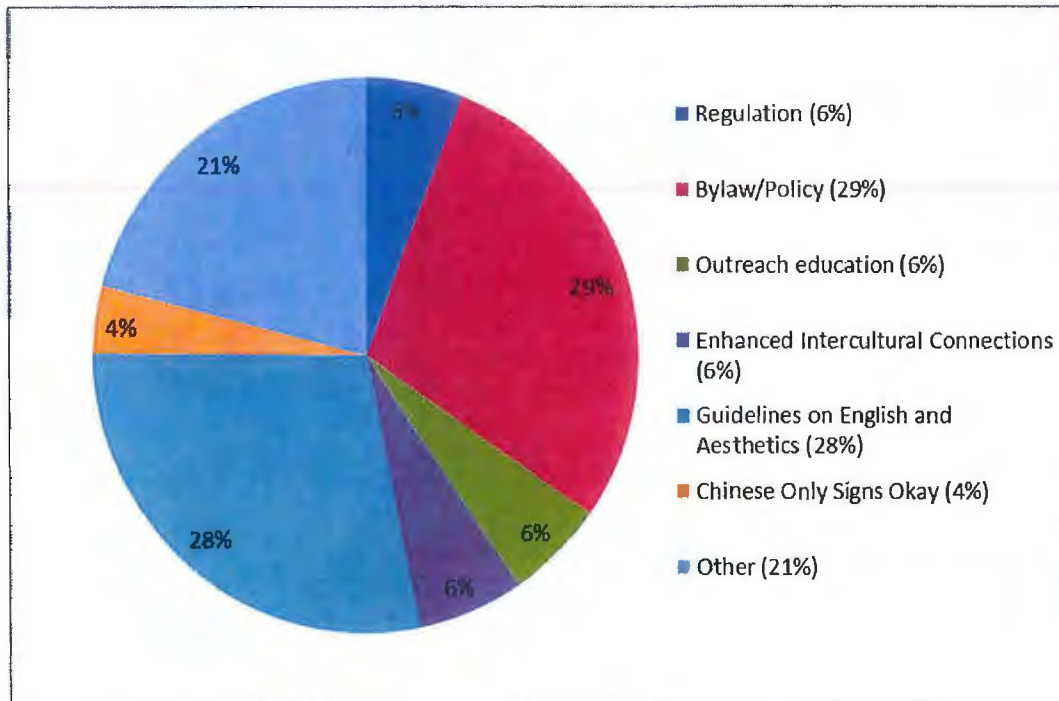


23% of responses referenced the negative impact of language on signs to the quality of life of a community, a few spoke of personal experiences resulting in negative emotional consequences for them. Personal feelings of social exclusion from the community, and feelings of not being welcome in specific areas of the community were prevalent among those noting a negative impact of language on signs. A few responses noted a disconnect from surroundings that is experienced when an individual is not able to read the signs around them.

20% of the responses noted that language on signs led to commercial exclusion or a feeling that they were not wanted or welcome as consumers in a particular store. Not being able to read the business sign also created a lack of understanding of what services a store was offering.

Another 20% of responses were of the opinion that signage that was not in English displays a lack of respect for Canada and Canada's way of life, and a threat/negative consequence to Canadian identity. A message that resonated among many of the responses was that seeing signs in a language other than English made community members feel like they were no longer in Canada, and that Richmond is being transformed into having an Asian feel rather than a Canadian feel.

3) Please share any additional comments that can assist the City of Richmond in developing future recommendations and measures related to language on signage.



The top 2 categories of recommendations (29% and 28% respectively) were Bylaw/Policy and Guidelines on English Aesthetics.

Responses noting the need for some form of guidelines were suggesting that the City take some form of action that would provide clear expectations for business owners to follow in terms of signage. Although the majority specifically noted the need for guidelines on the use of one of the official languages (English and/or French), some also referenced the need for guidelines around visual elements and aesthetics of signs. There was a sense that signs were not visually appealing, and too large. In some cases, it was noted that signs presented a visual clutter to the community and guidelines needs to be implemented to eliminate this clutter.

Bylaw/Policy responses were related to those specifically noted that a Bylaw or formal policy dictating the requirement and mandatory use of English on signs be implemented by the City. Many suggested that English (or any one of the official languages) need not be the sole language, and that another language could be included on a sign, but in much smaller font.

The themes of Outreach and Education, and Enhanced Intercultural Connections were each noted in 6% of the responses. Several responses noted that education on community harmony and the Canadian way of life was essential to include as part of the solution.

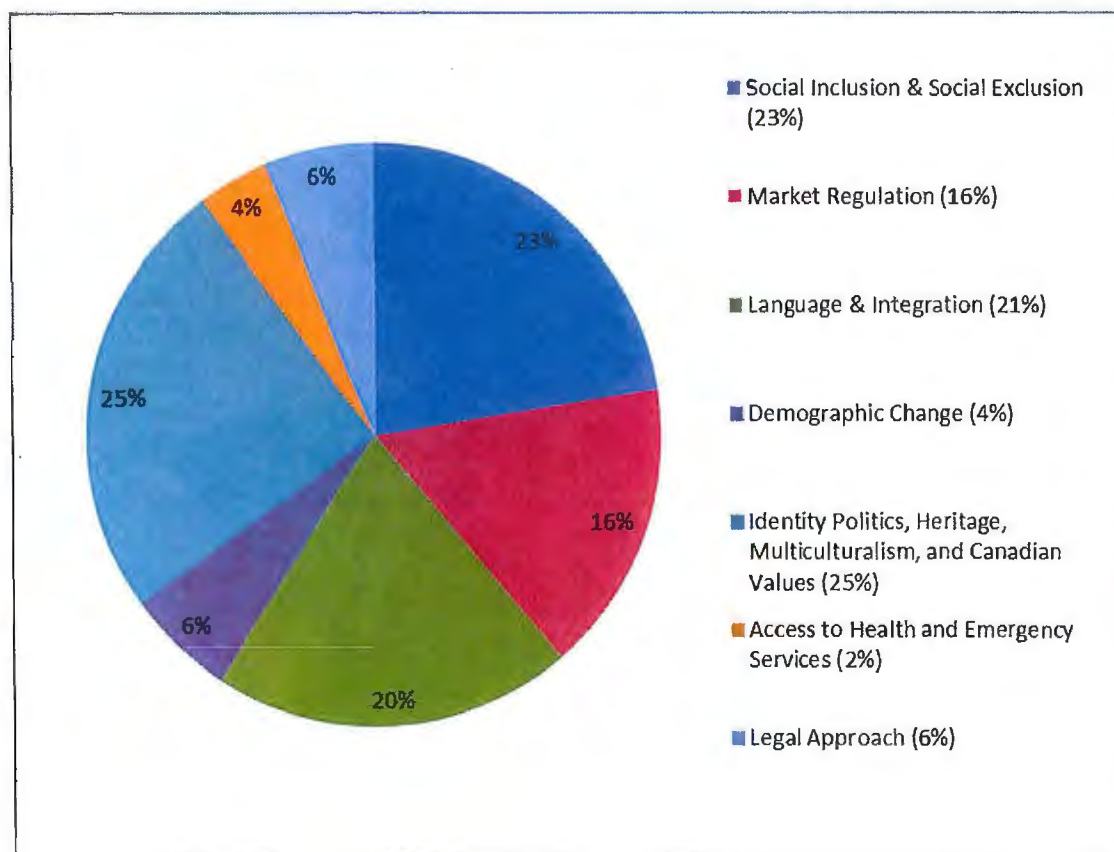
A small minority (4%) felt that Chinese only signs are okay. That is a business owners prerogative to promote to their target market as they wish. As well, some felt that language specific signs were a sign of the multiculturalism in our community, and therefore should not be seen as an issue but rather embraced.

Data Summary: Language on Signs

Emails received through signs consult email address

The City implemented a multi-pronged public consultation process between January 30 and March 20, 2015 to gauge community perceptions on the language on signs in Richmond. The community was invited to have their say and provide their thoughts on the language on signs issue through mail, email, an online survey hosted at Let's Talk Richmond, or by attending a community workshop hosted by the City.

This document summarizes the submissions received through the email address (signsconsult@richmond.ca) created for this engagement process. A total of 24 emails were received¹. The figure below illustrates the emerging themes from the emails. To provide context to these themes, included below are verbatim examples of responses received. No names have been included to the examples to protect confidentiality.



¹ This does not include the propaganda that forwarded to the City through this email. These items were not seen as a community member providing their thoughts on the issue of language on signs, and therefore not included in this summary.

1) Social inclusion and social exclusion are expressed in two ways – non- English signage excludes “host society” (belonging, recognition and heritage, market participation) versus non-English signage prevents populations from participating as they choose in the market and in everyday life. The argument of multiculturalism and the Canadian welcoming of newcomers are expressed in many instances with the analogy of a “two-way-street”, and applied to both sides of the “for” and “against” City regulation of signage.

“As Canada has only two official languages, signage should be in both English and French. If a company wants to add another language - so be it, however English or French should be the dominant language.

I was born and raised in Vancouver, spent a lot of time in Richmond and moved to Richmond in 1990. I refuse to patronize shops where Chinese is the dominant language on signage as I have found that I am ignored or treated very shabbily. This is Canada, not Hong Kong or China. There are a great many people who do not speak either Chinese dialect who are being excluded by this immigrant class. This is reverse discrimination. Would we be allowed to act as they do if we moved to their “home” country - I think not.

I was in Superstore the other day and a young cashier of Asian descent was serving the customer in front of me. The Asian customer began speaking to the young lady in one of the Chinese dialects and when the young lady advised that she did not speak that Asian language, the customer was very rude. Where does this woman think she lives.....China?

While this is supposed to be an open and free society specific immigrants are trying to make it a closed one solely for their benefit, not for the benefit of all Canadians.”

2) Market-regulation is another theme that is employed to make a case that markets will self-regulate and in time English language will increasingly be used in signage in order to access a broader market share.

“Here is an example: there is a business that sells chicken feet, coagulated pig blood, cow stomach, duck tongues, and duck necks, etc. Those foods are popular in Chinese speaking community. Will English speaking local residents ever think about purchase foods? Very likely, no. In this case, since the majority, if not all of its customers are Chinese, it is very natural for the business owner to make Chinese more prominent in their business signs because he or she wants to get as many customers as possible. Assuming all of a sudden, Chinese speaking customers change their appetites and do not eat those foods anymore and on the other hand, English speaking customers start to love those foods and buy them like crazy, what will the business owner do? Any rational business owner will change their former Chinese prominent signs to English prominent or English only signs. That is the power of market.”

