



City Council

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

**Monday, June 8, 2020
7:00 p.m.**

Pg. # ITEM

MINUTES

- CNCL-8** 1. *Motion to adopt the minutes of the Regular Council meeting held on May 25, 2020.*

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AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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

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3. Delegations from the floor on Agenda items.

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 13.

4. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Award of Request for Quotation (RFQ) 686Q “Supply & Delivery Of Network Equipment” to Telus
- Application to Request a Food Primary Entertainment Endorsement for Food-Primary Liquor Licence #051872 - Pacific Gateway Hotel at Vancouver Airport - 3500 Cessna Dr.
- Contract Award (Request for Proposal 6762P) – Supply and Delivery of a Quint and Engine for Richmond Fire Rescue (RFR)
- Land use applications for first reading (to be further considered at the Public Hearing on July 20, 2020):
 - 6560 Granville Avenue – Rezone from Single Detached (RS1/E) Zone to Compact Single Detached (RC2) Zone (CDS-Chen Design Studio Ltd. – applicant)
 - 8251 Williams Road – Rezone from Single Detached (RS1/E) Zone to Low Density Townhouses (RTL4) Zone (Zhao XD Architect Ltd. – applicant)

5. *Motion to adopt Items No. 6 through No. 11 by general consent.*



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Consent
Agenda
Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-18 (1) the **Finance Committee** meeting held on June 1, 2020; and
- CNCL-22 (2) the **General Purposes Committee** meeting held on June 1, 2020;
be received for information.



Consent
Agenda
Item

7. AWARD OF REQUEST FOR QUOTATION (RFQ) 6867Q “SUPPLY & DELIVERY OF NETWORK EQUIPMENT” TO TELUS

(File Ref. No. 04-1300-20-01/2020) (REDMS No. 6466332 v.5)

CNCL-27

See Page CNCL-27 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That Request For Quotation (RFQ) 6867Q be awarded to TELUS Communications Inc. in the amount of \$1,659,552 over a 3-year term based on the public RFQ process; and*
- (2) *That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to execute the contract with TELUS Communications Inc.*



Consent
Agenda
Item

8. APPLICATION TO REQUEST A FOOD PRIMARY ENTERTAINMENT ENDORSEMENT FOR FOOD-PRIMARY LIQUOR LICENCE # 051872 - PACIFIC GATEWAY HOTEL AT VANCOUVER AIRPORT - 3500 CESSNA DR.

(File Ref. No. 12-8275-30-001/2020) (REDMS No. 6435323 v.3)

CNCL-31

See Page CNCL-31 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the application from Van-Air Holdings Ltd., doing business as, Pacific Gateway Hotel at Vancouver Airport, operating at 3500 Cessna Drive, requesting a Food-Primary Patron Participation Entertainment Endorsement to Food-Primary Liquor Licence No. 051872, to enable patrons to dance at the establishment, be supported with;*

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- a) No change to person capacity currently in place; and*
 - b) No change to service hours currently in place; and*
- (2) That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information attached as Appendix A, advising that Council supports the amendment for a Patron Participation Entertainment Endorsement on Food-Primary Liquor Licence No. 051872 as this request has been determined, following public consultation, to be acceptable in the area and community.*

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Consent
Agenda
Item

9. **CONTRACT AWARD (REQUEST FOR PROPOSAL 6762P) – SUPPLY AND DELIVERY OF A QUINT AND ENGINE FOR RICHMOND FIRE RESCUE (RFR)**

(File Ref. No. 02-0775-50-6762) (REDMS No. 6456143 v.12)

CNCL-41

See Page CNCL-41 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That contract 6762P be awarded for the supply and delivery of a Quint and Engine for Richmond Fire Rescue (RFR) to Commercial Emergency Equipment Co. for a total cost of \$2,417,373, exclusive of taxes.

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Consent
Agenda
Item

10. **APPLICATION BY CDS-CHEN DESIGN STUDIO LTD. FOR REZONING AT 6560 GRANVILLE AVENUE FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “COMPACT SINGLE DETACHED (RC2)” ZONE**

(File Ref. No. RZ 18-825323) (REDMS No. 5981494 v.4)

CNCL-46

See Page CNCL-46 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10109, for the rezoning of 6560 Granville Avenue from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, be introduced and given first reading.

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11. **APPLICATION BY ZHAO XD ARCHITECT LTD. FOR REZONING AT 8231 AND 8251 WILLIAMS ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “LOW DENSITY TOWNHOUSES (RTL4)” ZONE**

(File Ref. No. RZ 18-824503) (REDMS No. 6436354 v.3)

CNCL-65

See Page CNCL-65 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10173, for the rezoning of 8231 and 8251 Williams Road from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone to permit the development of ten townhouse units, be introduced and given first reading.



CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

12. **COUNCIL AND COMMITTEE 2020 AUGUST MEETING SCHEDULE**
(File Ref. No.: 01-0107-08-01) (REDMS No.6473567)

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Cllrs: Day, Greene & Wolfe

CNCL-96

See Page CNCL-96 for full report

That the General Purposes Committee and Public Works and Transportation Committee meetings scheduled for Tuesday, September 15, 2020, be rescheduled to September 21, 2020 and September 22, 2020, respectively.



RATIFICATION OF COMMITTEE ACTION

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PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAW FOR ADOPTION

- CNCL-101** Business Regulation Bylaw No. 7538, Amendment **Bylaw No. 10127**
Opposed at 1st/2nd/3rd Readings – None.

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DEVELOPMENT PERMIT PANEL

13. RECOMMENDATION

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

- CNCL-102** (1) *That the **minutes** of the Development Permit Panel meeting held on May 27, 2020, and the Chair's report for the Development Permit Panel meetings held on **May 15, 2019**, and **May 13, 2020**, be received for information; and*
- CNCL-144** (2) *That the recommendations of the Panel to authorize the issuance of:*
- (a) *a Development Permit (DP 17-771214) for the property at 3311 Sweden Way (formerly 12580 Vickers Way); and*
- CNCL-147** (b) *a Development Permit (DV 19-869780) for the property at 8011 Zylmans Way and 15111 Williams Road;*
- be endorsed, and the Permits so issued.*

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ITEM

ADJOURNMENT





Regular Council

Monday, May 25, 2020

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Carol Day (attending via teleconference)
Councillor Kelly Greene (attending via teleconference)
Councillor Alexa Loo (attending via teleconference)
Councillor Bill McNulty (attending via teleconference)
Councillor Linda McPhail
Councillor Harold Steves (attending via teleconference)
Councillor Michael Wolfe (attending via teleconference)

Corporate Officer – Claudia Jesson

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

R20/10-1 1. It was moved and seconded

That:

- (1) *the minutes of the Regular Council meeting held on May 11, 2020, be adopted as circulated;*
- (2) *the minutes of the Special Council meeting held on May 19, 2020, be adopted as circulated;*
- (3) *the minutes of the Regular Council meeting for Public Hearings held on May 19, 2020, be adopted as circulated; and*
- (4) *the Metro Vancouver 'Board in Brief' dated April 24, 2020, be received for information.*

CARRIED

1.



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COMMITTEE OF THE WHOLE

- R20/10-2 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:01 p.m.).

CARRIED

3. Delegations from the floor on Agenda items
Item No. 11 – Revised City Event Program 2020

Linda Barnes, 4551 Garry Street, Chair Person, Richmond Arts Coalition, spoke on the Richmond Maritime Festival and urged Council to approve option three as outlined in the staff report. She advised that (i) the event would be conducted safely and follow the current rules of the pandemic, (ii) the event would be held over a period to not exceed 29 days, (iii) a good portion of the arts component would be virtual, (iv) in-person performances would be done safely and within the confines of the pandemic guidelines of the time, and (v) should Council cancel the Richmond Maritime Festival the Richmond Arts Coalition would lose their grant funding.

- R20/10-3 4. It was moved and seconded
That Committee rise and report (7:21 p.m.).

CARRIED

CONSENT AGENDA

- R20/10-4 5. It was moved and seconded
That Items No. 6 through No. 10 be adopted by general consent.

CARRIED



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6. **COMMITTEE MINUTES**

That the minutes of:

- (1) *the Special Finance Committee meeting held on May 11, 2020; and*
- (2) *the General Purposes Committee meeting held on May 19, 2020; and*
- (3) *the Council/School Board Liaison Committee meeting held on April 8, 2020;*

be received for information.

ADOPTED ON CONSENT

7. **LETTER FOR LIQUOR LICENSING**

(File Ref. No. 12-8275-05; XR: 09-5125-13-01)(REDMS No. 6471837)

To write a letter to the BC Attorney General, B.C. Minister of Jobs, the Liquor and Cannabis Regulation Branch (LCRB), and the Richmond MLAs, in favour of a temporary, expedited, and low-cost application process for liquor licenses for businesses who are adding patio space as a response to the Covid-19 pandemic.

ADOPTED ON CONSENT

8. **A STATEMENT AGAINST RACISM RELATED TO THE COVID-19 PANDEMIC**

(File Ref. No. 07-3300-01; XR 09-5125-13-01)(REDMS No. 6471838)

- (1) *That Council adopt and endorse the following statement:*

A Richmond Statement Against Racism and Violence Related to the COVID-19 Pandemic

In Richmond, we are a community that celebrates a rich history of culture, diversity and heritage linked to the arrival and influence of immigrants that began over a century ago.

The City of Richmond does not - and never will - condone or tolerate racist behaviour in any form. Such attitudes and actions do not reflect our community's cultural diversity or



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the spirit of inclusion that we are all proud of.

Events of the past few months have created uncertainty, frustration and fear for some. But that is no excuse to cast blame on others. COVID-19 should not be blamed on any single culture or country and it is certainly not the fault of anyone in our community.

Now, more than ever, we must stand together and be true to our shared values of diversity, inclusion and respect. Racial and discriminatory responses and actions have no place in Richmond. They have no place in our society.

(2) *That the statement be sent to Mayors in the Metro Vancouver Region.*

ADOPTED ON CONSENT

Staff were directed to liaise with the Richmond Intercultural Advisory Committee to reach out to other networks to raise awareness of the statement and to post this statement on the City's website.

9. 2019 CLIMATE ACTION REVENUE INCENTIVE PROGRAM AND CORPORATE CARBON NEUTRAL PROGRESS REPORT

(File Ref. No. 10-6000-01/2020; 10-6125-07-03) (REDMS No. 6451162 v.13; 6458636; 6449838; 6459638)

That the Climate Action Revenue Incentive Program Report and Carbon Neutral Progress Report, as described in the staff report titled, "2019 Climate Action Revenue Incentive Program and Corporate Carbon Neutral Progress Report" dated April 24, 2020, from the Director, Sustainability and District Energy, be posted on the City's website for public information, in accordance with Provincial requirements.

ADOPTED ON CONSENT



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10. UBCM COMMUNITY EMERGENCY PREPAREDNESS FUND

(File Ref. No. 09-5126-01/2020; 03-1087-36-01) (REDMS No. 6439542 v. 3)

- (1) *That the application to the Union of British Columbia Municipalities Community Emergency Preparedness Fund for up to \$25,000 in grant funding to support Emergency Support Services for the City of Richmond be endorsed;*
- (2) *That the application to the Union of British Columbia Municipalities Community Emergency Preparedness Fund for up to \$25,000 in grant funding to support Emergency Operations Centres & Training for the City of Richmond be endorsed;*
- (3) *That the application to the Union of British Columbia Municipalities Community Emergency Preparedness Fund for up to \$25,000 in grant funding to support Evacuation Route Planning for the City of Richmond be endorsed;*
- (4) *That should the funding application be successful, the Chief Administrative Officer and the General Manager, Community Safety be authorized to execute the agreements on behalf of the City of Richmond with the UBCM; and*
- (5) *That should the funding application be successful, the 2020-2024 Five Year Financial Plan Bylaw be adjusted accordingly.*

ADOPTED ON CONSENT



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NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE
Mayor Malcolm D. Brodie, Chair

11. REVISED CITY EVENT PROGRAM 2020

(File Ref. No. 11-7375-20-002) (REDMS No. 6450908 v.5)

R20/10-5

It was moved and seconded

That aside from the Richmond Maritime Festival:

- (1) *That the Revised City Event Program 2020 and budget as outlined in Table 1 of the staff report titled “Revised City Event Program 2020”, dated April 20, 2020, from the Director, Arts, Culture and Heritage Services be approved; and*
- (2) *That \$780,000 be returned to the Rate Stabilization Account after payment of \$17,000 for the Providence contract and an increase to \$20,000 for farm markets.*

CARRIED

R20/10-6

It was moved and seconded

That the Richmond Maritime Festival program and budget of \$28,000 as outlined in the staff report titled “Revised City Event Program 2020”, dated April 20, 2020, from the Director, Arts, Culture and Heritage Services be approved.

The question on the motion was not called as discussion took place on (i) providing the community an opportunity to be outdoors and celebrate the Richmond culture, (ii) crowd control can be managed by the City’s Bylaw Officers, (iii) concerns over large crowds, (iv) removing the City’s funding, (v) opportunities to reach a greater number of people through in-person and online activities, and (vi) flexibility of dates for the event.



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In reply to queries from Council, staff advised that (i) the Richmond Arts Coalition grant is not tied to the funding from the City, (ii) a timing of late August early September is being considered; however, dates are not definitive, (iii) the event will be organized to ensure physical distancing through geography and timing of activities, (iv) the boats can be spread out geographically and can be viewed by land or by walking on the docks, and (v) anything related to the event will be done under the guidelines of the time.

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

R20/10-7

It was moved and seconded

That the Richmond Maritime Festival be approved without the budget for 2020 and that City funding of \$28,000 be returned to the Rate Stabilization Account.