3) Language & integration are raised as a key issue for consideration of an amended signage bylaw. Language is interpreted as a marker of integration, and therefore non-English signage is seen to be a sign of failure to integrate. An argument is also presented in this way for a “tough-love” approach, in which English language is enforced in order to assert the primacy and common language of English (and French) in Richmond, and Canada.

“I personally think that English should be on every sign, public or private. Not having English on signage, menus and the like is divisive, especially now that native english speakers are in the minority of Richmond's population. I wouldn't have a problem with another language alongside english, either larger

or smaller depending on their preferences. These immigrants are not being encouraged to integrated into our community if they can live their entire lives here without speaking a word of English. We should encourage them to integrate, and this would be a good first step. Having both languages—English and Chinese—on signage would encourage inclusion in businesses primarily serving Chinese.”

4) Demographic change is cited by many, and is framed by some with a narrative of “Asian Invasion,” of loss of what was seen to be a British heritage, and the perceived development of enclaves and ghettos.

“As a Canadian born citizen I embrace our diverse culture. I feel it makes us richer human beings by understanding our differences. However, myself and many Canadian born citizens I know (regardless of our family backgrounds) feel that there is a disrespect of the Canadian culture and our strong identity when you see an overwhelming amount of influence of other countries growing here and no recognition of the official Canadian languages.”

5) Identity politics, heritage, multiculturalism, and Canadian values are raised both to defend freedom of expression through a lens of multiculturalism in a position against regulation; and in the affirmative by depicting the undoing of Canadian identity and values that is, in some cases, understood as the foundation of the signage issue.

“It is incomprehensible that English speaking Canadians in Richmond have to fight to keep the official language of the country on signage. Canada is a land of immigrants - we have integrated into our communities joined by a common thread, the English language. Canadians also pride themselves on being an inclusive society, welcoming newcomers. Now it appears that some newcomers don't have enough respect for the rest of us to include the common language of Canada (as well as the international language of commerce) on their signs. This is very disturbing. More disturbing is that to date this issue has been of little importance to our public officials.

For those non Chinese speakers who still choose to live in Richmond, this issue must be resolved. All signs posted in public places should be readable by all residents in the community by equally including one of the official languages of Canada.”

6) Provision and access to and by health and emergency services are used to present a case for English as primary, and signage regulation by the City.

“No one seems to have mentioned that English on signage allows emergency services to find businesses faster when they are responding to calls for service when time is of the essence.

It is incredibly hard to find a business by name on a street or in a strip mall when one cannot read the signage and can only go by tiny street number lettering on the corners of buildings or on inconsistent places near the units in question. All emergency services have English language in common.

In an emergency, every second counts so clear signage with at least the business name displayed prominently in English is essential. No one really cares what language today's lunch special is displayed in.”

7) Taking a legal approach, some cite the Charter of Rights & Freedoms and in so doing, make an affirmative case for the right to enforce official language, and an opposing case is made with the logic of freedom of expression, in whatever language one chooses.

*"I feel the regulation of signage does relate to the Charter of Rights portion that states, **The City would need to establish that compelling health, safety, economic or social welfare objectives are at stake to justify a limit on the Charter freedom**", in that the social welfare of all our citizens doesn't benefit all if you see the dividing line that has been created by signage in areas that don't "feel" welcoming to all citizens. This has already created rifts with residence and many have left the city because of the frustration they feel and being "over run" with other countries values. (yes, economics has played a factor, and a higher population of Asian immigrants, but my children and some of their friends (heritage being very diverse) feel that in order for them to have opportunities for their future they have to leave because many of the jobs they see advertised say that "speaking Chinese is an asset" so they know that the opportunities here are fewer and fewer."*

Executive summary.

Social Cohesion and visual landscapes in Richmond

Research prepared for the City of Richmond

Elanna Nolan & Daniel Hiebert

April 2015

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Introduction

Following a referral from City Council in October 2014, City staff have been directed to undertake a comprehensive study and consultation regarding what has come to be known as the Richmond "signage issue." Coinciding with the lead up to the November 2014 City election, Council's directive follows a period of public interest and demand that the City take greater action to regulate signage language. In October 2014, the City received sixty-one letters and emails from the public requesting that the City take action and enforce English as the priority language on all signage (and in many cases advertisements). While regulation of advertising is beyond the City's jurisdiction, exterior commercial signage does require submission of an application for permit.

At present the Sign Bylaw (No. 5560) regulates the size, design and location of exterior signage. A permit is required prior to installation (Figure 1). Signage not covered in the Sign Bylaw includes interior signage (i.e. posters placed on the inside of a window, menus, mall signage, etc.), directional signs, property lease and sale signs, along with some others. Council have directed City staff to study the issue of language on signs, undertake public and stakeholder consultation and to compile critical and relevant information on the effect of signage issues locally and afar, to assist Council in determining if a bylaw or some other strategy would be most appropriate.



Figure 1. Only signs on the exterior of the building are regulated by the Richmond Sign Bylaw (No. 5560). Advertising and promotional material are not regulated under the Sign Bylaw.

Background for this report

Concern over the language used in commercial signage is by no means a new issue. However, it has gained particular momentum on two occasions over the past three years: in March 2013 with the submission of a 1,000 signature petition requesting that Council introduce a Sign Bylaw condition of two-thirds of text in English language on all signage; and in October 2014 in the lead-up to the most recent City election. Between the letters and the news coverage, a common narrative has emerged connecting “rapidly” changing demographics and the ethnic make up of the City of Richmond with concern over a lack of immigrant integration.

A survey of news media and letters to Council reveal a gap between perceptions of demographic change and the demographic reality of the City of Richmond. In the report, we present data that shows this discontinuity, and busts some of the “myths” that have become the basis of many expressions of concern. However, we also acknowledge that this “myth” is still meaningful. It provides insight into the ways in which some citizens of Richmond are experiencing feelings of social exclusion, isolation and a lack of recognition.

We see the signage issue as involving two sets of concerns. In the foreground are issues related to the symbolic nature of visuals in the urban landscape of Richmond, specifically focused on the regulation of text in public and commercial spaces. In the background, we identify issues that frame this particular concern; these include questions over how visual landscapes represent people, history and culture in Richmond, as well as raising questions over the nature of intercultural engagement and social cohesion in Richmond.

It is important that we make clear, that while we seek to address the above listed issues, we are not legal scholars. As such we can only recognize the legal backdrop of the signage issue as they relate to the protection of freedom of expression as outlined in the *Charter of Rights and Freedoms*. With this legal backdrop in place, we have investigated the signage issue in relation to a mandate and commitment by the City of Richmond to enhance intercultural harmony and strengthen intercultural cooperation in Richmond (RIAC 2011). It being beyond our capacity to advise, we limit our contribution in this way. Put simply, we do not seek to offer “solutions” or specific regulatory recommendations, rather to provide resources to support thinking through the signage issue.

Project structure & methodology

The research questions that guided this research study included:

1. What is the nature of the relationship between visual and linguistic landscapes with multiculturalism, social cohesion, and community harmony?
2. How can we think about the role of local government, in terms of these relationships in a super-diverse city?
3. Are there examples of urban governance and regulation/non-regulation of visual/linguistic landscapes that could cast light on the challenges faced by the City of Richmond?

The research was carried out in three parts:

- | | |
|-------------------|--|
| <i>Part One</i> | Mapping super-diversity in Richmond and seeing the signage issue: Demographic context and discourse analysis, including review of news media and letters to Council |
| <i>Part Two</i> | Literature review: Multiculturalism, social cohesion, and community harmony in the linguistic landscape

Learning from cities afar: An international jurisdictional scan |
| <i>Part Three</i> | Bringing it all together: Synthesising research, lessons, and reflections |

Super-diverse Richmond

There is often a tendency to see diversity in terms of ethnicity or country-of-origin, however, in so doing it can be easy to miss details that shape the contours and textures of every day experiences. The concept of super-diversity helps us see the various population details, such as language, religion, age, immigration stream, that are often overlooked when we talk about diversity based on country-of-origin or ancestry. Recognizing super-diversity in Richmond reveals the multiple groups, communities, and cultures that make it a unique and vibrant city.

Longstanding diversity in Richmond: 1981-1996 to today

- In 1981 there were just over 96,000 people living in Richmond. Roughly ten per cent of the population were born in an Asian country.
- By 1996 the population of Richmond had grown to 148,000 people. Just under half of the population self-identified as a visible minority, and a third of the total population as Chinese-Canadian.
- 1981-1996 was a period of profound demographic change in Richmond. The proportion of almost 90 per cent “white” Canadians became a ratio of roughly 50 per cent, to a respective 50 per cent visible minority population.

Over the past twenty years, demographic change has been more incremental, leading to what is now a ratio of 70 percent visible minority. In terms of the pace of demographic change, the past twenty years has been far less profound than what happened between 1981-1996.

- Today in Richmond, 70 per cent of the population identifies as being “visible minority” and over 60 per cent of the population are immigrants to Canada.
- There are 161 ethnicities represented in Richmond.
- These figures represent a history of immigration to Canada and settlement in the City of Richmond, a testament to national immigration policies, along with a policy of multiculturalism since 1971.
- Since 1980, the largest number of immigrants has arrived through the Economic class, as skilled workers and business class applicants and family members (requiring them to start a business).

The majority of Richmond residents can speak English and use English as a working language.

- About 90 percent of the population can speak English (19,800 cannot).
- 57 per cent of residents speak English ‘most often’ at home.
- 43 per cent of residents speak a different language most of the time.
- Richmond residents are able to speak 77 non-official languages in total.
- 11 per cent of residents work in places where a non-unofficial language is used most of the time.

Media scan and letters to Council

Media reports on the signage issue have been concentrated in three key moments (Figure 2): January-March 2012, March-May 2013 (coinciding with a Petition to Council for Bylaw), and September-November 2014 (coinciding with

the 2014 City Election). These key moments are repeated in the survey of letters to Council (Figure 3).

Overall the signage issue has been reported in a fairly balanced way. Pro-regulation articles (particularly letters to the editor and editorials) are generally expressed with a tone that is more emotive and sometimes antagonistic, compared to other reports. This highlights the emotional nature of the issue – an issue that engages questions of home, belonging, and recognition.

Figure 2: Media scan, January 2012-December 2014

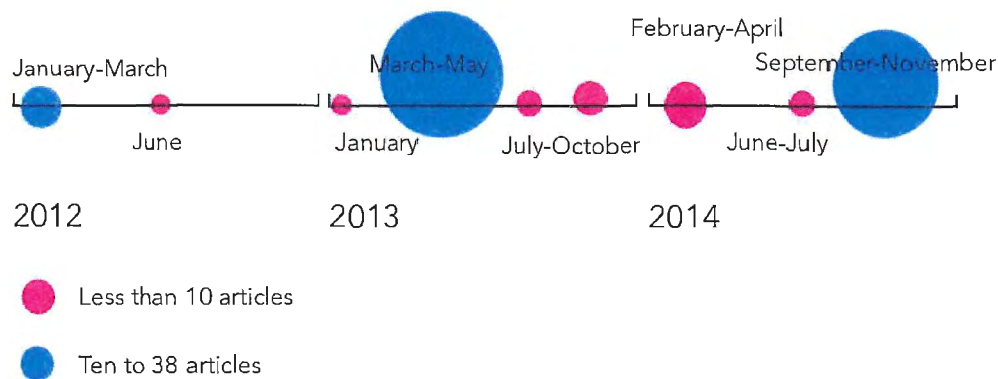
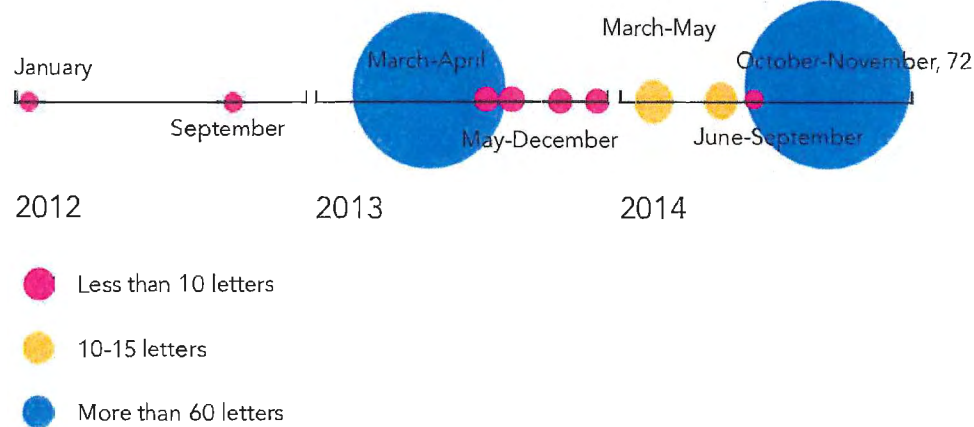


Figure 3: Letters to Council, January 2012-January 2015



The emergent themes across the media reports and letters to Council include:

- Concerns over social inclusion and exclusion
- Market self-regulation of language on signage (i.e. in order to attract a larger market share, merchants will advertise in official language/s)

- Concern over demographic change
- Identity politics, heritage, multiculturalism, and Canadian values
- Health and safety concerns
- Legalistic approach to a by-law
- Federal immigration policy
- Immigrant integration and language

Learning from the research

The concepts of intercultural harmony and social cohesion have not been defined in ways that are universally accepted. We therefore begin by sketching out the origins of these concepts, in light of Canada's policy of multiculturalism, some of the debates over the efficacy of multiculturalism, and a turn toward language such as social cohesion and community harmony.

- Pioneered in Canada in the 1970s, multiculturalism recognizes the great ethnic, cultural, and religious diversity as a defining national characteristic. It outlined, invested in, and regulated diversity through social services, language training, resourcing, and legal infrastructure focused on countering discrimination and through practices supporting the recognition and celebration of difference.
- During the 1990-2000s there has been vigorous debate in Canada and elsewhere over the efficacy of multiculturalism as a policy and as a concept.
- Arguments circulate in academic research and policy discussions over the question of whether multiculturalism has led to polarized societies and citizens living "parallel lives" – communities divided with little contact between ethno-cultural groups.
- This allegation has not 'migrated' to Canada, and multiculturalism continues as an important part of Canadian social policy and national character.
- Social cohesion has been distinguished from multiculturalism largely in the way it focuses on membership to a national community, for instance, membership to a Canadian community of citizens, rather than focusing on difference. Over the past twenty years there have been ongoing debates in the literature over the definition of social cohesion and the best ways to measure it.
- In a super-diverse society, evaluating social cohesion does not always account for the different experiences between immigrant and native-born Canadians, challenges faced in immigrant settlement, and the barriers faced by newcomers to social, political, and civic participation.

- Seen as complimentary to multiculturalism, social cohesion can be interpreted as providing a vision of what social relations under multiculturalism might look like, but ultimately it does not tell the full story of the successes and failures of a super-diverse society.

Much of the research around signage in public space (a.k.a. linguistic landscapes) focuses on super-diverse cities where citizens speak multiple languages.

- Most of the research is on the problem of *under-representation* of immigrant groups and their languages on signage, and the domination of official languages.
- Increasing prevalence of English language has led to the linguistic dominance, worldwide, of English language on signage. In many countries English language is seen as a symbol of modernity, progress and “international panache”.
- Language is encountered in a myriad of ways in the visual landscapes of our everyday lives. Of the various ways (i.e. graffiti, marketplace, consumer goods, street signs, etc.), most are outside the jurisdiction of most City administrations.
- Linguistic landscapes are rarely static; they shift and change over time with flows of migration and other processes of change. What we see today will inevitably be different to what we saw fifty years ago, and what we will see fifty years from now.
- Illegibility, or an inability to read all that is written in the linguistic landscape, can produce feelings of anxiety and alienation. This experience goes both ways – for official and non-official languages.
- Some scholars argue that social inclusion and a sense of belonging, connectedness, and acceptance, are prerequisites for immigrant integration, including official-language proficiency (i.e. inclusion is not exclusively the result of language proficiency). For immigrants in the process of learning official languages, seeing familiar (mother-tongue) language in the linguistic landscape contributes to a sense of recognition, welcome and belonging, which can support integration into the host society.

Learning from cities afar

Each of the cities presented in the report are unique, with specific geographies, social issues, economic contexts, immigration regimes, and more. These case studies do not so much present strategies that can be picked up and dropped into the Richmond context. Rather, they reveal some ways cities around the world are seeing similar challenges of planning for and managing diversity.

#1 *Ashfield, NSW, Australia*

Ashfield had become known as an ethnically “Chinese” city/area. Elderly Anglo-Celtic Australian residents complained to Council that they felt displaced and that there is a lack of inclusion and belonging in the Ashfield landscape. Council’s response was comprehensive, beginning with a research partnership with a local University, and was followed by a series of socially oriented interventions. The issue was effectively resolved in just one year. Interventions included:

- Appointing a Chinese-origin social worker to mediate concerns and encourage merchants to be more ‘welcoming’, ‘inclusive’
- Free translation services for merchants
- Instituting a ‘Welcome Shop Day’ to introduce general public into ‘Chinese’ commercial areas
- Walking tours with visits to restaurants, herbalists, etc.
- Welcome Shop Awards (for ‘de-cluttering’ and signage), with clear suggestions on aesthetics
- Booklet (in Chinese and English) explaining socio-cultural policies/strategic plans of the City

#2 *Box Hill, VIC, Australia*

Box Hill is an Activity Centre in Greater Melbourne, Australia, with a so-called distinctive “Asian character.” It is a site of significant growth, and higher density residential and commercial development. While some complaints have been received by Council that echo those in Richmond BC, they have been successful at developing an approach that has been celebrated as inclusive. This strategy was developed and informed by research commissioned by the City, which drew on examples of “best practice” from the City of Richmond, BC. Interventions have been economically and market-focused, and include:

- Community events to showcase diversity in the area (i.e., acknowledge many groups)
 - Annual 'Harmony Day' with performances, foods, music, etc.
 - Festivals for several of the larger groups
- Shopfront Improvement Program
 - Encouraging de-cluttering of shop-fronts
 - Multi-lingual consultant hired
 - Free consultation offered to merchants on graphic design, and discounted translation services

#3 *Richmond Hill & Markham, ON*

A signage bylaw has regulated language on signs in Richmond Hill since November 1990 (50:50 official:non-official language). However, in the mid-1990s controversy began to develop in Richmond Hill and neighbouring Markham, relating to the rise of so-called "Asian themed malls." Strategies employed by City staff in Richmond Hill and Markham during this time involved a combination approach that included:

- Using municipal powers to diffuse immediate tensions
 - Sign bylaw, 1990 (50%+ English/French required)
 - Encouraged more 'Main Street' commerce
 - Re-zoning land near residential areas from commercial to residential use
 - Pushing malls away from residential areas
- Race Relations Committee established, supported by a *Diversity Action Plan*
 - Includes 3 Council Members
 - Developed procedures to consider complaints
 - Has power to make 'actionable' recommendations

It took 5-6 years de-escalate, and today, the controversial sites have been developed with residential condominiums, which have dissipated tension. Markham is also home to the largest Asian mall in North America, and is slated for further development in coming years, with the addition of the Remington Centre, more North American in style.

Conclusions

As measures of social cohesion cannot tell the full story, neither can linguistic landscapes be used to correlate degrees of integration of immigrant publics, or be seen as indicative of exclusive and anti-social intentions. As such, linguistic landscapes cannot accurately be used as a platform for measuring degrees of community harmony.

In one of the letters to Council, an individual suggested that the proliferation of Chinese language on signage in Richmond was a sign of things to come calling it the proverbial “canary in the coal mine.” The author goes on calling for Richmond to take action and set an example for the rest of Canada.

The author of this complaint presents the canary in the coal mine with an ominous tone. However, we see the signage issue as an opportunity for Richmond. It is an opportunity for the City to demonstrate leadership, to recognize Richmond as a super-diverse city, committed to a vision of multiculturalism and community harmony, with a basis in open dialogue. As the public workshop demonstrated, there is community will to engage in difficult conversations, and with appropriate guidance the City and its citizenry can continue to address more of the important “background issues” that have given rise to calls for a new signage by-law.