The question on the amendment motion was not called as discussion took place on concerns with crowd control, and ensuring the community has opportunities to get outdoors.

The question on the amendment motion was then called and it was **DEFEATED** with Mayor Brodie, Cllrs. Au, Day, Loo, McNulty, McPhail, Steves and Wolfe opposed.

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

12. AGRICULTURAL SIGNAGE REVIEW AND CONSULTATION

(File Ref. No. 12-8350-03) (REDMS No. 6469276; 6469420; 6469085; 6431695)

R20/10-8

It was moved and seconded

- (1) That the staff report titled “Agricultural Signage Review and Consultation” from the General Manager, Community Safety, dated May 14, 2020, be received for information;***
- (2) That the Communication Plan described in the staff report titled “Agricultural Signage Review and Consultation” from the General Manager, Community Safety, dated May 14, 2020 be endorsed; and***
- (3) That staff be directed to continue working with Richmond farmers to retain “legacy signs” that meet safety requirements to promote agricultural activities.***

CARRIED

7.



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**13. EXPEDITED TEMPORARY PATIOS FOR RESTAURANTS, CAFES
AND PUBS**

(File Ref. No. 12-8275-00) (REDMS No. 6468957 v.3)

R20/10-9

It was moved and seconded

- (1) *That Council endorse a program to facilitate the creation of temporary patios as described in the staff report titled “Expedited Temporary Patios for Restaurants, Cafes and Pubs”, dated May 22, 2020, from the General Manager of Community Safety, which would include:*
 - (a) *the delegation of authority to the General Manager of Engineering and Public Works to approve and execute temporary license agreements permitting the temporary use and occupation of City owned property including portions of sidewalks and highways for the purposes of operating a temporary patio;*
 - (b) *the temporary suspension of enforcement of the minimum on-site vehicle parking requirements specified in City of Richmond Zoning Bylaw No. 8500 to the extent any temporary patio created under the program impacts the ability to meet those requirements until the sooner of November 1, 2020 or until a Council resolution to cancel; and*
 - (c) *the temporary suspension of enforcement of the requirements to obtain a Heritage Alteration Permit within the Steveston Village Heritage Conservation Area to the extent any temporary patio created under the program would otherwise require a Heritage Alteration Permit, until the sooner of November 1, 2020 or until a Council resolution to cancel.*
- (2) *That one pre-approval is provided to the Liquor and Cannabis Regulation Branch for all individual requests for temporary patios for liquor primary and manufacturer establishments; and*
- (3) *That staff provide regular updates on the number of applications and report back to Council at the conclusion of the program.*



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The question on the motion was not called as in reply to queries from Council, staff advised that (i) there have been inquiries about patios from 4 or 5 business, (ii) patios are only allowed on their own property or on the sidewalk directly adjacent to their business, (iii) when a tenant is requesting patio in a multi-tenant building, the property owner must provide approval, and (iv) as this is meant to be an expedited process staff do not anticipate issues with large volumes of applications.

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

PUBLIC ANNOUNCEMENTS

Council approved flexible uses of 2020 City Grants, due to the impact of COVID 19 and related public health measures on the community and non-profit societies.

BYLAWS FOR ADOPTION

R20/10-10

It was moved and seconded

That the following bylaws be adopted:

Housing Agreement Bylaw No. 10090

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9867

CARRIED

DEVELOPMENT PERMIT PANEL

R20/10-11 14.

It was moved and seconded

(1) That the minutes of the Development Permit Panel meeting held on April 29, 2020 and May 13, 2020, and the Chair's report for the Development Permit Panel meetings held on January 29, 2020, be received for information; and



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- (2) *That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 18-841057) for the property at 7811 Alderbridge Way be endorsed, and the Permit so issued.*

CARRIED

ADJOURNMENT

R20/10-12

It was moved and seconded
That the meeting adjourn (8:48 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, 2020.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)



Finance Committee

Date: Monday, June 1, 2020

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day (attending via teleconference)
Councillor Kelly Greene (attending via teleconference)
Councillor Alexa Loo (attending via teleconference)
Councillor Bill McNulty (attending via teleconference)
Councillor Linda McPhail (attending via teleconference)
Councillor Harold Steves (attending via teleconference)
Councillor Michael Wolfe (attending via teleconference)

Call to Order: The Chair called the meeting to order at 4:44 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Finance Committee held on May 4, 2020 and May 11, 2020, be adopted as circulated.

CARRIED

LULU ISLAND ENERGY COMPANY

1. **LULU ISLAND ENERGY COMPANY – 1ST QUARTER MARCH 31, 2020 FINANCIAL INFORMATION**
(File Ref. No. 10-0060-20/2020) (REDMS No. 6467036)

It was moved and seconded

That the Lulu Island Energy Company report titled “2020 1st Quarter Financial Information for the Lulu Island Energy Company” dated April 22, 2020 from the Chief Executive Officer and Chief Financial Officer, be received for information.

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The motion was not called as discussion ensued regarding the investments of Lulu Island Energy Company.

In response to a query from Committee, staff noted that the investments are term deposits held at various institutions and future quarterly reporting can list the various institutions for information.

The motion was then called and it was **CARRIED**

RICHMOND OLYMPIC OVAL CORPORATION

2. RICHMOND OLYMPIC OVAL CORPORATION - 1ST QUARTER MARCH 31, 2020 FINANCIAL INFORMATION

(File Ref. No.) (REDMS No. 6467028)

It was moved and seconded

That the report on Financial Information for the Richmond Olympic Oval Corporation for the first quarter ended March 31, 2020 from the Interim Senior Manager, Finance & Administration, Richmond Olympic Oval Corporation be received for information.

CARRIED

FINANCE AND CORPORATE SERVICES DIVISION

3. ACTIVE CAPITAL PROJECTS INFORMATION - 1ST QUARTER MARCH 31, 2020

(File Ref. No. 03-0975-01/2020) (REDMS No. 6448848 v.8)

In response to queries from Committee, staff noted that (i) funding for previously approved capital projects have committed funds, (ii) staff are preparing the priority list of projects for submission towards federal funding, (iii) the federal announcement regarding the fuel tax will primarily go towards TransLink and a small share towards Union B.C. of Municipalities (UBCM), (iv) the Garden Agricultural Park is in progress and staff are working on the final design as well as awaiting direction from B.C. Hydro, and (v) the northern section of the Garden Agricultural Park will be completed later this year.

Cllr. Au left the meeting (4:54 p.m.)

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It was moved and seconded

That the staff report titled, "Active Capital Projects Information – 1st Quarter March 31, 2020", dated April 15, 2020 from the Director, Finance be received for information.

The motion was not called as discussion ensued regarding delays of projects due to COVID-19.

In response to a query from Committee, staff noted that there have not been many impacts to projects due to COVID-19 and the construction of the pool at Minoru Centre for Active Living is close to completion.

Staff was also requested to provide information relative to the savings that have been realized from the layoffs due to the COVID-19 pandemic.

The motion was then called and it was **CARRIED**

4. **FINANCIAL INFORMATION – 1ST QUARTER MARCH 31, 2020**

(File Ref. No. 03-0970-09-01/2020) (REDMS No. 6453932 v.19)

It was moved and seconded

That the staff report titled, "Financial Information – 1st Quarter March 31, 2020", dated May 20, 2020 from the Director, Finance be received for information.

CARRIED

Cllr. Au returned to the meeting (4:57 p.m.)

5. **2019 CITY ANNUAL REPORT AND 2019 ANNUAL REPORT HIGHLIGHTS**

(File Ref. No. 03-0905-01) (REDMS No. 6464975)

It was suggested that links to City initiatives and strategies be integrated into online PDF formats of the City Annual Report going forward.

It was moved and seconded

That the reports titled "2019 Annual Report and 2019 Annual Report – Highlights" be approved.

CARRIED

Finance Committee
Monday, June 1, 2020

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:58 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 1, 2020.

Mayor Malcolm D. Brodie
Chair

Stephanie Walrond
Legislative Services Associate



General Purposes Committee

Date: Monday, June 1, 2020

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day (attending via teleconference)
Councillor Kelly Greene (attending via teleconference)
Councillor Alexa Loo (attending via teleconference)
Councillor Bill McNulty (attending via teleconference)
Councillor Linda McPhail (attending via teleconference)
Councillor Harold Steves (attending via teleconference)
Councillor Michael Wolfe (attending via teleconference)

Call to Order: The Chair called the meeting to order at 4:01 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on May 19, 2020, be adopted as circulated.

CARRIED

FINANCE AND CORPORATE SERVICES DIVISION

1. **AWARD OF REQUEST FOR QUOTATION (RFQ) 6867Q "SUPPLY & DELIVERY OF NETWORK EQUIPMENT" TO TELUS**
(File Ref. No. 04-1300-20-01/2020) (REDMS No. 6466332 v.5)

In response to a query from Committee, staff noted that the Award of Request for Quotation (RFQ) 6867Q "Supply & Delivery of Network Equipment" to Telus does not include 5G technology.

General Purposes Committee
Monday, June 1, 2020

It was moved and seconded

- (1) *That Request For Quotation (RFQ) 6867Q be awarded to TELUS Communications Inc. in the amount of \$1,659,552 over a 3-year term based on the public RFQ process; and*
- (2) *That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to execute the contract with TELUS Communications Inc.*

CARRIED

COMMUNITY SAFETY DIVISION

2. APPLICATION TO REQUEST A FOOD PRIMARY ENTERTAINMENT ENDORSEMENT FOR FOOD-PRIMARY LIQUOR LICENCE # 051872 - PACIFIC GATEWAY HOTEL AT VANCOUVER AIRPORT - 3500 CESSNA DR.

(File Ref. No. 12-8275-30-001/2020) (REDMS No. 6435323 v.3)

It was moved and seconded

- (1) *That the application from Van-Air Holdings Ltd., doing business as, Pacific Gateway Hotel at Vancouver Airport, operating at 3500 Cessna Drive, requesting a Food-Primary Patron Participation Entertainment Endorsement to Food-Primary Liquor Licence No. 051872, to enable patrons to dance at the establishment, be supported with;*
 - a) *No change to person capacity currently in place; and*
 - b) *No change to service hours currently in place.*
- (2) *That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information attached as Appendix A, advising that Council supports the amendment for a Patron Participation Entertainment Endorsement on Food-Primary Liquor Licence No. 051872 as this request has been determined, following public consultation, to be acceptable in the area and community.*

The question on the motion was not called as discussion ensued regarding noise factors of the application.

In response to queries from Committee, staff noted that (i) karaoke will only be permitted indoors, (ii) the City sent out notification to parcels within City's jurisdiction, (iii) the application is in respect to the ballroom and does not apply to the deck, and (iv) food primary applications adding patron participation require Council approval.

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

2.

General Purposes Committee

Monday, June 1, 2020

3. **CONTRACT AWARD (REQUEST FOR PROPOSAL 6762P) – SUPPLY AND DELIVERY OF A QUINT AND ENGINE FOR RICHMOND FIRE RESCUE (RFR)**

(File Ref. No. 02-0775-50-6762) (REDMS No. 6456143 v.12)

In response to queries from Committee, staff noted that (i) the evaluation team looked at four vehicles and concluded that with the Safetek proponent one vehicle was more expensive, one did not meet the criteria and the other two vehicles were less money; however, the overall bid was of less quality, (ii) the relationship with Commercial Emergency Equipment Co. is well established, (iii) the Quint is at the end of life and the timeline to receive the replacement is 13 months, (iv) Richmond Fire-Rescue (RFR) can continue to operate safely and efficiently with the current Hazmat truck for a number of years, (v) as of December 31, 2019 there is approximately one million dollars in the Fire Vehicle reserve fund, (vi) the balance of the money will come from committed funds, (vii) the cost of maintenance of the HazMat Truck will be manageable, (viii) the Quint at 22 years will be at the end of life and the Engine will be used for additional staffing and as a reserve vehicle, (ix) it is typical to have two or three proponents for a bid, (x) the Engine provided by Commercial Engine has an ergonomic design in the cabin chassey, which from experience has reduced injuries to firefighters to nil.

It was moved and seconded

That contract 6762P be awarded for the supply and delivery of a Quint and Engine for Richmond Fire Rescue (RFR) to Commercial Emergency Equipment Co. for a total cost of \$2,417,373, exclusive of taxes.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

4. **APPLICATION BY CDS-CHEN DESIGN STUDIO LTD. FOR REZONING AT 6560 GRANVILLE AVENUE FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “COMPACT SINGLE DETACHED (RC2)” ZONE**

(File Ref. No. RZ 18-825323) (REDMS No. 5981494 v.4)

Staff reviewed the application noting that (i) each lot will be providing a one bedroom secondary suite, (ii) Lot B requires a development variance permit for rear yard setback in order to retain the trees in the front yard, and (iii) due to the shift of building envelope, a variance will be required for the private outdoor space to provide parking for the secondary suite.

General Purposes Committee

Monday, June 1, 2020

In response to queries from Committee, staff noted that through the development variance permit, detailed architectural designs will be required as well as notification and through the arborist report, staff identified that the trees on the property were worthy of preservation.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10109, for the rezoning of 6560 Granville Avenue from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, be introduced and given first reading.

CARRIED

5. **APPLICATION BY ZHAO XD ARCHITECT LTD. FOR REZONING AT 8231 AND 8251 WILLIAMS ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “LOW DENSITY TOWNHOUSES (RTL4)” ZONE**

(File Ref. No. RZ 18-824503) (REDMS No. 6436354 v.3)

Staff reviewed the application noting that vehicle access will be provided from a neighbouring site.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10173, for the rezoning of 8231 and 8251 Williams Road from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone to permit the development of ten townhouse units, be introduced and given first reading.