We might ask to what degree should the City administration play a proactive role in framing and outlining what it might mean to live in Richmond? How can a shared vision be crafted in collaboration with Richmond’s citizenry? We hope that by providing some context and research on the relationship between signage and the social life of super-diverse cities, the City and its residents will have some new tools and frames of reference to undertake these conversations as they come to choose a best course of action, moving forward.



Regular Council

Monday, May 25, 2015

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Derek Dang
Councillor Carol Day
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Harold Steves

Corporate Officer – David Weber

Absent: Councillor Linda McPhail

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

R15/10-1 1. It was moved and seconded
That:

- (1) *the minutes of the Regular Council meeting held on Monday, May 11, 2015, be adopted as circulated; and*
- (2) *the minutes of the Regular Council meeting for Public Hearings held on Tuesday, May 19, 2015, be adopted as circulated.*

CARRIED



Regular Council
Monday, May 25, 2015

AGENDA ADDITION

- R15/10-2 It was moved and seconded
That "Road Closure and Removal of Road Dedication Bylaw 9169 (Road Adjacent to 13760 Steveston Highway) and Disposition of the Closed Road Area and Portion of 13760 Steveston Highway to Ledcor Properties Inc. in relation to RZ 13-630280" be added to the Consent Agenda as Item No. 13A.

CARRIED

COMMITTEE OF THE WHOLE

- R15/10-3 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7: 02 p.m.).

CARRIED

3. Delegations from the floor on Agenda items – None.

- R15/10-4 4. It was moved and seconded
That Committee rise and report (7:03 p.m.).

CARRIED

CONSENT AGENDA

- R15/10-5 5. It was moved and seconded
That Items No. 6 through No. 20 be adopted by general consent.

CARRIED



Regular Council
Monday, May 25, 2015

6. COMMITTEE MINUTES

That the minutes of:

- (1) the Community Safety Committee meeting held on Tuesday, May 12, 2015;*
- (2) the Special General Purposes Committee meeting held on Monday, May 11, 2015 and the General Purposes Committee meeting held on Tuesday, May 19, 2015 ;*
- (3) the Planning Committee meeting held on Wednesday, May 20, 2015;*
- (4) the Public Works and Transportation Committee meeting held on Thursday, May 21, 2015;*

be received for information.

ADOPTED ON CONSENT

**7. BRITISH COLUMBIA EARTHQUAKE PREPAREDNESS
CONSULTATION REPORT**

(File Ref. No. 09-5125-06-01) (REDMS No. 4559378 v. 3)

That a letter be sent to the Members of Parliament and Members of the Legislative Assembly for the City of Richmond, requesting that the recommendations and key actions contained in the British Columbia Earthquake Preparedness Consultation Report, dated December 2014, be acted upon.

ADOPTED ON CONSENT

**8. EMERGENCY COMMUNICATIONS SERVICE DELIVERY IN
BRITISH COLUMBIA - STRATEGIC VISION AND DISCUSSION
PAPER FROM THE MINISTRY OF JUSTICE**

(File Ref. No. 09-5130-01) (REDMS No. 4570329 v. 2)

- (1) That the staff report titled Emergency Communications Service Delivery in British Columbia – Strategic Vision and Discussion Paper from the Ministry of Justice be forwarded to the Ministry of Justice, in response to their request for written feedback by May 15, 2015 and Metro Vancouver and UBCM for information; and*



Regular Council
Monday, May 25, 2015

- (2) *That the Ministry of Justice be advised that the City of Richmond would be pleased to participate in further consultation and stakeholder meetings.*

ADOPTED ON CONSENT

9. AMENDMENTS TO WATER USE RESTRICTION BYLAW AND CONSOLIDATED FEES BYLAW TO SUPPORT CHAFER BEETLE BIOCONTROL

(File Ref. No. 12-8060-20-009247/9248, XR: 10-6125-04-01) (REDMS No. 4561394 v. 3, 4564531, 4568271)

- (1) *That Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9247 be introduced and given first, second and third readings; and*
- (2) *That Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9248 be introduced and given first, second and third readings.*

ADOPTED ON CONSENT

10. LONDON/STEVESTON PARK CONCEPT PLAN

(File Ref. No. 06-2345-20-LSTE1) (REDMS No. 4540721 v. 8)

That the London/Steveston Park Concept Plan, as outlined in the staff report titled "London/Steveston Park Concept Plan," dated May 1, 2015, from the Senior Manager, Parks, be approved.

ADOPTED ON CONSENT

11. UPDATE ON SIGNAGE ON PRIVATE PROPERTIES

(File Ref. No. 12-8000-03, 12-8060-20-00560/008636) (REDMS No. 4403117 v. 12)

- (1) *That Option 2: "De-cluttering without a language provision" which entails the continuation of outreach effort and updating Sign Bylaw No. 5560 be approved. The Sign Bylaw update will include de-cluttering without a language provision and addressing non language related regulatory gaps; and*
- (2) *That staff be directed to review the Sign Permit Application fees and bring an update to the Consolidated Fees Bylaw No. 8636 for consideration by Council along with the new Sign Bylaw.*

ADOPTED ON CONSENT



**Regular Council
Monday, May 25, 2015**

12. COUNCIL TERM GOALS 2014-2018

(File Ref. No. 01-0105-07-01) (REDMS No. 4537297 v. 12)

That the Council Term Goals for the 2014-2018 term of office, as contained in the report from the Corporate Programs Consultant, dated May 5, 2015, be adopted.

ADOPTED ON CONSENT

13. APPLICATION BY STEVESTON NO. 6 LP FOR REZONING AT 13751 AND 13851 STEVESTON HIGHWAY, 10651 NO. 6 ROAD, A PORTION OF 13760 STEVESTON HIGHWAY AND A PORTION OF THE ROAD ALLOWANCE ADJACENT TO AND NORTH OF 13760 STEVESTON HIGHWAY FROM ENTERTAINMENT AND ATHLETICS (CEA), LIGHT INDUSTRIAL (IL) AND AGRICULTURE (AG1) ZONING TO LIGHT INDUSTRIAL AND LIMITED ACCESSORY RETAIL – RIVERPORT (ZI12)

(File Ref. No. 12-8060-20-009210/9211; RZ 13-630280) (REDMS No. 4575191, 4490338, 4497260, 4497231)

(1) *That Official Community Plan Amendment Bylaw 9210, to redesignate 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from "Commercial" and "Industrial" to "Mixed Employment" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000, be introduced and given first reading;*

(2) *That Bylaw 9210, having been considered in conjunction with:*

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

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

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

(3) *That Bylaw 9210, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*



Regular Council
Monday, May 25, 2015

- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9211 to create the "Light Industrial and Limited Accessory Retail – Riverport (ZI12)" zone, and to rezone 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from "Entertainment & Athletics (CEA)", "Light Industrial (IL)" and "Agriculture (AG1)" to "Light Industrial and Limited Accessory Retail – Riverport (ZI12)", be introduced and given first reading; and*
- (5) *That the public hearing notification be expanded to include all properties in the area shown on the map contained in Attachment J to the staff report dated May 11, 2015 from the Director of Development.*

ADOPTED ON CONSENT

**13A. ROAD CLOSURE AND REMOVAL OF ROAD DEDICATION
BYLAW 9169 (ROAD ADJACENT TO 13760 STEVESTON
HIGHWAY) AND DISPOSITION OF THE CLOSED ROAD AREA
AND PORTION OF 13760 STEVESTON HIGHWAY TO LEDCOR
PROPERTIES INC. IN RELATION TO RZ 13-630280**

(File Ref. No. 12-8060-20-009169; 06-2290-20-147; 06-2290 -148)

- (1) *That Road Closure and Removal of Road Dedication Bylaw 9169 (Road Adjacent to 13760 Steveston Highway) be introduced and given first, second and third readings;*
- (2) *That the required notice of road closure and disposition of the closed road be advertised prior to final adoption;*
- (3) *That staff be authorized to file a certifying statement executed by the Corporate Officer at Land Title Office cancelling the right of resumption in the closed road pursuant to the Resumption of Highways Regulation;*
- (4) *That staff be authorized to take all necessary steps to raise title to the road closure area of ±2,081.1 square metres (±22,401 sq. ft.) and transfer it to Ledcor Properties Inc. or its designate for \$756,034 plus applicable taxes;*



**Regular Council
Monday, May 25, 2015**

- (5) *That the sale of a portion of 13760 Steveston Highway totalling $\pm 1,318.7$ square metres ($\pm 14,194$ sq. ft.) to Ledcor Properties Inc. or its designate for \$479,048 plus applicable taxes be approved;*
- (6) *That staff be authorized to take all necessary steps to complete all matters as contained in the report dated May 4, 2015 including authorizing the Chief Administrative Officer and the General Manager, Finance and Corporate Services to negotiate and execute all documentation required to effect the transaction, including executing all required Land Title Office documentation; and*
- (7) *That Road Closure and Removal of Road Dedication Bylaw 9169 (Road Adjacent to 13760 Steveston Highway) be contingent on third readings of Official Community Plan Bylaw 9000, Amendment Bylaw 9210 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9211 (RZ 13-630280).*

ADOPTED ON CONSENT

14. APPLICATION BY PARC RIVIERA PROJECT INC. FOR A ZONING TEXT AMENDMENT TO THE "RESIDENTIAL MIXED USE COMMERCIAL (ZMU17) - RIVER DRIVE/NO. 4 ROAD (BRIDGEPORT)" ZONE FOR THE PROPERTY AT 10311 RIVER DRIVE

(File Ref. No. 12-8060-20-009237; ZT 15-691748) (REDMS No. 4539005 v. 3, 4576577, 4539571)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9237, for a Zoning Text Amendment to the "Residential Mixed Use Commercial (ZMU17) - River Drive/No. 4 Road (Bridgeport)" zone to amend the maximum permitted density on the property at 10311 River Drive, be introduced and given first reading.

ADOPTED ON CONSENT



Regular Council
Monday, May 25, 2015

15. **APPLICATION BY RYAN COWELL ON BEHALF OF 0737974 B.C. LTD. FOR A ZONING TEXT AMENDMENT TO INCREASE THE PERMITTED FLOOR AREA RATIO TO 0.78 FOR THE PROPERTY LOCATED AT 5600 PARKWOOD CRESCENT**
(File Ref. No. 12-8060-20-009245; ZT 15-694669) (REDMS No. 4557676 v. 2, 4560422)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9245, for a Zoning Text Amendment to the "Vehicle Sales (CV)" zone, to increase the overall allowable Floor Area Ratio (FAR) to a maximum of 0.78 for the property, be introduced and given first reading.