In response to queries from Committee, staff noted that a memo can be provided with the age of the property located at 8251 Williams Road and should the statutory right of way with the neighbouring site to the east stall, the application will come back to Council for redesign.

The motion was then called and it was **CARRIED**

LEGAL AND LEGISLATIVE SERVICES

6. **COUNCIL AND COMMITTEE 2020 AUGUST MEETING SCHEDULE**

(File Ref. No.: 01-0107-08-01) (REDMS No.6473567)

In response to a query from Committee, the Mayor noted that the Chair or two Councillors can call a special meeting on 24 hours notice.

Discussion ensued regarding the September Committee meeting schedule and the Union of B.C. Municipalities Convention dates and as a result:

General Purposes Committee
Monday, June 1, 2020

It was moved and seconded

That the General Purposes Committee and Public Works and Transportation Committee meetings scheduled for Tuesday, September 15, 2020, be rescheduled to September 21, 2020 and September 22, 2020, respectively.

CARRIED

Opposed: Cllrs Day
Greene
Wolfe

It was moved and seconded

That the report titled "Council and Committee 2020 August Meeting Schedule" dated May 27, 2020, from the Director, City Clerk's Office be received for information.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:43 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, June 1, 2020.

Mayor Malcolm D. Brodie
Chair

Stephanie Walrond
Legislative Services Associate



City of Richmond

Report to Committee

To: General Purposes Committee
From: Grant Fengstad
Director, Information Technology
Date: May 13, 2020
File: 04-1300-20-01/2020-
Vol 01
Re: Award of Request for Quotation (RFQ) 6867Q "Supply & Delivery of Network Equipment" to TELUS

Staff Recommendation

1. That Request for Quotation (RFQ) 6867Q be awarded to TELUS Communications Inc. in the amount of \$1,659,552 over a 3-year term based on the public RFQ process; and
2. That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to execute the contract with TELUS Communications Inc.

Grant Fengstad
Director, Information Technology
(604-276-4096)

REPORT CONCURRENCE		
ROUTED TO: Finance Department	CONCURRENCE <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER
SENIOR STAFF REPORT REVIEW	INITIALS: CS	APPROVED BY CAO

Staff Report

Origin

The purpose of this report is to request approval to award the contract to procure equipment for the annual refresh of critical infrastructure through TELUS Communications Inc. for the total of \$1,659,552. This procurement is in compliance with the City's Procurement Policy 3104 and the 5 Year (2020-2024) Financial Plan Bylaw (5YFP).

The award of the contract will provide the ability for the City to procure the required hardware outlined in RFQ 6768Q, "Supply and Delivery of Network Hardware" publically issued through BC Bid. The procurement of the equipment is required to refresh our existing end-of-life network infrastructure with new Cisco equipment. Staff have reviewed the response, and recommended TELUS Communications Inc. as the vendor best-suited to provide the equipment.

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.3 Decision-making focuses on sustainability and considers circular economic principles.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.6 Growth includes supports and/or services for Richmond's vulnerable populations, including youth, seniors, individuals with health concerns, and residents experiencing homelessness.

This report supports Council's Strategic Plan 2018-2022 Strategy #7 A Supported Economic Sector:

Facilitate diversified economic growth through innovative and sustainable policies, practices and partnerships.

7.1 Demonstrate leadership through strategic partnerships, collaborations and exploring innovative and emerging economic practices and technical advancements.

Analysis

In 2018, the City issued an Request for Proposal (RFP) to invite vendors to provide responses, specifically to refresh the City core backbone network that facilitates communication to all City facilities and sites but also to enable City staff to align on a network design and select a new City

network vendor standard. The contract based on RFP 6244P, “Provision of Hardware and Implementation Services for a Core Network Refresh/Architecture” was awarded to TELUS Communication Inc. as they provided the lowest cost and best value option for the City. Simultaneously the Information Technology department began the planning of the refresh program for all critical City network infrastructure. This planning resulted in a comprehensive plan that would be executed over five (5) years, beginning in 2018 with the Network Core refresh. The existing equipment has outlived its’ useful life and on average, is twelve years old. As part of the RFP conducted in 2018, the City selected a new network vendor to support the evolving needs of the City.

The Network Core refresh project has been completed and the City is now fully operational on the new core backbone infrastructure. The next components will include data centre and the facilities.

A multi-year plan has been developed to support the refresh and implementation of new network infrastructure at all City facilities. This includes the data centres, Fire Halls and Community Centres and will support requests to enhance the public Wi-Fi at many Community Centres by offering signal coverage outdoors.

The detailed list of equipment required to support this multi-year deployment was submitted in the RFQ order to meet cash flow, achieve the highest economies of scale and achieve the best discount levels from the vendor.

Scope of Work

TELUS Communications Inc. will supply and deliver all the network equipment including the specifications and required quantities on an as needed and as requested basis over the course of the three year contract term.

Public Bidding

Request for Quotation “Supply and Delivery of Network Hardware” 6768Q, was posted on BC Bid on March 16, 2020. Bidders were instructed to provide unit pricing for all required products over a three year term. In addition, bidders were requested to respond to a questionnaire relating to their circular economy practices.

The response received from TELUS Communications Inc. was the only response received by the closing date of April 14, 2020. The review team noted that:

- TELUS are an approved reseller of Cisco products
- The response received met all the requirements described in the RFQ
- TELUS provided a positive response to the circular economy assessment in the RFQ that described how their current business practices align to the City’s goals for a circular economy

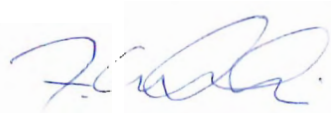
Financial Impact

The overall value for the contract is \$1,659,552 over three years:

- Funding for the first phase is available within previously approved capital projects totaling \$846,648.
- Funding for the second phase of \$501,539 and third phase of \$311,329 is included within 2021 and 2022 of the 5 Year Capital Plan (2020-2024) with final approval subject to the 2021 Capital Budget process and the 2022 Capital Budget process. The RFQ includes a clause which limits future year purchases subject to Council's approval of the budget.

Conclusion

This request is in compliance with the City's Procurement Policy and the Officer and General Manager Bylaw 8215. It is therefore recommended that RFQ 6867Q be awarded to TELUS Communications Inc. for procurement of the network equipment.



Frank Wakelin
Senior Technical Analyst
(604-276-4190)

FW:gf



City of Richmond

Report to Committee

To: General Purposes Committee
From: Cecilia Achiam
General Manager, Community Safety
Date: May 7, 2020
File: 12-8275-30-001/2020-
Vol 01
Re: **Application to Request a Food Primary Entertainment Endorsement For Food-Primary Liquor Licence # 051872 - Pacific Gateway Hotel at Vancouver Airport - 3500 Cessna Dr.**

Staff Recommendation

1. That the application from Van-Air Holdings Ltd., doing business as, Pacific Gateway Hotel at Vancouver Airport, operating at 3500 Cessna Drive, requesting a Food-Primary Patron Participation Entertainment Endorsement to Food-Primary Liquor Licence No. 051872, to enable patrons to dance at the establishment, be supported with;
 - a) No change to person capacity currently in place; and
 - b) No change to service hours currently in place.
2. That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information attached as Appendix A, advising that Council supports the amendment for a Patron Participation Entertainment Endorsement on Food-Primary Liquor Licence No. 051872 as this request has been determined, following public consultation, to be acceptable in the area and community.

Cecilia Achiam
General Manager, Community Safety
(604-276-4122)

Att. 4

REPORT CONCURRENCE	
SENIOR STAFF REPORT REVIEW	INITIALS:
APPROVED BY CAO 	

Staff Report

Origin

The Provincial Liquor and Cannabis Regulation Branch (LCRB) issues licences in accordance with the *Liquor Control and Licensing Act* (the Act) and the Regulations made pursuant to the Act. This report deals with an application to the LCRB and the City of Richmond by Van-Air Holdings Ltd., doing business as Pacific Gateway Hotel at the Vancouver Airport, (hereinafter referred to as “Pacific Gateway”) for an amendment to its Food-Primary Liquor Licence No. 051872 to:

- add patron participation entertainment endorsement which must end by midnight;
- maintain the current hours of liquor service; and
- maintain the current total person capacity.

The City of Richmond is given the opportunity to provide written comments by way of a resolution to the LCRB with respect to the liquor licence applications and amendments. For an amendment to a Food-Primary Liquor Licence, the process requires the local government to provide comments with respect to the following criteria:

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

This report supports Council’s Strategic Plan 2018-2022 Strategy #7 A Supported Economic Sector:

Facilitate diversified economic growth through innovative and sustainable policies, practices and partnerships.

Analysis

With the current measures in place to prevent the spread of COVID-19, it is unlikely that the Pacific Gateway will be hosting events that include patron participation. However, the City has completed the public notification process and granting the licence now will allow the business to operate as soon as possible, once permitted by the health regulations.

Pacific Gateway has operated the establishment since 2014. The property is zoned Auto-Oriented Commercial (CA) and the use of a hotel with restaurant, banquet rooms and meeting rooms is consistent with the permitted uses in this zoning district.

Pacific Gateway is requesting a permanent change to add patron participation, which initiates a process to seek local government approval. Their current licencing for total person capacity will remain unchanged at 1388 indoors and 432 outdoors, including staff and patrons.

Pacific Gateway’s request for a patron participation entertainment endorsement is to enable patrons to dance or have karaoke and sing-alongs in the food primary licenced area of the hotel. This would add a greater operational flexibility to Pacific Gateway and an added amenity for patrons

Impact of Noise on the Community

The location of this establishment is such that there should be no noise impact on the community. The patron participation entertainment endorsement must end by midnight and the establishment should not operate contrary to its primary purpose as a food primary establishment.

Impact on the Community

The community consultation process for reviewing applications for liquor related licences is prescribed by the Development Application Fees Bylaw 8951 which under Section 1.8.1 calls for:

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

- (a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*;
must proceed in accordance with subsection 1.8.2.

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

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

The required signage was posted on February 18, 2020 and three advertisements were published in the local newspaper on February 20, 2020, February 27, 2020 and March 5, 2020.

In addition to the advertised signage and public notice requirements, staff sent letters to businesses, residents and property owners within a 50 meter radius of the establishment. On February 11, 2020, 15 letters were sent to residents, businesses and property owners. The letter provided information on the proposed liquor licence application and contained instructions to comment on the application. The period for commenting for all public notifications ended March 23, 2020.

As a result of the community consultative process described, the City has not received any responses opposed to this application.

Other Agency Comments


As part of the review process, staff requested comments from other agencies and departments such as Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue, Building Approvals Department and the Business Licence Department. These agencies and departments generally provide comments on the compliance history of the applicant's operations and premises. No concerns were raised by Vancouver Coastal Health, Richmond RCMP, or Building Approvals Department. Richmond Fire-Rescue has relatively minor outstanding issues for the building and one issue with the suppression system however with the COVID-19 virus protocols for the technicians, Pacific Gateway are finding they are unable to have a technician attend. With this in mind, Richmond-Fire Rescue has initiated the development of an interim additional safety protocol program for the property management for the kitchen staff.


Financial Impact

None.

Conclusion

The results of the community consultation process of Pacific Gateway's application for patron participation entertainment endorsement were reviewed based on LCRB criteria. This process began before the regulations were introduced to prevent the spread of COVID-19. The analysis concluded there should be no noticeable noise impacts, no significant impact to the community and there were no concerns raised by City departments or other agencies other than Richmond-Fire Rescue, which is being addressed. With this in place, staff recommend that Council approve the application from Pacific Gateway to permit a patron participation entertainment endorsement with no changes to the seating capacity or the hours of liquor service permitted. If approved, this endorsement would be available to the Pacific Gateway once health orders allow them to host patrons on site.


for Victor M. Duarte
Supervisor, Business Licences
(604-276-4389)


Carli Williams, P. Eng.
Manager, Business Licence and Bylaws
(604-276-4136)

VMD:vmd

- Att. 1: Letter of Intent
2: Appendix A
3: Arial Map with 50 metre buffer area
4: Email From Chief Fire Prevention Officer

**APPLICATION FOR A PATRON PARTICIPATION ENDORSEMENT
ON THE FOOD PRIMARY LICENSE**

AT

**PACIFIC GATEWAY HOTEL AT VANCOUVER AIRPORT
3500 CESSNA DRIVE,
RICHMOND, B.C. V7B 1C7**

APPLICANT: VAN-AIR HOLDINGS LTD

**LETTER OF INTENT
FOR THE APPLICATION FOR A PATRON PARTICIPATION ENDORSEMENT ON THE
FOOD PRIMARY LICENSE NUMBER 051872**

The Applicant Van-Air Holdings Ltd is applying for a Patron Participation Entertainment Endorsement for their food primary license number 051872 at the Pacific Gateway Hotel at Vancouver Airport to enable patrons to dance in the food primary licensed areas of the Hotel and also from time to time have karaoke and singalongs.

The nature of the food primary licensed areas is such that there should be no noise impact on the community and the Hotel will not operate the food primary licensed areas contrary to their primary purpose.

The patron participation entertainment will end at 12 Midnight as required by the Liquor & Cannabis Regulation Branch.

The Pacific Gateway Hotel at Vancouver Airport has a positive record with the Liquor & Cannabis Regulation Branch, the City of Richmond and the Richmond RCMP Detachment.

Having a patron participation entertainment endorsement offers an added amenity for patrons and adds greater operational flexibility to the Pacific Gateway Hotel at Vancouver Airport. The Applicant is requesting this patron participation entertainment endorsement to cover all their food primary licensed areas including The Deck Kitchen & Bar, Ballrooms, Banquet Rooms and Meeting Rooms to offer this added amenity to their patrons both in small parties and in larger parties.

The licensed hours of the food primary licensed areas at the Hotel are from 11 am to 1 am Monday to Saturday and 11 am to Midnight on Sunday.

The Pacific Gateway Hotel at Vancouver Airport does not foresee any adverse impacts on the community with the addition of a Patron Participation Entertainment Endorsement. Indeed, there will be positive benefits of the addition of this patron participation entertainment endorsement as set out above.

All of which is respectfully submitted this 10th day of February, 2020.

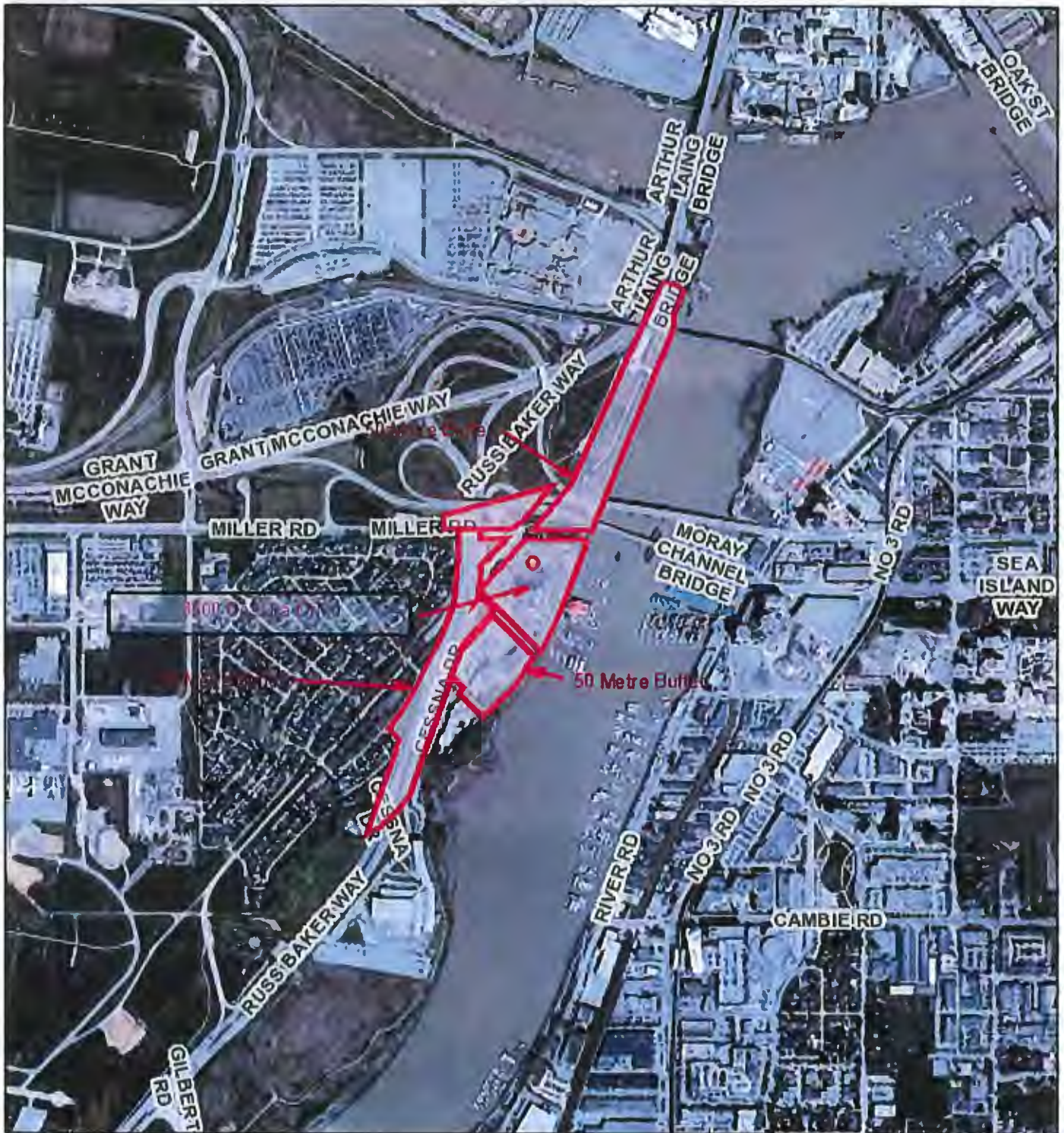
**Rising Tide Consultants
Suite 1620 – 1130 West Pender Street
Vancouver, B.C. V6E 4A4**

Appendix A

Re: Application For A Permanent Change To Food Primary Licence For Patron Participation Entertainment Endorsement – Pacific Gateway Hotel At Vancouver Airport - 3500 Cessna Drive, Richmond BC

1. That the application from Van-Air Holdings Ltd., doing business as, Pacific Gateway Hotels At Vancouver Airport, operating at 3500 Cessna Drive, requesting a permanent change to Food Primary Liquor Licence number 051872 for patron participation entertainment endorsement to enable patrons to dance in the food primary licenced areas of the Hotel and, from time to time, to have karaoke or sing-alongs, be supported, and;
2. That a letter be sent to Liquor and Cannabis Regulation Branch advising that:
 - a) Council supports the amendment for a Patron Participation Entertainment Endorsement on Food Primary Liquor Licence number 051872 as the endorsement will not have a significant impact on the community;
 - b) The hours of liquor sales will remain the same at:
 - i) Monday to Saturday, 9:00 AM to 1:00 AM;
 - ii) Sunday, 9:00 AM to Midnight;
 - c) The seating capacity will remain the same, set at 1388 indoors and 432 outdoors, both including staff and patrons;
3. Council's comments on the prescribed criteria (Section 71 of the Liquor Control and Licencing Regulations) are as follows:
 - a) The impact of additional noise and traffic in the area of the establishment was considered;
 - b) The potential impact on the community was assessed through a community consultation process; and
 - c) Given that there has been no history of non-compliance with the operation, the amendment to permit patron participation entertainment endorsement under the Food Primary Liquor Licence should not change the establishment such that it is operated contrary to its primary purpose;
 - d) As the operation of a licenced establishment may affect nearby residents, businesses and property owners, the City gathered the views of the community through a community consultation process as follows:

- i) Residents, businesses and property owners within a 50 meter radius of the establishment were notified by letter. The letter provided information on the application with instructions on how to submit comments or concerns; and
 - ii) Signage was posted at the subject property and three public notices were published in a local newspaper. The signage and public notice provided information on the application with instructions on how to submit comments and concerns.
- e) Council's comments on the general impact of the views of residents, businesses and property owners are as follows:
- i) The community consultation process was completed within 90 days of the application process; and
 - ii) The community consultation process did not generate any comments and views of residents, businesses and property owners.
- f) Council recommends the approval of the permanent change to add patron participation entertainment endorsement to the Food Primary Licence for reasons that the addition of the endorsement proposed is acceptable to the majority of the residents, businesses and property owners in the area and the community.



3/25/2020, 2:37:07 PM

1:18,056

Lines

— Override 1

Areas

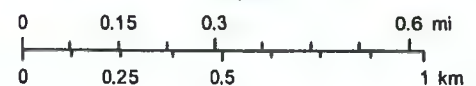
— Override 1

Points



— Override 1

Select properties based on spatial relation to a layer - Query result



Duarte,Victor

From: Jansen, Sandra
Sent: March 18, 2020 14:04
To: Duarte,Victor
Subject: RE: Van-Air Holdings Ltd dba: Pacific Gateway Hotel at Vancouver Airport - Amendment to Food Primary Liquor Licence - For Patron Participation Entertainment Endorsement- 3500 Cessna Drive

Hi Victor,

This property has relatively minor outstanding violations for the building itself at this time; however, there is one outstanding kitchen suppression system item (fusible link) that the owner/operator is trying to have corrected but with the COVID-19 virus protocols for the technicians, they are finding they are unable to have a technician attend. They are continuing to try and have a technician attend.

Knowing this, we (RFR) have initiated the development of an interim additional safety protocol program with the property representative for the kitchen staff.

The dock system has a current violation as they have not corrected a water supply issue to one of the fingers though this is not directly related to the areas you have identified.

If I can offer more clarity please let me know,

Sandra.

Sandra Jansen
Chief Fire Prevention Officer | Richmond Fire-Rescue
6960 Granville Ave. | Richmond, BC | V7C 3V4
O 604.303.2758 | C 778.836.9362

From: Duarte,Victor <VDuarte@richmond.ca>
Sent: March 18, 2020 8:04 AM
To: Jansen, Sandra <SJansen@richmond.ca>; Chiang, Paul <PChiang@richmond.ca>
Subject: RE: Van-Air Holdings Ltd dba: Pacific Gateway Hotel at Vancouver Airport - Amendment to Food Primary Liquor Licence - For Patron Participation Entertainment Endorsement- 3500 Cessna Drive



City of Richmond




Report to Committee

To: General Purposes Committee
From: Tim Wilkinson
Fire Chief
Date: May 14, 2020
File: 02-0775-50-6762/Vol
01
Re: **Contract Award (Request for Proposal 6762P) – Supply and Delivery of a Quint and Engine for Richmond Fire Rescue (RFR)**

Staff Recommendation

That contract 6762P be awarded for the supply and delivery of a Quint and Engine for Richmond Fire-Rescue (RFR) to Commercial Emergency Equipment Co. for a total cost of \$2,417,373.00, exclusive of taxes.

Tim Wilkinson
Fire Chief
(604-303-2701)

REPORT CONCURRENCE		
ROUTED TO: Finance Department	CONCURRENCE <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

This report supports City Council 2018-2022 Strategic Focus Areas:

A Safe and Resilient City: Enhance and protect the safety and well-being of Richmond.

1. *Enhance safety services and strategies to meet community needs.*

Sound Financial Management: Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

1. *Maintain a strong and robust financial position.*
2. *Clear accountability through transparent budgeting practices and effective public communication.*
3. *Decision-making focuses on sustainability and considers circular economic principles.*

Analysis

Staff are proposing to purchase two vehicles (Quint and Engine) to replace vehicles that are coming to end of life and to facilitate Richmond Fire-Rescue's operational needs.

Further, staff propose to delay the purchase of two additional vehicles (Hazardous Materials Response Truck and Initial Attack Fire Apparatus) in consideration of the financial impacts of the COVID-19 Pandemic.

The funding source for Quint and Engine vehicle replacements is through the Fire Vehicle and Equipment Reserve.

In 2019, Council approved 36 additional firefighters along with the addition of a new engine truck and a new rescue truck (Initial Attack Fire Apparatus), funded by the Rate Stabilization Account. To date, 24 of the 36 firefighters have been hired allowing for their assignment to the engine.

Request for Proposal Process

Request for Proposal (RFP) 6762P for the Supply and Delivery of a Quint, Hazardous Materials, Initial Attack Fire Apparatus (Rescue) and Engine for Richmond Fire-Rescue (RFR) was posted to BC Bid on November 22, 2019 and closed January 23, 2020. The RFP included detailed specifications and operational requirements for the supply of the following vehicles:

- 1 (one) x 75ft. Quint;
- 1 (one) x Hazardous Materials Response Truck;
- 1 (one) x Initial Attack Fire Apparatus (Rescue); and
- 1 (one) x Engine (To accommodate 24 new staff).

The RFP 6762P was issued for four vehicles with approved funding by Council totalling \$3,454,376.00.

The RFP advised interested proponents that the City was looking for innovative financial and technical solutions in regards to fire apparatus design and production matching with industry standards and the City of Richmond's operational needs.

An information meeting was held on December 11, 2019 to provide interested proponents with an opportunity to seek clarification and receive additional information about the RFP requirements.

To minimize risk to the City, a performance, labour and material bond representing 50 per cent of the value of the contract was a requirement of the RFP.

The following proponents submitted proposals for all four apparatus by the closing date:

- Commercial Emergency Equipment Co. (Commercial) - distributor of Pierce Manufacturing Fire Trucks
- Safetek Emergency Vehicles Ltd. (Safetek) - distributor of Smeal, SVI and Metalfab Fire Trucks

Table 1: Financial Proposals (Canadian Dollars)

Proponent	Initial Attack Fire Apparatus (Rescue)	Engine	75ft. Quint	HazMat Truck
Commercial	\$322,020.70	\$1,027,873.05	\$1,389,500.00	\$714,982.00
Safetek	\$418,836.00	\$793,564.00	\$1,284,663.00	Did not meet the criteria

Review Process

Proponents were instructed to submit individual proposals for each apparatus described in the RFP. This requirement allowed staff to undertake a separate evaluation for each apparatus allowing for the potential of multiple contract awards. Proposals for all apparatus were scored and evaluated by staff against pre-determined criteria that included:

- understanding of RFR's objectives and requirements;
- financial offer and total cost of ownership;
- business and technical reputation and capabilities;
- specification of the proposed apparatus; and
- value added services.

Aside from the financial proposals received, other areas of evaluation included:

- a. compliance to all applicable standards, laws, regulations;
- b. performance that prioritizes ergonomics and firefighter safety;
- c. operational safety and efficiency;

- d. the Proponent's Preventative Maintenance Program; and
- e. information related to environmental, circular economy, corporate and/or end of life initiatives and strategies.

Table 2 provides a summary of the overall scores awarded by the evaluation team for each apparatus. Although Safetek submitted lower prices for the supply of the engine and the 75ft. Quint, the proposals for these apparatus received lower overall scores from the team due to a lack of understanding of RFR's operational requirements, less detailed specifications provided and a proposed schedule that only allowed for limited opportunities for staff members to attend on site inspections.