ADOPTED ON CONSENT

16. **REFERRAL: WEST CAMBIE ALEXANDRA NEIGHBOURHOOD BUSINESS OFFICE AREA REVIEW**
(File Ref. No. 12-8060-20-009121; 08-4375-01, Xr. 08-4045-20-11) (REDMS No. 4565876 v. 11, 4252323, 4210602, 3186793, 4168202, 4168137, 4168181; 4574997, 4571080)

- (1) *That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121 to amend Schedule 2.11A in the 2041 Official Community Plan Bylaw 7100, to change the existing Business Office designation to Mixed Use Employment-Residential designation, be introduced and given first reading;*
- (2) *That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121, having been considered in conjunction with:*
- (a) *the City's Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*
- is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That, in accordance with section 879 (2)(b) of the Local Government Act and OCP Bylaw Preparation Consultation Policy 5043, Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121, be referred to the following bodies for comment for the Public Hearing:*
- (a) *Vancouver International Airport Authority (VIAA) (Federal Government Agency); and*
 - (b) *The Board of Education of School District No. 38 (Richmond);*



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- (4) *That City staff be directed to consult with VIAA staff regarding the proposed recommendation, prior to the Public Hearing;*
- (5) *That upon adoption of the above bylaws the West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential Use Density Bonus, Community Amenity Contribution, Modest Rental Housing Rates Policy be approved;*
- (6) *That staff not proceed with the implementation of an interim sidewalk/walkway along Odlin Road and Alexandra Road, as a sidewalk/walkway already exists (south side of Odlin Road) or will be provided on at least one side of Alexandra Road within the next 2-3 years;*
- (7) *That staff consider the inclusion of interim sidewalk/walkway along Garden City Road as part of the City's 2016 capital program, if there are no immediate/imminent development applications for these fronting properties in the foreseeable future; and*
- (8) *That lands along No. 3 Road not be redesignated from residential use to employment use.*

ADOPTED ON CONSENT

17. STREET FURNITURE PROGRAM

(File Ref. No. 10-6360-03-03) (REDMS No. 4491651 v. 4)

- (1) *That staff be directed to issue a Request for Proposals for the supply, installation and maintenance of a city-wide street furniture program that includes advertising, as described in the staff report dated May 4, 2015, from the Director, Transportation; and*
- (2) *That staff report back on the responses to the above Request for Proposals with a recommendation prior to December 1, 2015.*

ADOPTED ON CONSENT



**Regular Council
Monday, May 25, 2015**

18. **ALEXANDRA DISTRICT ENERGY UTILITY EXPANSION PHASE 4**
(File Ref. No. 10-6600-10-02) (REDMS No. 4557795 v. 5)

That funding of up to \$7.6 million through borrowing from the Utility General Surplus be approved for capital expenditure for design, construction and commissioning of the Phase 4 expansion of the Alexandra District Energy Utility and that the Five Year Financial Plan (2015-2019) be amended accordingly.

ADOPTED ON CONSENT

19. **SMART THERMOSTATS PILOT PROGRAM**
(File Ref. No. 10-6125-07-02) (REDMS No. 4565860)

That the development and implementation of a "Smart Thermostats Pilot Program" for homes be endorsed.

ADOPTED ON CONSENT

20. **2014 ANNUAL WATER QUALITY REPORT**
(File Ref. No. 10-6375-01) (REDMS No. 4550012)

That the staff report titled "2014 Annual Water Quality Report," dated April 28, 2015, from the Director, Public Works be received for information.

ADOPTED ON CONSENT

NON-CONSENT AGENDA ITEMS

PUBLIC WORKS AND TRANSPORTATION COMMITTEE

Councillor Chak Au, Chair

21. **BI-WEEKLY GARBAGE COLLECTION**
(File Ref. No. 10-6405-03-01) (REDMS No. 4567623)

R15/10-6

It was moved and seconded

- (1) *That City garbage collection service for single-family dwellings be changed from weekly to every other week (bi-weekly) commencing the first quarter of 2016, with recycling services (i.e. Blue Box and Green Cart) continuing to be provided on a weekly basis;*



Regular Council
Monday, May 25, 2015

- (2) *That, as part of implementation of bi-weekly collection service, the City provide one garbage cart per household to residents in single-family dwellings, where residents have the opportunity to select the cart size of their choice;*
- (3) *That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to negotiate and execute an amendment to Contract T.2988, Residential Solid Waste & Recycling Collection Services, to service, acquire, store, assemble, label, deliver, replace and undertake related tasks for the garbage carts, and related operational service changes associated with this program;*
- (4) *That an amendment to the City's Five Year Financial Plan (2015 – 2019) to include capital costs of \$2.6 million with \$2.3 million funding from the City's General Solid Waste and Recycling Provision and \$300,000 from the City's General Utility Surplus, be approved; and*
- (5) *That appropriate bylaw amendments be brought forward as part of the 2016 solid waste and recycling utility budget process and amending rates, to enact this service.*

CARRIED

Opposed: Cllrs. Loo
McNulty

PUBLIC ANNOUNCEMENT

Stephen Easterbrook has been appointed to the Metro Vancouver Agricultural Advisory Committee for a term to end in December 2018.

BYLAWS FOR ADOPTION

R15/10-7

It was moved and seconded
That the following bylaws be adopted:

Housing Agreement (10440 and 10460 No. 2 Road) Bylaw No. 9246



Regular Council
Monday, May 25, 2015

*Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9097
(11900/11902 Kingfisher Drive, RZ 13-647579)*

CARRIED

ADJOURNMENT

R15/10-8

It was moved and seconded
That the meeting adjourn (8:20 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the Regular meeting of the
Council of the City of Richmond held on
Monday, May 25, 2015.

Mayor (Malcolm D. Brodie)

Corporate Officer (David Weber)



**Water Use Restriction Bylaw No. 7784
Amendment Bylaw No. 9704**

The Council of the City of Richmond enacts as follows:

1. Water Use Restriction Bylaw No. 7784, as amended, is further amended at subsection 3.1.7 by deleting subsection 3.1.7 and replacing it with the following:

“3.1.7 A **permit** is valid for a period of 21 days from the date of issue.”

2. This Bylaw is cited as “**Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9704**”.

FIRST READING

MAY 23 2017

SECOND READING

MAY 23 2017


THIRD READING

MAY 23 2017

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating Division 
APPROVED for legality by Solicitor 



City of Richmond

Bylaw 8783

Richmond Zoning Bylaw 8500 Amendment Bylaw 8783 (RZ 10-539727) PORTION OF 7531 AND 7551 BRIDGE STREET

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)**.

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 8783"

This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8783".

FIRST READING

JUL 11 2011

A PUBLIC HEARING WAS HELD ON

JUL 26 2011

SECOND READING

JUL 26 2011

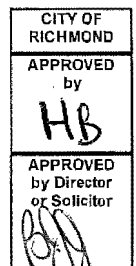
THIRD READING

JUL 26 2011

OTHER REQUIREMENTS SATISFIED

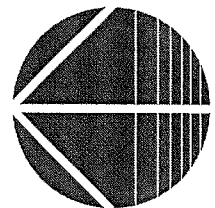
JUN 05 2017

ADOPTED



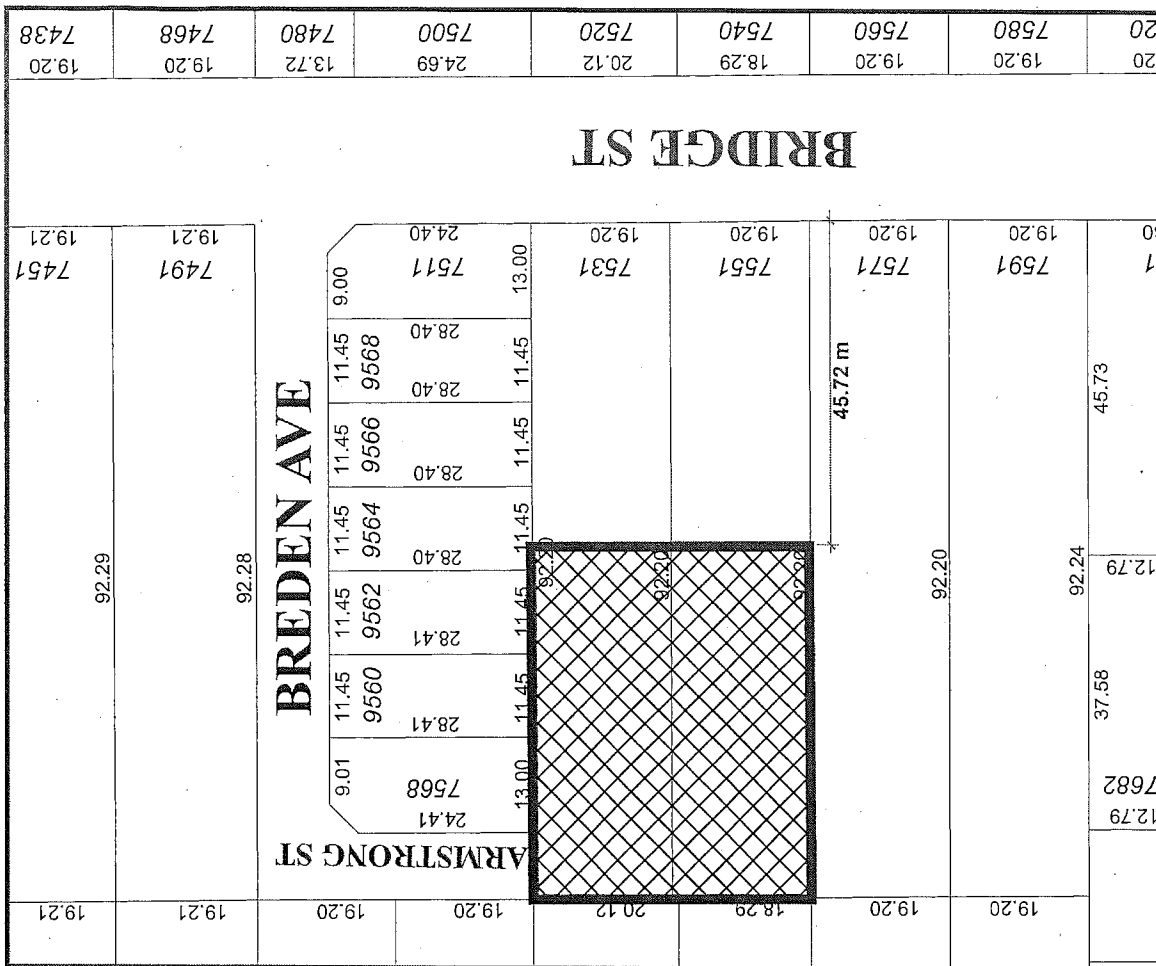
MAYOR

CORPORATE OFFICER



RZ 10-539727

Note: Dimensions are in METRES





**Richmond Official Community Plan Bylaw 9000,
Amendment Bylaw 9260 (RZ14-660662)
23200, 23241, 23281, 23301, 23321, 23361 and 23381 Gilley Road;
23000, 23060, 23066, part of 23080 and part of 23100 Westminster
Highway; and part of 4651, 4671, 4691 Smith Crescent**