Table 2: Evaluation Summary

Proponent	Initial Attack Fire Apparatus (Rescue)	Engine	75ft. Quint	Hazmat
Commercial	65%	65%	69%	55%
Safetek	55%	63%	63%	Did not meet the criteria

The evaluation team determined that Commercial's proposal created the best value for the City of Richmond.

Award Recommendation

The recommendation is to award a single contract to Commercial for the supply of two of the four vehicles identified within RFP 6762P for a total cost of of \$2,417,373.00, exclusive of taxes for the following reasons:

- The delivery schedule of a Quint and Engine is approximately 14 months from the date of Purchase Order (PO) creation to operational readiness.
- The current Quint is at end of life and is costing the department to maintain it in a roadworthy manner.
- The Engine most closely aligns with the operational needs of the department and is scheduled to accommodate the 24 new staff; in the interim RFR is using a reserve vehicle for this purpose.
- The Hazardous Materials Truck while close to end of life can be maintained in a roadworthy manner for two more years.
- The Initial Attack Fire Apparatus is a new vehicle for the 12 additional firefighters which will be considered during the 2021 budget process.

The proposals provided by Commercial provide the greatest value to the City as they:

- demonstrated a strong understanding of RFR's objectives;
- proposed apparatuses that either met or exceeded the requirements described in the RFP;

- have the required capacity, skills and experience, training programs and reporting capabilities; and
- provided a proposal which was very comprehensive and clearly laid out.

Corporate policies and procedures have been followed in the soliciting and award of this contract. The award of this contract requires Council approval, as the total amount exceeds the authorized amount under Officer and General Manager Bylaw No. 8215.

RFR does have a need for a Haz Mat and the Initial Attack Fire Apparatus (Rescue) trucks, RFR is recommending the deferral of these vehicles to another budget cycle due to the financial impacts of the COVID-19 Pandemic. This represents a delay in spending of \$1,036,003.00.

Financial Impact

The total value of the proposed contract is \$2,417,373 CDN exclusive of taxes, with the Commercial submission payment term of Option A: Net 30 of delivery with 10 per cent holdback for 55 days.

If Council approves the purchase of the Initial Fire Attack Apparatus (Rescue) and Haz Mat Response Truck in advance of considering the additional 12 firefighters during the 2021 budget process, the total value of that contract would be \$3,454,376.00.

The pricing provided in Commercial's proposal is originally valid until May 29, 2020. They have provided a verbal price guarantee for the two vehicles proposed in this report and an extension to June 12, 2020 at the City's request. The figures quoted in this report are in Canadian dollars, due to the recent impact of the decline in the CAD versus USD exchange rate, there is a risk that not proceeding with the contract at this time will result in higher prices in the future.

Conclusion

Staff recommend that contract 6762P be awarded for the supply and delivery of a Quint and Engine for Richmond Fire Rescue (RFR) to Commercial Emergency Equipment Co. for a total cost of \$2,417,373.00, exclusive of taxes.



Kevin Gray
Deputy Chief
(604) 303-2700

KG:kg



City of Richmond

Report to Committee

To: General Purposes Committee

Date: May 19, 2020

From: Wayne Craig
Director, Development

File: RZ 18-825323

Re: Application by CDS-Chen Design Studio Ltd. for Rezoning at
6560 Granville Avenue from the "Single Detached (RS1/E)" Zone to the "Compact
Single Detached (RC2)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10109, for the rezoning of 6560 Granville Avenue from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, be introduced and given first reading.

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

WC:na
Att. 6

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

Staff Report

Origin

CDS-Chen Design Studio Ltd. has applied to the City of Richmond for permission to rezone 6560 Granville Avenue from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two single-family lots, each with vehicle access from the rear lane (Attachment 1). The proposed subdivision is shown in Attachment 2. The proposed site plan is shown in Attachment 3.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

Subject Site Existing Housing Profile

There is an existing owner-occupied single-family dwelling on the subject property, which would be demolished. The applicant has confirmed that there are no existing secondary suites in the dwelling.

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North: Single-family dwellings on lots zoned “Single Detached (RS1/E)”, fronting Granville Crescent.

To the South: Single-family dwellings on lots zoned “Single Detached (RS1/B)”, fronting Livingstone Place.

To the East: A single-family dwelling on a lot zoned “Single Detached (RS1/E)”, fronting Granville Avenue.

To the West: A single-family dwelling on a lot zoned “Single Detached (RS1/E)”, fronting Granville Avenue.

Related Policies & Studies

Official Community Plan/Blundell Area Plan

The subject property is located in the Blundell planning area, and is designated “Neighbourhood Residential” in the Official Community Plan (OCP). This designation provides for a range of housing including single-family and townhouses. The proposed rezoning and subdivision is consistent with this designation.

Arterial Road Policy

The subject property is designated “Arterial Road Compact Lot Single Detached” on the Arterial Road Housing Development Map. The Arterial Road Land Use Policy requires all compact lot developments to be accessed from the rear lane only. The proposed rezoning and ensuing development are consistent with this Policy.

Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director, Development, and deposit a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should comply with the guidelines of the OCP’s Arterial Road Policy and include any required replacement trees identified as a condition of rezoning.

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 first 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

Existing Legal Encumbrances

There is an existing 1.5 m wide Statutory Right-of-Way (SRW) along the rear portion of the property for the sanitary sewer, which will not be impacted by the proposed rezoning or subdivision. The applicant is aware that encroachment into the SRW area is not permitted.

Transportation and Site Access

Residential Lot (Vehicular) Access Regulation Bylaw No. 7222 restricts vehicle access to properties designated arterial roads to the rear lane only. Vehicle access is proposed from the rear lane via separate driveways to each new lot, consistent with this Bylaw.

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 in the form of a Tree Management Plan (Attachment 5). The Arborist Report assesses four bylaw-sized trees and two undersized trees on the subject property, and two trees on the neighbouring property to the east for a total of eight trees.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- One Cypress tree (Tree# 52, multi-stem 48 cm dbh) and one Rubinia tree (Tree# 57, multi-stem 34 cm dbh) located on the development site are either dead, dying (sparse canopy foliage), infected with Fungal Blight or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.
- Two Cypress trees (Tree# 53, multi-stem 54 cm dbh; Tree# 54, 43 cm dbh) located on the subject property are in fair to good condition. Tree# 53 is just outside of the allowable building envelope and Tree# 54 is located outside the proposed building envelope. In order to protect both trees as per the Tree Protection Bylaw 8057, trees will require a minimum of 4 m of tree protection area from the base of the stems for successful retention. To ensure this retention is successful, the front yard setback needs to be significantly increased from 6.0 m to 8.6 m. This then triggers the need to provide a house with an attached garage on Lot B due to the shift of the building footprint to the rear to accommodate the front yard trees. In order to comply with zoning requirements for an attached garage a separate Development Variance Permit will be required to enable a reduced rear yard setback from 6.0 m to 1.73 m allowing an attached garage in the rear yard and tree protection in the front yard. The relocation of private outdoor space to the front yard will also require a variance as an attached garage and secondary suite parking would limit the availability of space in the rear yard.
- Two undersized trees, one Pear (Tree# 55), and one Plum (Tree# 56), located on the development site and along the rear property line are in fair to poor condition. With existing stem defects, structural damage, poor quality pruning, and conflict with the proposed driveway access and new sanitary connections, these trees are not good candidates for retention and should be removed.
- One Cedar tree (Tree# A, 43 cm dbh) and one Fir tree (Tree# B, 62 cm dbh) located on the neighbouring property to the east are to be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

The City's Parks Department has reviewed the Arborist's Report and supports the Arborist's findings, with the following comment:

- One hedge along Granville Avenue (not tagged on the Tree Management Plan) located on City property is in good health and condition, but will be in conflict with the construction and restrict pedestrian access to the front entrance of the second lot. Its removal is authorized and no compensation is required. The hedge is also to be removed in accordance with the Arterial Road Policy, which does not permit continuous hedges in the front yard for CPTED purposes.

Tree Replacement

The applicant wishes to remove two bylaw-sized on-site trees (Tree# 52, 57) and two undersized trees (Tree #55, 56). The 2:1 replacement ratio for bylaw sized trees would require a total of four replacement trees. The applicant has agreed to plant two replacement trees on each lot proposed in addition to one more new tree in Lot A, for a total of five trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
1	6 cm	3.5 m
2	8 cm	4 m
2	9 cm	5 m

Tree Protection

Two trees (Tree# 53, 54) on the subject property and two trees (Tree# A, B) on the eastern neighbouring property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are 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 tree 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.
- Prior to final adoption of the rezoning bylaw, submission of a \$20,000 Tree Survival Security based on the sizes of the bylaw-sized trees on the subject property to be retained (Tree# 53, 54).
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Variances Requested

The proposed development is generally in compliance with the “Compact Single Detached (RC2)” zone in Richmond Zoning Bylaw 8500. However, in order to provide a 4 m tree protection fencing area around Tree# 53 and Tree# 54, an increased front yard setback is required. This would result in a shifted building footprint towards the rear which then in turn impacts the rear yard setback to the garage as well as the provision of private outdoor space. If building separation between the house and the garage was available and compliant with “Compact Single Detached (RC2)” zoning, the rear yard setback would be a minimum of 1.2 m. By reducing the rear yard setback requirement of 6.0 m to 1.73 m, an attached garage can be provided, the front yard trees can be protected, and the 1.5 m wide SRW for City Utilities along the rear lot line respected. With the building footprint on Lot B shifted towards the rear, tree protection and secondary suite parking requirements, the private outdoor space will need to be included in the front yard instead of the rear yard. Therefore, a variance will be required to amend the regulation of a minimum of 20 m² of private outdoor space on the lot outside of the front yard.

The applicant is requesting two variances to reduce the minimum rear yard setback in Lot B from 6.0 m to 1.73 m for a one storey garage to be attached to a proposed single-family dwelling zoned “Compact Single Detached (RC2)”, and to allow the minimum 20 m² of private outdoor space to be provided in the front yard on Lot B.

Staff support the requested variance as the Arterial Road Guidelines for Compact Lot Development in the OCP encourage retaining existing trees wherever possible, particularly if the trees are in the front yard. The requested variances will enable successful retention of the tree and further use of the front yard space. The variances will be considered through a Development Variance Permit (DVP) process which would follow the adoption of the rezoning bylaw. Subdivision approval is required prior to DVP issuance as the variances are requested for Lot B only.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant has proposed to provide a secondary suite in both dwellings to be constructed on Lot A and Lot B. Parking for both secondary suites will be accessed by the lane, adjacent to each garage. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on title to ensure that no final Building Permit inspection is granted until the secondary suite on Lot A and Lot B is constructed to the satisfaction of the City in accordance with the BC Building Code and the City’s Zoning Bylaw. The secondary suites on Lot A and Lot B will comprise a one bedroom suite proposed to be 33.1 m² (356 ft²) in size.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant must enter into a Servicing Agreement for the design and construction of the required site servicing and off-site improvements, as described in Attachment 6. Frontage improvements include, but may not be limited to, the following:

- Construction of a new 1.5 m wide concrete sidewalk next to the new property line, and a new 2.0 m wide grass/tree boulevard over the remaining width between the new sidewalk and the existing west curb of No. 2 Road. The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the west and east of the subject site.
- Removal of the existing driveway letdowns and replacement with barrier curb/gutter, grass/tree boulevard and concrete sidewalk per standards described above.
- Renewal of the existing bike lane road markings north of the subject development site.
- Lane upgrades to the City's standard cross-section R-6-DS, including full-width repaving and new rollover curb and gutter along both the north and south edge of pavement.

At the Subdivision stage, the applicant is also required to pay the current year's taxes, Development Cost Charges (City, Metro Vancouver and TransLink), School Site Acquisition Charges, Address Assignment Fees, and the costs associated with the completion of the site servicing and frontage improvements as described in Attachment 6.

Financial Impact or Economic Impact

The 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 6560 Granville Avenue from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two single-family lots with vehicle access from the rear lane.

The proposed rezoning and subdivision are consistent with the applicable plans and policies affecting the subject site, with the exception of requested variances to the rear yard setback outdoor private space on Lot B which will be addressed through a subsequent Development Variance Permit process.

The list of rezoning considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10109 be introduced and given first reading.



Nathan Andrews
Planning Technician
(604-247-4911)

NA:blg

Attachments:

Attachment 1: Location Map and Aerial Photo

Attachment 2: Proposed Subdivision Plan

Attachment 3: Proposed Site Plan

Attachment 4: Development Application Data Sheet

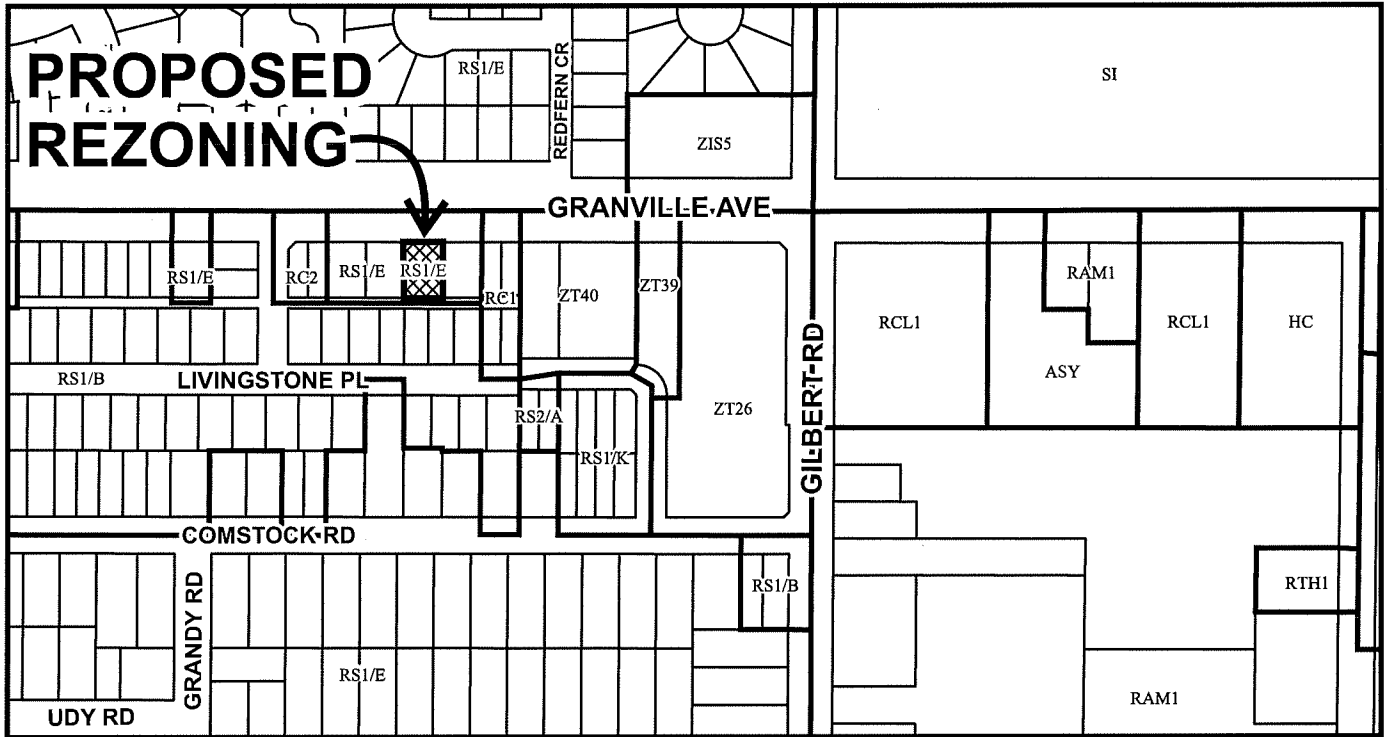
Attachment 5: Tree Retention Plan

Attachment 6: Rezoning Considerations



City of Richmond

ATTACHMENT 1



RZ 18-825323

Original Date: 06/19/18

Revision Date:

Note: Dimensions are in METRES



City of Richmond

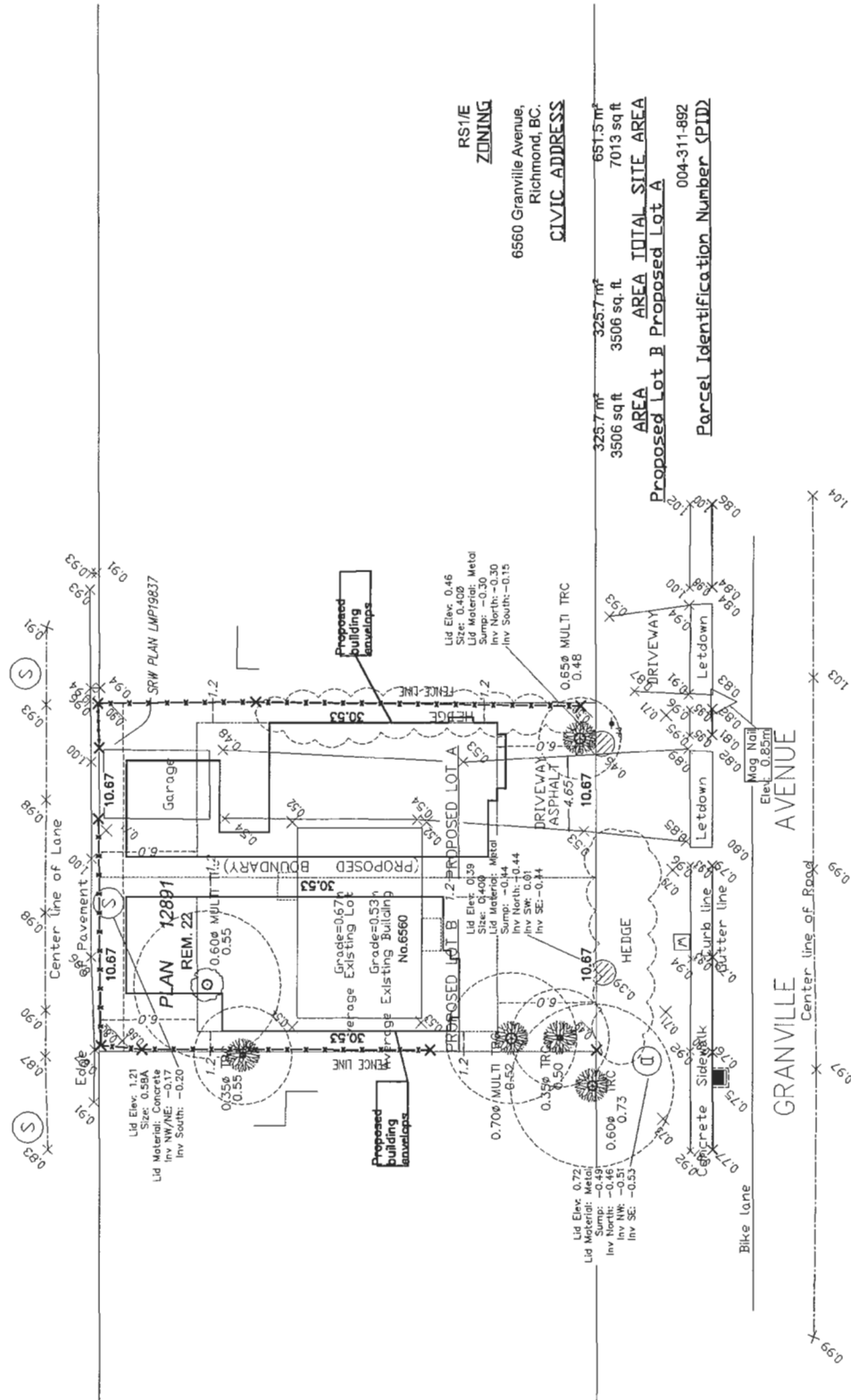


RZ 18-825323

Original Date: 06/19/18

Revision Date:

Note: Dimensions are in METRES



RS1/E
ZONING

6560 Granville Avenue,
Richmond, BC.

CIVIC ADDRESS

651.5 m²
7013 sq ft

AREA TOTAL SITE AREA

Proposed Lot B Proposed Lot A

Parcel Identification Number (PID)

LOT 22, EXCEPT : PART SUBDIVIDED BY PLAN
LMP19836, SECTION 18, BLOCK 4 NORTH, RANGE 6
WEST, NEW WESTMINSTER DISTRICT, PLAN 12891

FLAT LOT, UNABLE TO CONTOUR
(Lot dimensions and areas subject to
change after final subdivision survey)



RZ 18-825323

Attachment 4

Address: 6560 Granville Avenue

Applicant: CDS-Chen Design Studio Ltd.

Planning Area(s): Blundell


	Existing	Proposed
Owner:	Ben Zhen Chen	To be determined
Site Size (m²):	651.5 m ² (7,012.0 ft ²)	Lot A: 325.7 m ² (3,505.8 ft ²) Lot B: 325.7 m ² (3,505.8 ft ²)
Land Uses:	One single-family dwelling	Two single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations:	Arterial Road Compact Lot Single Detached	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.60 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Max. 195.4 m ² (2,103.6 ft ²)	Max. 195.4 m ² (2,103.6 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 50% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 20%	Building: Max. 50% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 20%	none
Lot Size:	Min. 270 m ²	325.7 m ²	none
Lot Dimensions (m):	Width: Min. 9.0 m Depth: Min. 24.0 m	Width: 10.67 m Depth: 30.53 m	none
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 6.0 m	Front: Min. 6.0 m Side: Min. 1.2 m Lot A Rear: Min. 6.0 m Lot B Rear: Min. 1.73 m	Variance requested for Lot B only
Setbacks for Attached and Detached Garage Homes (m):	Attached: Min. 6.0 m	1.73 m	Variance
	Detached: Min. 1.2 m	1.73 m	none
Height (m):	Max. 2 ½ Storeys (9.0 m)	8.99 m	none
Private Outdoor Space (m ²):	Min. 20 m ² (min. 3.0 width and depth) provided on the lot outside front yard	Min. 20 m ² in the front yard	Variance on Lot B only

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

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

5981494



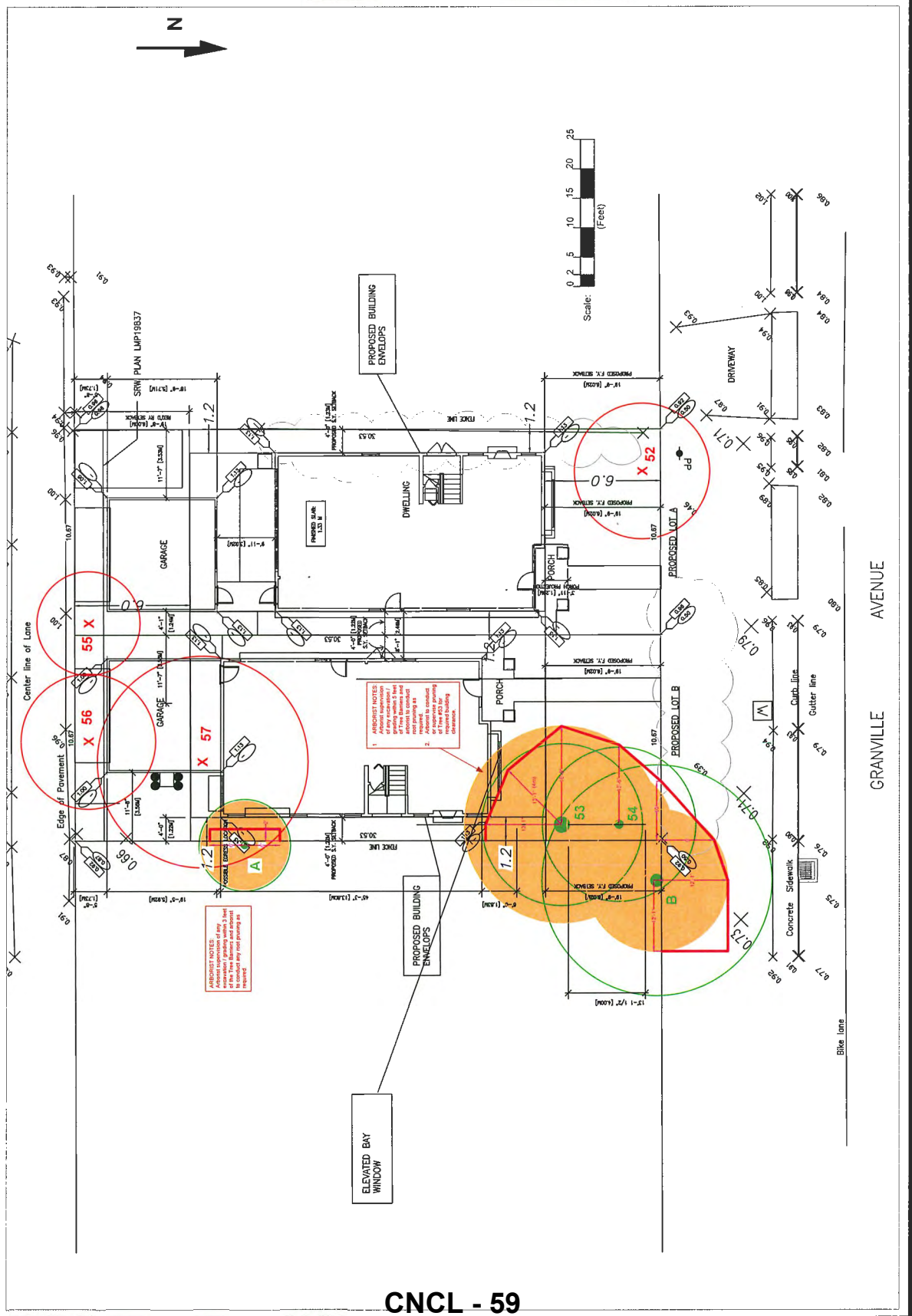
Pacific Sun Tree Service
 604-323-4270
 andematt.fores@shaw.ca
 pacificsuntree.com
 Suite #460
 130 - 159 152 Street
 Surrey, B.C.
 V4A 0C4

Tree Management Plan

Date: February 11, 2020
 Client: The One Construction Ltd.
 Project: Single Family Detached
 Project Address: 6560 Granville Avenue
 Richmond, B.C.

●	Tree Recommended for Retention:
✗	Tree Recommended for Removal:
●	Not Permit Size Tree
○	Crown Damage for Retain Tree
○	Remove Tree:
—	Tree Protection Barrier:
—	Critical Root Zone:

Note: For legibility, where trees are densely clustered and are recommended for removal, the crown diagram is not shown.