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

1. Richmond Official Community Plan Bylaw 9000 is amended at Schedule 2.14 – Hamilton Area Plan, to change the land use designation on the Land Use Map, from “Neighbourhood Village Centre (Residential 4 Storey 1.50 FAR)” to “Neighbourhood Village Centre (Retail and Office with Residential above 4 Storey 1.50 FAR)”, for the area outlined in bold on “Schedule A attached to and forming part of Bylaw 9260”.
2. Richmond Official Community Plan Bylaw 9000 is further amended at Schedule 2.14 – Hamilton Area Plan to amend by deleting Section 3.2, Objective 2, Policy a) in its entirety and replacing it with:
 - a) allow for the redevelopment of the current shopping mall and other properties designated as Neighbourhood Village Centre (Retail and Office with Residential Above 4 Storey 1.50 FAR) on the Land Use Map, as follows:
 - North Side of Gilley Road - Non-Residential Uses
have a minimum building depth of 10.0 m (33.0 ft.) back from the north edge of Gilley Road, and the ground floor of buildings shall be used for retail, restaurant, office, personal service, business, arts, culture, entertainment, recreational, institutional and community facility uses; and such uses may be permitted anywhere else;
 - South Side of Gilley Road - Non-Residential Uses
have a minimum building depth of 15.0 m (50.0 ft.) back from the south edge of Gilley Road, and the ground floor of buildings shall be used for retail, restaurant, office, personal service, business, arts, culture, entertainment, recreational, institutional and community facility uses; and such uses may be permitted anywhere else;

- Both Sides of Gilley Road - Residential Uses

beyond the areas above, residential apartments, including a range of assisted living residential uses, and private common amenity space may be located on the remaining portions of ground floor of any building and upper three floors of any building;

- the base density of 0.40 FAR may be increased to a maximum 1.5 FAR with the provision of amenities or amenity contributions as required under Objective 12;
- the maximum height is 4 storeys and 17.0 m (55.8 ft.) above the adjacent street grade;
- building setbacks from property lines are to be generally a minimum of 6.0 m (19.7 ft.) from Westminster Highway, with a minimum 1.5 m (5.0 ft.) setback and overall average 2.0 m (6.6 ft.) setback from the Gilley High Street, and between 3.0 m to 6.0 m (9.8 ft. to 19.7 ft.) setback from other streets;"

3. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9260"**.

FIRST READING

JUL 13 2015

PUBLIC HEARING

SEP 08 2015

SECOND READING

SEP 08 2015

THIRD READING

SEP 08 2015

OTHER CONDITIONS SATISFIED

JUN 09 2017

ADOPTED



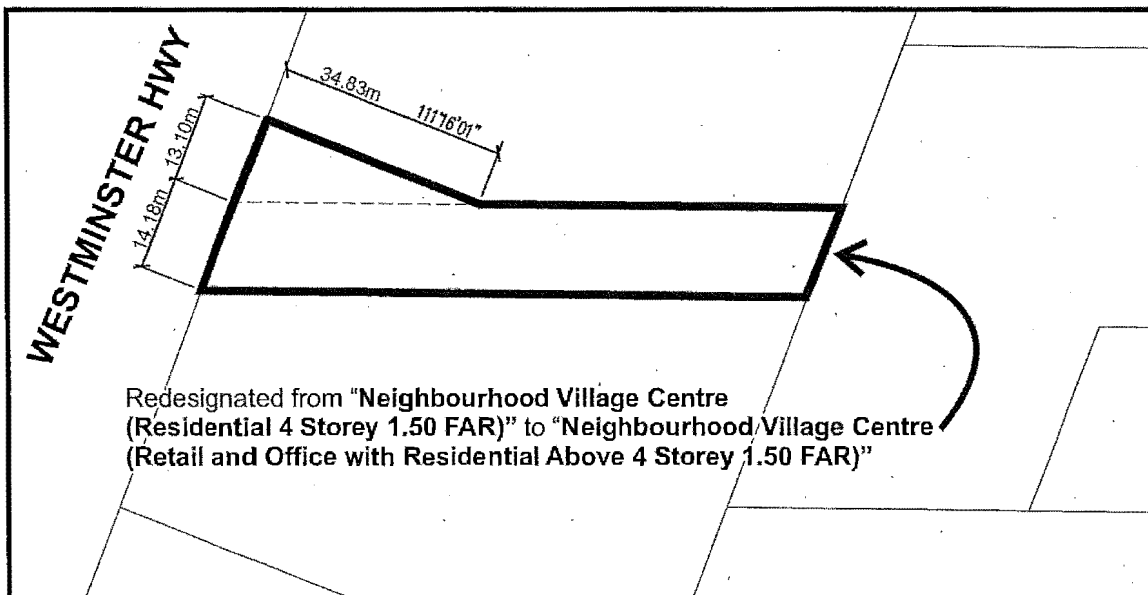
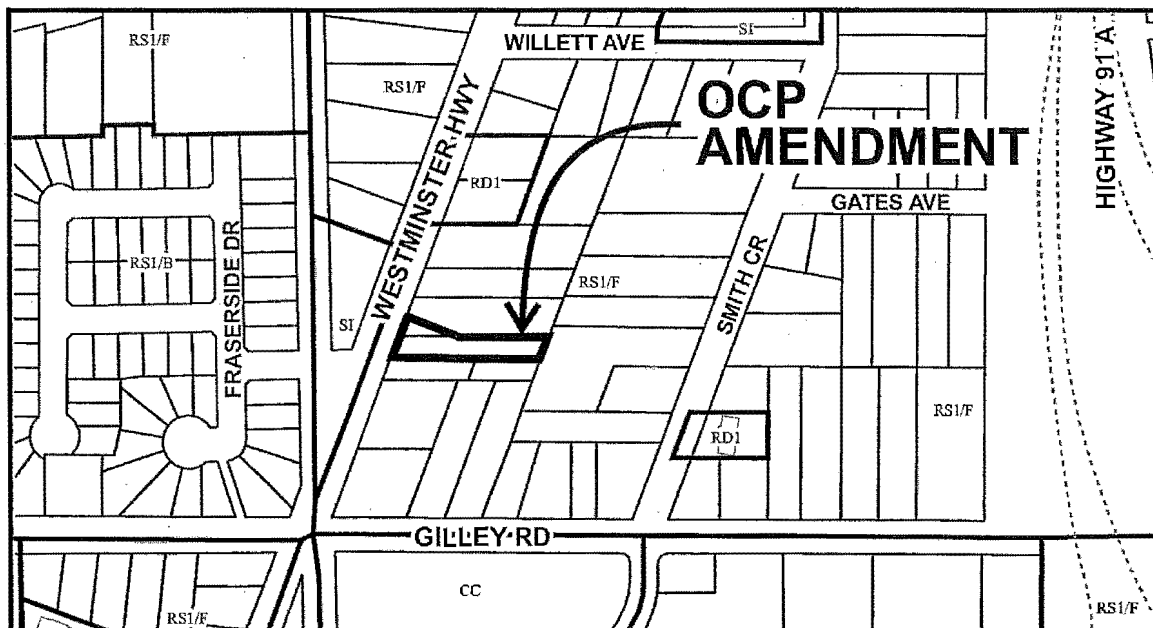
MAYOR

CORPORATE OFFICER

"Schedule A attached to and forming part of Bylaw 9260"



City of
Richmond



Schedule "A"
OCP Amendment
Bylaw 9260

Original Date: 06/01/15

Revision Date: 06/02/15

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9261 (RZ14-660662)
Parts of 23241 and 23281 Gilley Road;
Part of 23060, 23066, 23080 and part of 23100 Westminster Highway**

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

1. Richmond Zoning Bylaw 8500 is amended by:

a. Inserting in Section 3.4 (Use and Term Definitions) the following:

**“Hamilton Area Plan
community amenity capital
reserve**

means the statutory Capital Reserve
Fund created by Hamilton Area
Plan Community Amenity Capital
Reserve Fund Establishment Bylaw
No. 9276.”

b. Inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment Zones), in numerical order:

2. Section 18.27 as follows:

“18.27 Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)

18.27.1 PURPOSE

This **zone** provides for a mixed-use **development** consisting of **apartment housing** and **congregate housing** with a maximum **floor area ratio** of 0.40 that may be increased to 1.5 with a **density bonus** that would be used for rezoning applications in order to help achieve the City’s **community amenity space** objectives.

18.27.2 PERMITTED USES

- **housing, apartment**
- **housing, congregate**
- **community care facility, major**

18.27.3 SECONDARY USES

- **boarding and lodging**
- **health service, minor**
- **home business**

18.27.4 PERMITTED DENSITY

1. The maximum **floor area ratio** is 0.40 with an additional 0.19 **floor area ratio** permitted provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 18.27.4.1, the reference to "0.40" is increased to a higher **density** of "1.5" if, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the ZLR27 zone, the **owner** pays \$49.50 per square meter of total residential **floor area** into the **Hamilton Area Plan community amenity capital reserve**.

18.27.5 MAXIMUM LOT COVERAGE

1. The maximum **lot coverage** for **buildings** is 60%.

18.27.6 Yards & Setbacks

1. The minimum **setbacks** are:
 - a) 6.0 m for the **front yard**;
 - b) 6.0 m for the **rear yard**;
 - c) 10.0 m for an apartment **building** and 5.0 m for a canopy from the north **interior side yard**; and
 - d) 3.0 m for the south **interior side yard**.
2. Common entry features, staircases and unenclosed **balconies** may project into any **setback** for a maximum distance of 1.5 m.
3. Notwithstanding the above **setbacks**, an enclosed parking **structure** may project into the **setbacks** provided that the **structure** either is not visible from the exterior of the **building**, or is landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**, and is no closer than 6.0 m from Westminster Highway.