Address: 6560 Granville Avenue

File No.: RZ 18-825323

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10109, the developer is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director, Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the five required replacement trees (three on Lot A, two on Lot B) with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
1	6 cm		3.5 m
2	8 cm		4 m
2	9 cm		5 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$750/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. 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.
3. Submission of a Tree Survival Security to the City in the amount of \$20,000 for two on-site trees (Trees #53, 54) to be retained. The applicant is required to provide a post-construction impact report upon completion of all construction activities on-site, at which time the City may return all or a portion of the Tree Survival Security. The remainder may be held for a one year monitoring period, to ensure that the tree survives. The City may transfer the remaining security to the City's Tree Compensation Fund if the tree is not successfully retained.
4. Registration of a flood indemnity covenant on title.
5. The submission and processing of a Development Variance Permit* for Lot B completed to a level deemed acceptable by the Director of Development.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted for Lot A or Lot B until a secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

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

1. Payment of property taxes up to the current year, Development Cost Charges (City, Metro Vancouver, & TransLink), School Site Acquisition Charges, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application, if applicable.

2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works:

- a. Using the OCP Model, there is 183 L/s of water available at a 20 psi residual at the Granville Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b. At Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm 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 building designs.
- c. At Developer's cost, the City will:
 - Cut and cap the existing 20mm diameter water connection.
 - Install two new 25mm water service connection complete with water meters, one for each lot, at the Granville Avenue frontage.

Storm Sewer Works:

- a. At Developer's cost, the Developer is required to:
 - Confirm the capacity and condition (via video inspection) of the existing storm service connection at the Granville Avenue frontage. If the existing connection is adequate to serve the proposed development, at the City's digression, the existing connection may be retained to serve the proposed development. If the existing connection is not adequate to serve the proposed development, the existing connection shall be replaced by the City at the developer's cost.
- b. At Developer's cost, the City will:
 - Complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- a. At Developer's cost, the Developer is required to:
 - Confirm the capacity and condition (via video inspection) of the existing sanitary service connection at the Granville Avenue frontage. If the existing connection is adequate to serve the proposed development, at the City's digression, the existing connection may be retained to serve the proposed development. If the existing connection is not adequate to serve the proposed development, the existing connection shall be replaced by the City at the developer's cost.
- b. At Developer's cost, the City will:
 - Complete all tie-ins for the proposed works to existing City infrastructure.

Frontage Improvements:

- a. At Developer's cost, the Developer is required to:
 - Coordinate with BC Hydro, TELUS and other private communication service providers:
 - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.
 - To underground overhead service lines.
 - Review street lighting levels along all road and lane frontages, and upgrade as required.
 - Parking to be provided per zoning bylaw requirements.
- b. Granville Avenue Frontage Improvement works include, but are not limited to, the following:
 - Sidewalk, boulevard and curb/gutter:
 - Remove the existing sidewalk and construct a new 1.5 m wide concrete sidewalk next to the new property line.

- Construct a new 2.0 m wide grass/tree boulevard over the remaining width between the new sidewalk and the existing west curb of No. 2 Road.
- The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the west and east of the subject site.
- Renew the existing bike lane road markings north of the subject development site.
- The existing driveway along the Granville Avenue development frontage is to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, grass/tree boulevard and concrete sidewalk per standards described above.
- Retaining walls with handrails will be required through the servicing agreement design.
- Unless otherwise specified, all road works should be designed as per bylaw, TAC Standards and the City's Engineering Design Specifications.
- c. Lane S/O Granville Avenue Development Frontage works include, but are not limited to, the following:
 - Upgrade the lane to the City's standard cross-section R-6-DS, including full-width repaving and new rollover curb and gutter along both the north and south edge of pavement.
 - Unless otherwise specified, all road works should be designed as per bylaw, TAC Standards and the City's Engineering Design Specifications.
- d. Statutory Right-of-Way (SRW) Requirements
 - Any above ground third party utilities (e.g. hydro/telephone kiosks) must not be placed within any frontage works area including sidewalk and boulevard. SRW within the subject site is to be secured for the placement of this equipment if proposed.
 - Development signage is to be placed on-site and behind the property line.

General Items:

- a. At Developer's cost, the Developer is required to:
 - Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
 - 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.

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

1. Registration of Development Variance Permit on Title for Lot B.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. 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.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director, 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, Development. All agreements to be registered in the Land Title Office shall, unless the Director, Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10109 (RZ 18-825323)
6560 Granville Avenue**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 004-311-892

Lot 22 except: part subdivided by Plan LMP19836, Section 18 Block 4 North Range 6 West
New Westminster District Plan LMP12891

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10109"**.

FIRST READING



A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: General Purposes Committee

Date: May 19, 2020

From: Wayne Craig
Director, Development

File: RZ 18-824503

Re: Application by Zhao XD Architect Ltd. for Rezoning at 8231 and
8251 Williams Road from the "Single Detached (RS1/E)" Zone to the "Low
Density Townhouses (RTL4)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10173, for the rezoning of 8231 and 8251 Williams Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone to permit the development of ten townhouse units, be introduced and given first reading.

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

WC:jr
Att. 6

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

Staff Report

Origin

Zhao XD Architect Ltd. has applied to the City of Richmond for permission to rezone 8231 and 8251 Williams Road from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone, in order to permit the development of ten townhouse units with vehicle access from the adjacent development to the east. A location map and aerial photo are provided in Attachment 1.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 2.

Subject Site Existing Housing Profile

The subject site consists of two lots, each containing a single-family dwelling. The applicant has indicated that both dwellings are owner-occupied and do not contain a secondary suite. Both dwellings would be demolished at a future development stage.

Surrounding Development

Existing development immediately surrounding the subject site is generally as follows:

- To the North: Single-family dwellings on properties zoned “Single Detached (RS1/E)” with vehicle access from Pigott Road.
- To the South: Single-family dwellings on properties zoned “Single Detached (RS1/E)” with vehicle access from Williams Road.
- To the East: Single-family dwellings on two properties currently zoned “Single Detached (RS1/E)”, which are proposed to be rezoned to “Low Density Townhouses (RTL4)” in order to develop ten townhouse units (RZ 17-788945). The rezoning bylaw received third reading at the Public Hearing on September 3, 2019 and a Development Permit (DP 18-829083) is currently under review.
- To the West: Single-family dwellings on properties zoned “Single Detached (RS1/E)” with vehicle access from Williams Road.

Related Policies & Studies

Official Community Plan

The subject site is located in the Broadmoor planning area, and is designated “Neighbourhood Residential” in the Official Community Plan (OCP), which permits single-family, duplex, and townhouse development (Attachment 3). The proposed rezoning is consistent with this designation.

Arterial Road Policy

The subject site is designated “Arterial Road Townhouses” on the Arterial Road Housing Development Map. The proposed rezoning is consistent with this 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.

Affordable Housing Strategy

The City’s Affordable Housing Strategy requires a cash-in-lieu contribution of \$8.50 per buildable square foot towards the City’s Affordable Housing Reserve Fund for all rezoning applications involving townhouses. A \$105,374.50 contribution is required prior to final adoption of the rezoning bylaw.

Public Art Program Policy

The applicant will be participating in the City’s Public Art Program by making a voluntary contribution to the City’s Public Art Reserve Fund for City-wide projects on City lands. The total contribution will be \$10,537.45, based on \$0.85 per buildable square foot. This contribution is required to be submitted to the City 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 first 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

Urban Design and Site Planning

The applicant proposes ten units in two duplexes and two triplexes, which are arranged on either side of a central east-west drive aisle. The site plan and massing are generally consistent with the Development Permit Guidelines for Arterial Road Townhouses. Conceptual development plans are provided in Attachment 4.

The central drive aisle would be an extension of the drive aisle located on the proposed development at 8291 and 8311 Williams Road (RZ 17-788945) which has been secured as a condition of the rezoning. Vehicle access to Williams Road would be via this shared drive aisle, while pedestrian access is provided on site via a walkway between the two triplex buildings.

These two triplex buildings at the front of the site contain both two- and three-storey units. Two-storey units are proposed along the side yard interface with the adjacent properties, which will provide a transition in height to the existing two-storey buildings but also add visual interest to the Williams Road streetscape in the long term. Each unit in the two triplexes has pedestrian access from Williams Road. A landscaped private outdoor space is provided in the front yard of each unit.

The two triplexes are separated by the landscaped walkway, which also includes the development site signage, visitor bike parking, mailbox, and garbage enclosure. An existing mature Magnolia tree, that will be protected and retained, forms the centrepiece of this walkway.

The two duplex buildings at the rear of the site are two storeys in order to provide a sensitive transition to the single-family dwellings behind the site. The ground floor of each duplex has a 4.5 m or greater setback from the rear property line. The second storey is set back 6.0 m. These setbacks are intended to reduce overlook to the adjacent single-family rear yards consistent with the OCP guidelines for arterial road townhouse development.

Each unit in the two duplexes has pedestrian access via the internal drive aisle. A landscaped private outdoor space is provided in the rear yard of each unit. All four units will be designed to be convertible units.

The shared outdoor amenity area is proposed at the rear of the site between the two duplexes, and immediately across from the walkway. Detailed design and programming of the private and shared outdoor amenity areas will be reviewed through the Development Permit process.

Existing Legal Encumbrances

There are separate restrictive covenants registered on the title of each property, which restrict development to one single-detached dwelling only. These covenants must be discharged prior to final adoption of the rezoning bylaw.

There is an existing 3.0 m wide statutory right-of-way (SRW) along the rear property line for the sanitary sewer. The applicant is aware that no construction or tree planting is permitted within the SRW area.

Transportation and Site Access

Vehicle access is proposed via the future development at 8291 and 8311 Williams Road, which is currently in the Development Permit review stage. That development has been designed to provide access to neighbouring sites to the east and west, and a statutory right-of-way (SRW) will be registered on title securing this access arrangement. The developer of the subject site will be required to register a similar SRW agreement – including a requirement to notify buyers of the shared access arrangement – prior to final adoption of the rezoning bylaw.

The Arterial Road Land Use Policy contains guidelines for the location of driveway crossings, including a minimum spacing of 80 m between driveways for townhouse developments and a minimum distance of 50 m from intersections. Direct vehicle access from the subject site to Williams Road is not supported as it would not meet these two distance criteria. If the development at 8291 and 8311 Williams Road does not proceed, a revised rezoning application would be required.

Vehicle and bicycle parking for residents are provided consistent with Richmond Zoning Bylaw 8500, including Level 2 EV charging for all residential vehicle spaces. Each unit includes a two-car garage with space for Class 1 bicycle parking. Six of the units have parking spaces in a side-by-side arrangement, and four have parking spaces in a tandem arrangement. Prior to final adoption of the rezoning bylaw, a restrictive covenant is required to be registered on title prohibiting the conversion of the tandem garage area into habitable space.

Visitor parking is provided consistent with Richmond Zoning Bylaw 8500. Two visitor parking spaces are provided on the east side of the site, and Class 2 bicycle parking is provided adjacent to the central walkway.

A 1.0 m wide road dedication is required across the entire Williams Road frontage in order to accommodate the standard sidewalk and boulevard width. This road dedication is required prior to final adoption of the rezoning bylaw.

The existing crosswalk at Williams Road and Leonard Road will be upgraded to a special crosswalk by the City. The applicant has agreed to contribute \$50,000 towards the total \$100,000 budget for the addition of traffic poles, overhead illuminated signs, amber flashers, lights, audible pedestrian signal, special crosswalk cabinet, Hydro service panel, and conduit/junction boxes. This contribution is required prior to final adoption of the rezoning bylaw.

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 three bylaw-sized trees on the subject property and one tree on a neighbouring property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- One Cherry tree on the subject site (Tag # 321) is in good condition and should be retained and protected.
- One Magnolia tree on the subject site (Tag # 322) is in good condition and should be retained and protected. Development should be designed to allow a minimum 3 m tree protection area from the base of the tree.
- One Birch tree on the subject site (Tag # 323) is in very poor condition (infected with Bronze Birch Borer) and as a result should be removed and replaced.

- One tree on a neighbouring property (Tag # N01) is identified for removal through rezoning application (RZ 17-788945).
- Replacement trees should be specified at 2:1 ratio as per the Official Community Plan (OCP).

Tree Replacement

The applicant wishes to remove one on-site tree (Tag # 323). The 2:1 replacement ratio would require a total of two replacement trees. The required replacement trees are to be of the following minimum sizes, based on the size of the tree being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	9 cm	5 m

Review of the proposed replacement trees will be undertaken through the Development Permit process. The Development Permit guidelines encourage a mix of deciduous and coniferous species, with local species preferred. A Landscape Security will be required prior to issuance of the Development Permit to ensure that the agreed upon landscaping is installed.

Tree Protection

Two trees (Tag # 321 and 322) on the subject site are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are 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 tree 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.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.
- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of \$20,000.

Variance Requested

The proposed development is generally consistent with the “Low Density Townhouses (RTL4)” zone, except for the variances noted below (Staff comments in ***bold italics***).

1. Increase the allowable small parking spaces from 0 to 6 (i.e. 30%)

The applicant proposes a small parking space in each of the six garages with a side-by-side parking arrangement. Richmond Zoning Bylaw 8500 permits up to 50% small parking spaces where more than 31 spaces are required. Staff support the proposed variance as it applies only to the side-by-side garages, and is consistent with similar developments, including the adjacent development to the east (RZ 17-788945).

Townhouse Energy Efficiency and Renewable Energy

The proposed development consists of townhouses that staff anticipate would be designed and built in accordance with Part 9 of the BC Building Code. As such, this development would be required to achieve Step 3 of the BC Energy Step Code for Part 9 construction (Climate Zone 4). As part of a future Development Permit application, the applicant will be required to provide a report prepared by a Certified Energy Advisor which demonstrates that the proposed design and construction will meet or exceed these required standards.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on site. The total cash contribution required for the proposed 10-unit townhouse development is \$17,690, based on \$1,769 per unit as per the current OCP rate and must be provided prior to rezoning adoption.

Outdoor amenity space is provided on site. Based on the preliminary design, the size of the proposed outdoor amenity space is consistent with the OCP minimum requirement of 6 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the design of the outdoor amenity space meets the Development Permit Guidelines contained in the OCP.