18.27.7 MAXIMUM HEIGHTS

1. The maximum **height** for **principal buildings** is 17.0 m (not to exceed four (4) storeys).
2. The maximum **height** for **accessory buildings** and **accessory structures** is 6.0 m.

18.27.8 SUBDIVISION PROVISIONS/MINIMUM LOT SIZE

1. The minimum **lot width** is 40.0 m and minimum **lot depth** is 80.0 m.
2. The minimum **lot area** is 5,000 m².

18.27.9 LANDSCAPING AND SCREENING

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

18.27.10 ON-SITE PARKING AND LOADING

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

18.27.11 OTHER REGULATIONS

1. There shall not be more than 30 **housing, apartment units** as permitted under Section 18.27.2.
2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
4. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)**”:

That area outlined in bold on “Schedule A attached to and forming part of Bylaw No. 9261”

5. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9261**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICER

JUL 13 2015

SEP 08 2015

SEP 08 2015

SEP 08 2015

JUN 09 2017

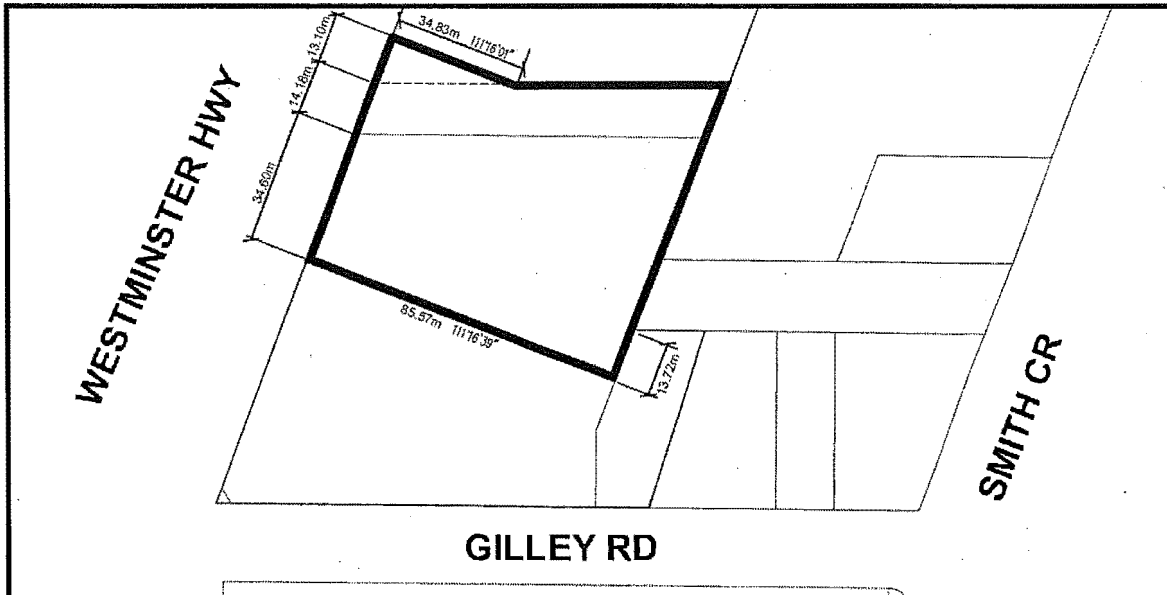
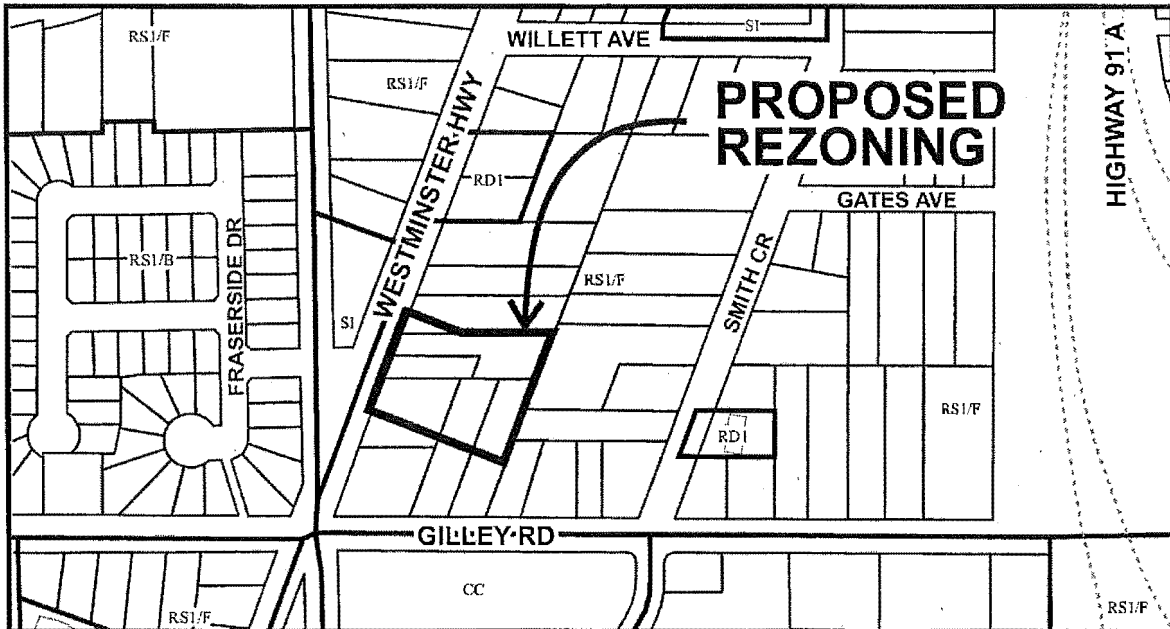
SEP 23 2015

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

"Schedule A attached to and forming part of Bylaw No. 9261"



City of
Richmond



RZ 14-660662

Original Date: 06/01/15

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9262 (RZ14-660663)
23241, 23281 and part of 23301 Gilley Road;
Part of 23060 and 23000 Westminster Highway**

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

1. Richmond Zoning Bylaw 8500 is amended by:

a. Inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

“20.29 Residential / Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)

20.29.1 PURPOSE

This **zone** provides for a mixed-use **development** consisting of **apartment housing** and **commercial uses** with a maximum **floor area ratio** of 0.40 that may be increased to 1.5 with a **density bonus** that would be used for rezoning applications in order to help achieve the City’s affordable housing and **community amenity** space objectives.

20.29.2 PERMITTED USES

- animal grooming
- child care
- education, commercial
- government service
- health service, minor
- housing, apartment
- library and exhibit
- neighbourhood public house
- office
- restaurant
- retail, convenience
- service, business support
- service, financial
- recreation, indoor
- recycling drop-off
- retail, general
- service, business support
- service, financial
- service, household repair
- service, personal

- **studio**
- **veterinary service**

20.29.3 SECONDARY USES

- **community care facility minor**
- **home business**

20.29.4 PERMITTED DENSITY

1. The maximum **floor area ratio** is 0.40.
2. Notwithstanding Section 20.29.4.1, the reference to “0.40” is increased to a higher **density** of “1.5” if, at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the **ZMU29 zone**, the **owner**:
 - a) pays \$49.50 per square meter of total residential **floor area** into the **Hamilton Area Plan community amenity capital reserve**; and
 - b) prior to occupancy of any **building** on the **lot**, the **owner**:
 - i) has constructed on the **lot**, or on another **lot** to the satisfaction of the **City**, not less than three (3) **affordable housing units**, with a combined **habitable space** of the **affordable housing units** comprising at least 159 m²; and
 - ii) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

20.29.5 MAXIMUM LOT COVERAGE

1. The maximum **lot coverage** is 55%.

20.29.6 Yards & Setbacks

1. The minimum **setbacks** are:
 - a) 6.0 m for the **front yard**;
 - b) 1.5 m from Gilley Road;
 - c) 6.0 m for the **rear yard**; and
 - d) 3.0 m for the north **interior side yard**

2. Common entry features, staircases and unenclosed **balconies** may project into any **setback**, except that for Gilley Road, for a maximum distance of 1.5 m.
3. Notwithstanding the above **setbacks**, enclosed parking **structures** may project into the **setbacks** provided that the **structure** includes transparent glazing, or is not visible from the exterior of the **building**, or is landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

20.29.7 MAXIMUM HEIGHTS

1. The maximum **height** for **principal buildings** is 17.0 m (not to exceed four (4) storeys).
2. The maximum **height** for **accessory buildings** and **accessory structures** is 6.0 m.

20.29.8 SUBDIVISION PROVISIONS/MINIMUM LOT SIZE

1. The minimum **lot width** is 30.0 m and minimum **lot depth** is 80.0 m.
2. The minimum **lot area** is 4,000 m².

20.29.9 LANDSCAPING AND SCREENING

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

20.29.10 ON-SITE PARKING AND LOADING

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

20.29.11 OTHER REGULATIONS

1. With the exception of **housing, apartment**, the **uses** specified in Section 20.29.2 must be located on the **first storey** of the **building**.
2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**Residential / Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)**":

That area outlined in bold on "Schedule A attached to and forming part of Bylaw No. 9262"

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9262**".

FIRST READING

JUL 13 2015

A PUBLIC HEARING WAS HELD ON

SEP 08 2015

SECOND READING

SEP 08 2015

THIRD READING

SEP 08 2015

OTHER CONDITIONS SATISFIED

JUN 09 2017

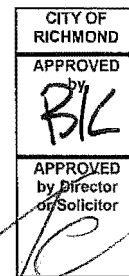
MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

SEP 23 2015

ADOPTED

MAYOR

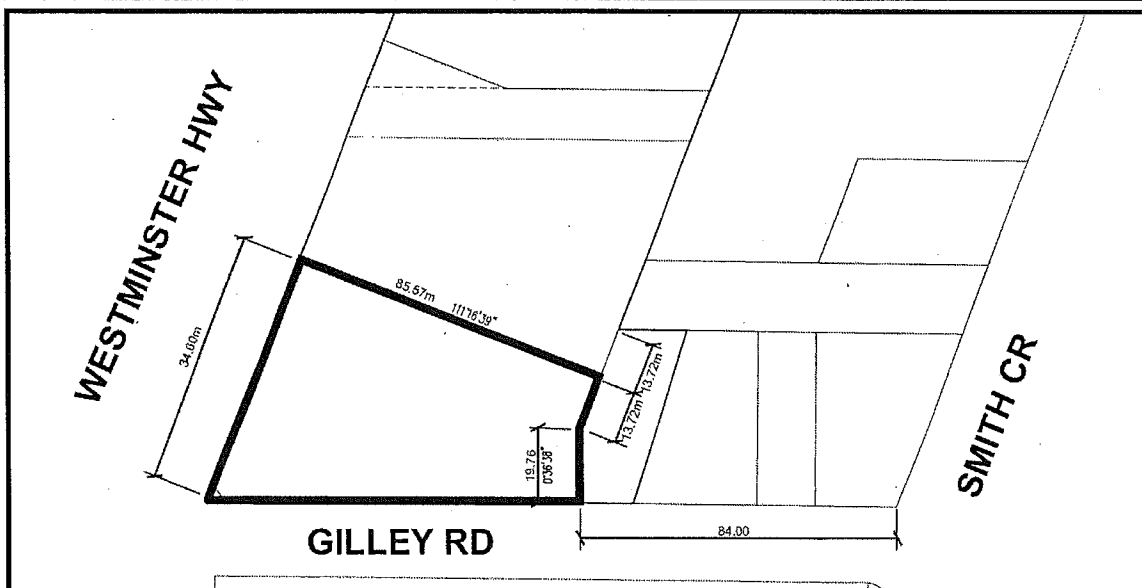
CORPORATE OFFICER



"Schedule A attached to and forming part of Bylaw No. 9262"



City of
Richmond



RZ 14-660663

Original Date: 06/01/15

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9599 (RZ 15-712649)
7531 Williams Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 000-441-503

Lot 10 Section 29 Block 4 North Range 6 West New Westminster District Plan 17789

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9599"**.

FIRST READING

SEP 26 2016

A PUBLIC HEARING WAS HELD ON

OCT 17 2016

SECOND READING

OCT 17 2016

THIRD READING

OCT 17 2016

OTHER CONDITIONS SATISFIED

JUN 07 2017

ADOPTED

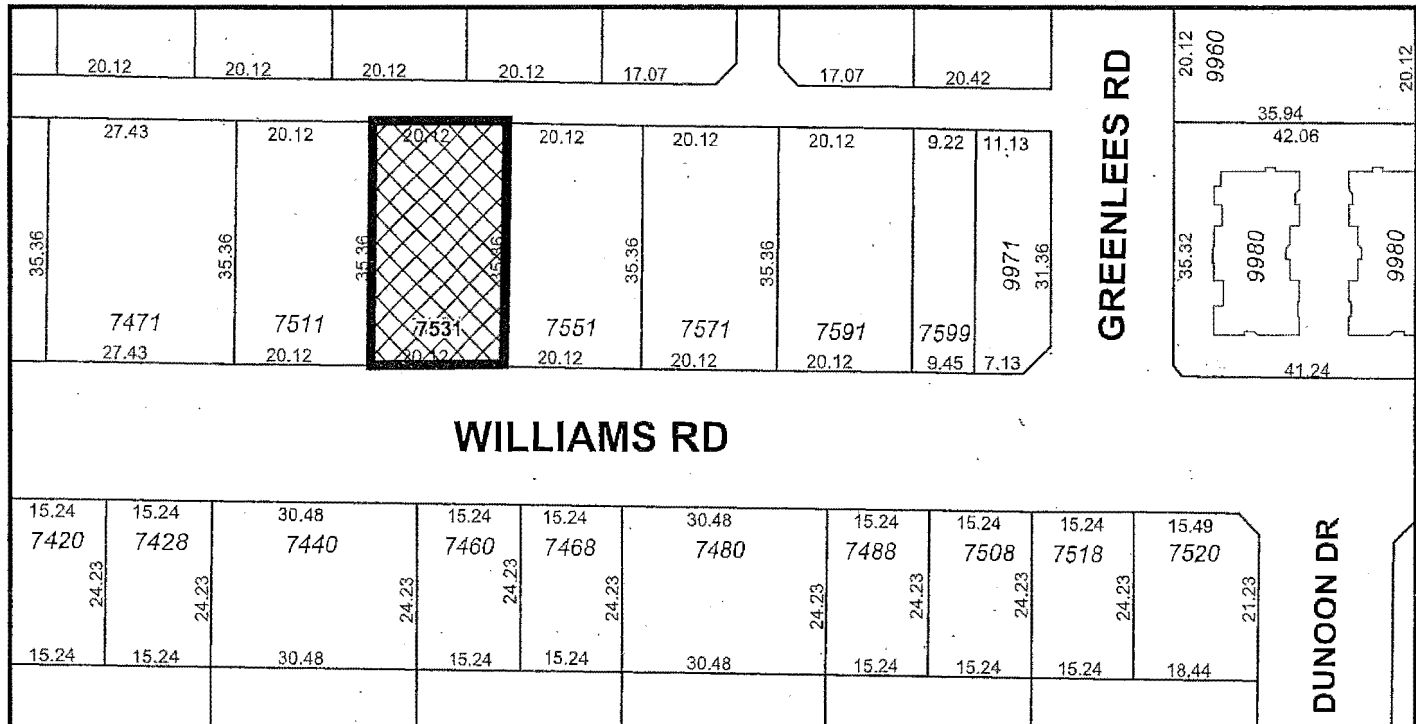
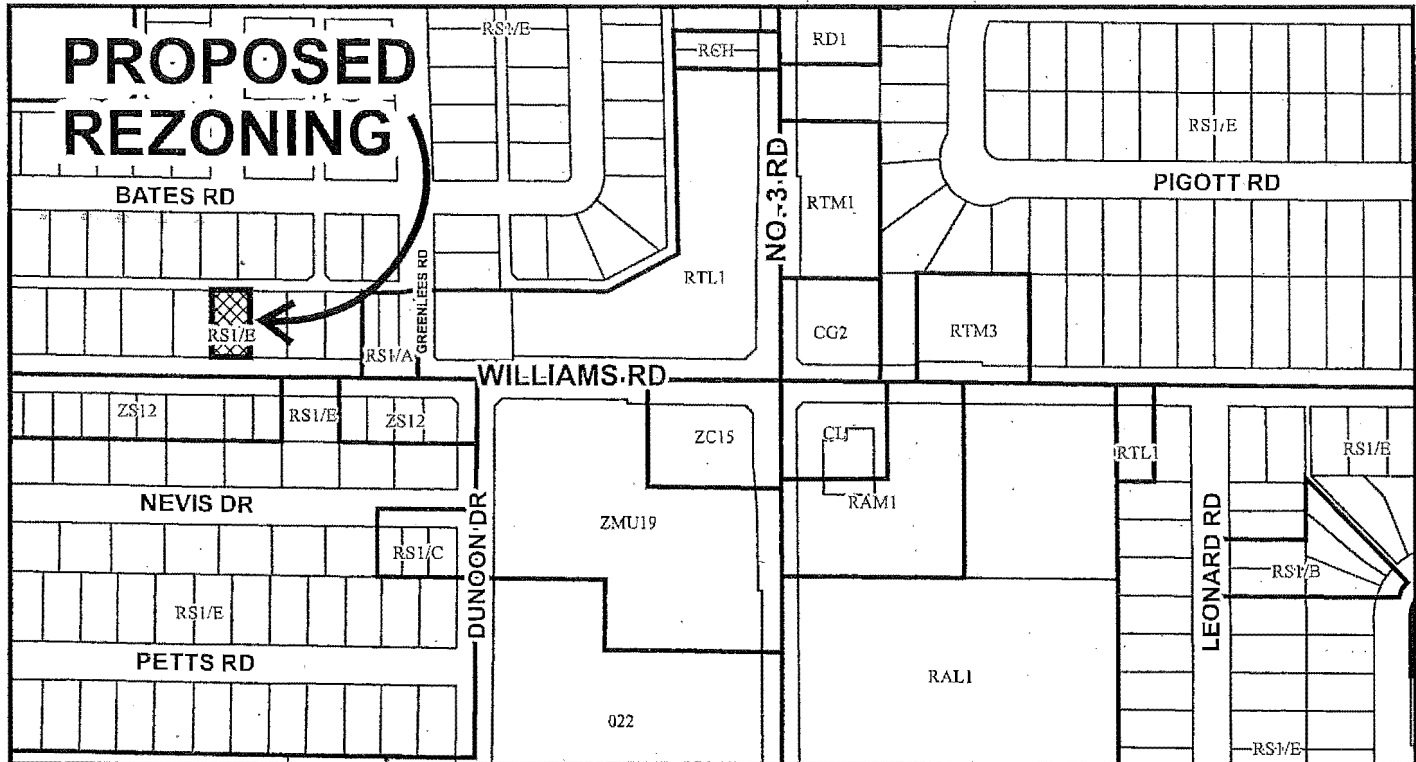


MAYOR

CORPORATE OFFICER



City of Richmond



RZ 15-712649

CNCL - 957

Original Date: 12/14/15

Revision Date:

Note: Dimensions are in METRES



City of
Richmond

Bylaw 9600

**Richmond Zoning Bylaw 8500
Amendment Bylaw 9600 (RZ 15-712653)
7511 Williams Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 010-320-911

Lot 9 Section 29 Block 4 North Range 6 West New Westminster District Plan 17789

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9600"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

SEP 26 2016

OCT 17 2016

OCT 17 2016

OCT 17 2016

JUN 07 2017

CITY OF RICHMOND
APPROVED by <i>BK</i>
APPROVED by Director or Solicitor <i>al</i>

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9635 (RZ 16-737903)
4780 Steveston Highway**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 004-260-333

Lot 63 Except: Firstly: Part Subdivided by Plan 46667, Secondly: Part Shown Road on Plan 49421, Section 2 Block 3 North Range 7 West New Westminster District Plan 32358

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9635"**.

FIRST READING

NOV 14 2016

A PUBLIC HEARING WAS HELD ON

DEC 19 2016

SECOND READING

DEC 19 2016

THIRD READING

DEC 19 2016

OTHER CONDITIONS SATISFIED

MAY 29 2017

ADOPTED



MAYOR

CORPORATE OFFICER