Development Permit Application

Prior to final adoption of the rezoning bylaw, a Development Permit application is required to be processed to a satisfactory level. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for the form and character of multiple-family projects provided in the OCP.
- Review of the size and species of on-site trees to ensure bylaw compliance and to achieve an acceptable mix of coniferous and deciduous species on-site.
- Refinement of the shared outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children’s play and social interaction.

- Review of relevant accessibility features for the four proposed convertible units and aging-in-place design features in all units.
- Review of a sustainability strategy for the development proposal.

Site Servicing and Frontage Improvements

Prior to issuance of a Building Permit, the applicant is required to enter in to a Servicing Agreement for the design and construction of the required site servicing and frontage works, as described in Attachment 6. Frontage improvements include, but may not be limited to:

- Removal of the existing sidewalk and replacement with 1.5 m concrete sidewalk at the property line, 1.5 m landscaped boulevard, and 0.15 m concrete curb and gutter.
- Removal of the two existing driveway crossings and replacement with frontage works as described above.

A 1.0 m road dedication is required to accommodate the frontage improvements. In addition, the applicant has agreed to provide a cash contribution for the City to upgrade the existing crosswalk at Williams Road and Leonard Road.

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 8231 and 8251 Williams Road from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone, to permit the development of ten townhouse units.

The proposed rezoning and ensuing development of the site is generally consistent with the land use designations and applicable policies contained in the Official Community Plan for the subject site. Further review of the project design will be completed as part of the Development Permit application review process.

The list of rezoning considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10173 be introduced and given first reading.

A handwritten signature in black ink, appearing to read "J. Rockerbie".

Jordan Rockerbie
Planner 1
(604-276-4092)

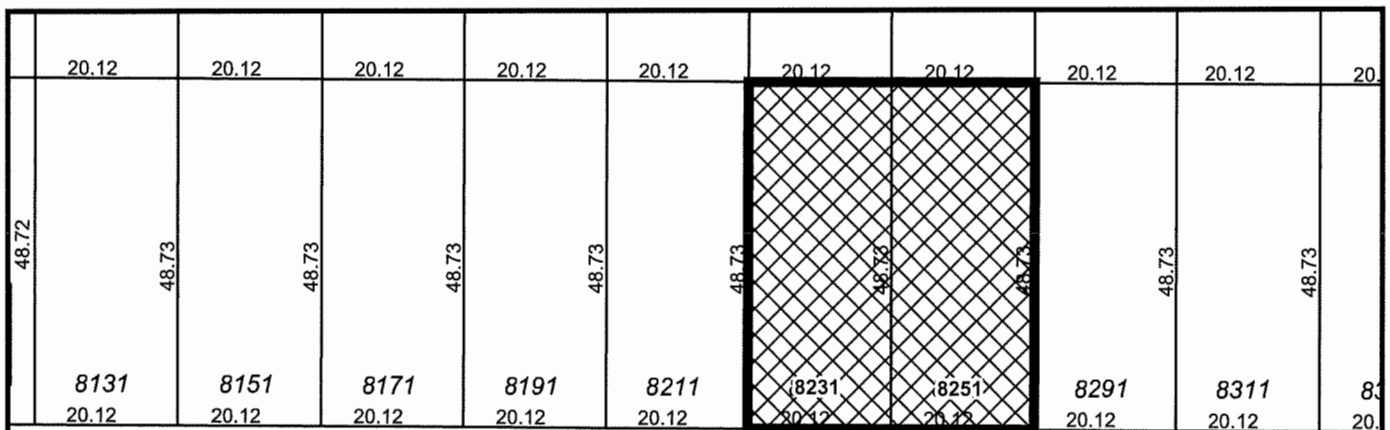
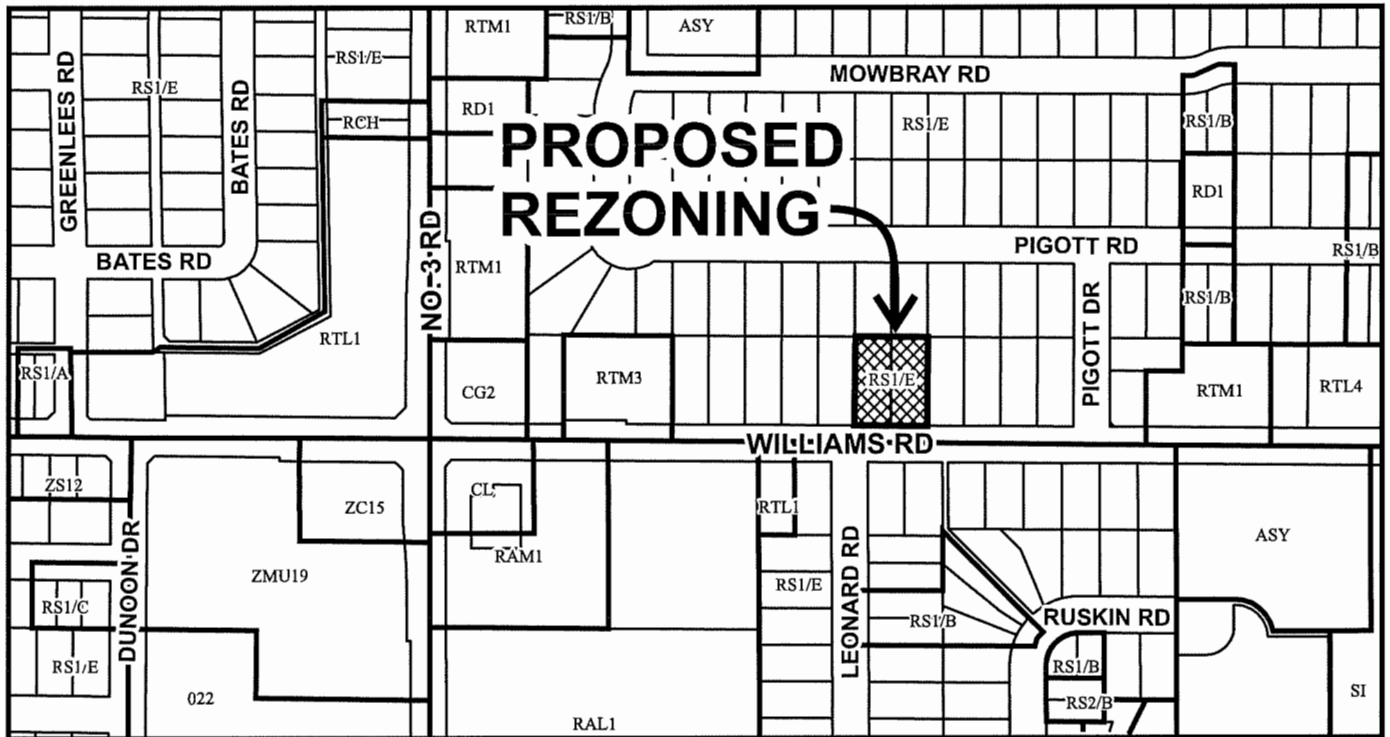
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Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Broadmoor Area General Land Use Map
- Attachment 4: Conceptual Development Plans
- Attachment 5: Tree Retention Plan
- Attachment 6: Rezoning Considerations



City of Richmond



WILLIAMS RD



RZ 18-824503

Original Date: 06/08/18

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 18-824503

Original Date: 06/08/18

Revision Date:

Note: Dimensions are in METRES



RZ 18-824503

Attachment 2

Address: 8231 and 8251 Williams Road

Applicant: Zhao XD Architect Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	N & Z Futures Ltd. Y&W Development Ltd.	To be determined
Site Size (m²):	1,959.8 m ²	1,919.5 m ²
Land Uses:	Single-family	Townhouses
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	2 single-family dwellings	10 townhouse dwellings

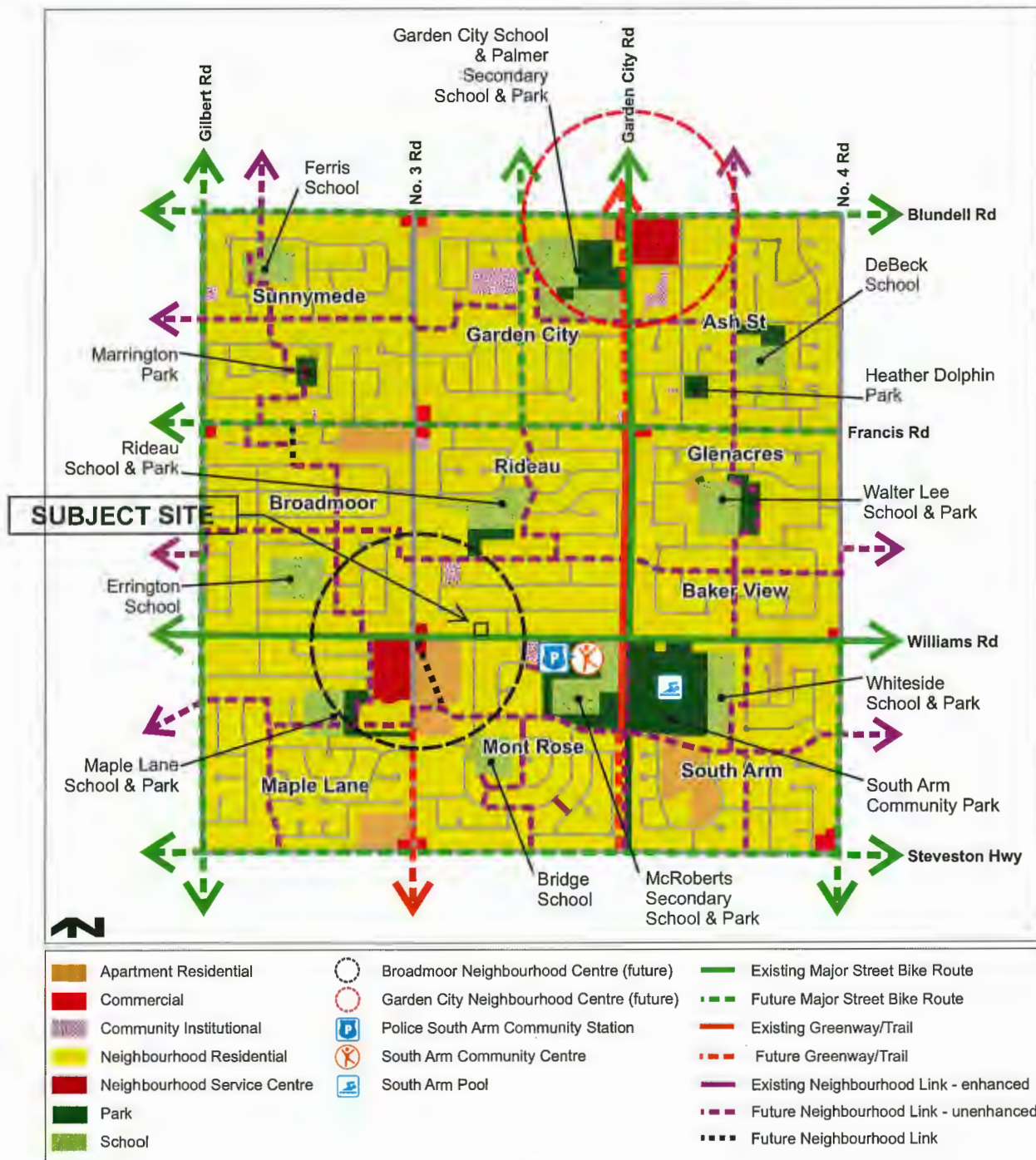
On Future Development Site	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Buildable Floor Area (m ²):*	Max. 1,151.7 m ² (12,397 ft ²)	Max. 1,149.6 m ² (12,374 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 40% Non-porous Surfaces: Max. 65% Live Landscaping: Min. 25%	Building: Max. 40% Non-porous Surfaces: Max. 65% Live Landscaping: Min. 25%	None
Lot Size:	No minimum	1919.5 m ²	None
Lot Dimensions (m):	Width: 40 m Depth: 35 m	Width: 40.2 m Depth: 47.7 m	None
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 3.0 m Side: Min. 3.0 m	Front: 6.0 m Rear: 4.5 m Side: 3.0 m	None
Height (m):	Max. 12.0 m	12.0 m	None
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	None
Off-street Parking Spaces – Total:	20 (R) and 2 (V)	20 (R) and 2 (V)	None
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	8 (40%)	none
Small Parking Spaces	None if fewer than 31 required spaces on site	6 (30%)	Vary to allow 6 small car spaces
Bicycle Parking Spaces – Class 1	1.25 per unit	20 (2 per unit)	None

On Future Development Site	Bylaw Requirement	Proposed	Variance
Bicycle Parking Spaces – Class 2	0.2 per unit	2 (i.e. 0.2 per unit)	None
Amenity Space – Indoor:	Min. 50 m ² or cash-in-lieu	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 6.0 m ² per unit	60 m ² (i.e. 6.0 m ² per unit)	none

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

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

6. Broadmoor







**ZHAO XD
ARCHITECT
LTD.**

435-1111 Victoria, B.C.
Tel: (250) 273-8882
Fax: (250) 598-1726
Email: info@zhaoxd.com
Web: zhaoxd.com

DATE: 10/10/2018
BY: [Signature]

TB 28/20 FOR CITY COMMENTS
APR 1/19 DP APPLICATION
DEC 19/18 FOR CITY COMMENTS
MAY 21/18 REZONING APP
Date: Issued For:
A DETAIL NUMBER
B LOCATION SHEET
C DETAIL SHEET

Project:
TOWNHOUSE DEVELOPMENT

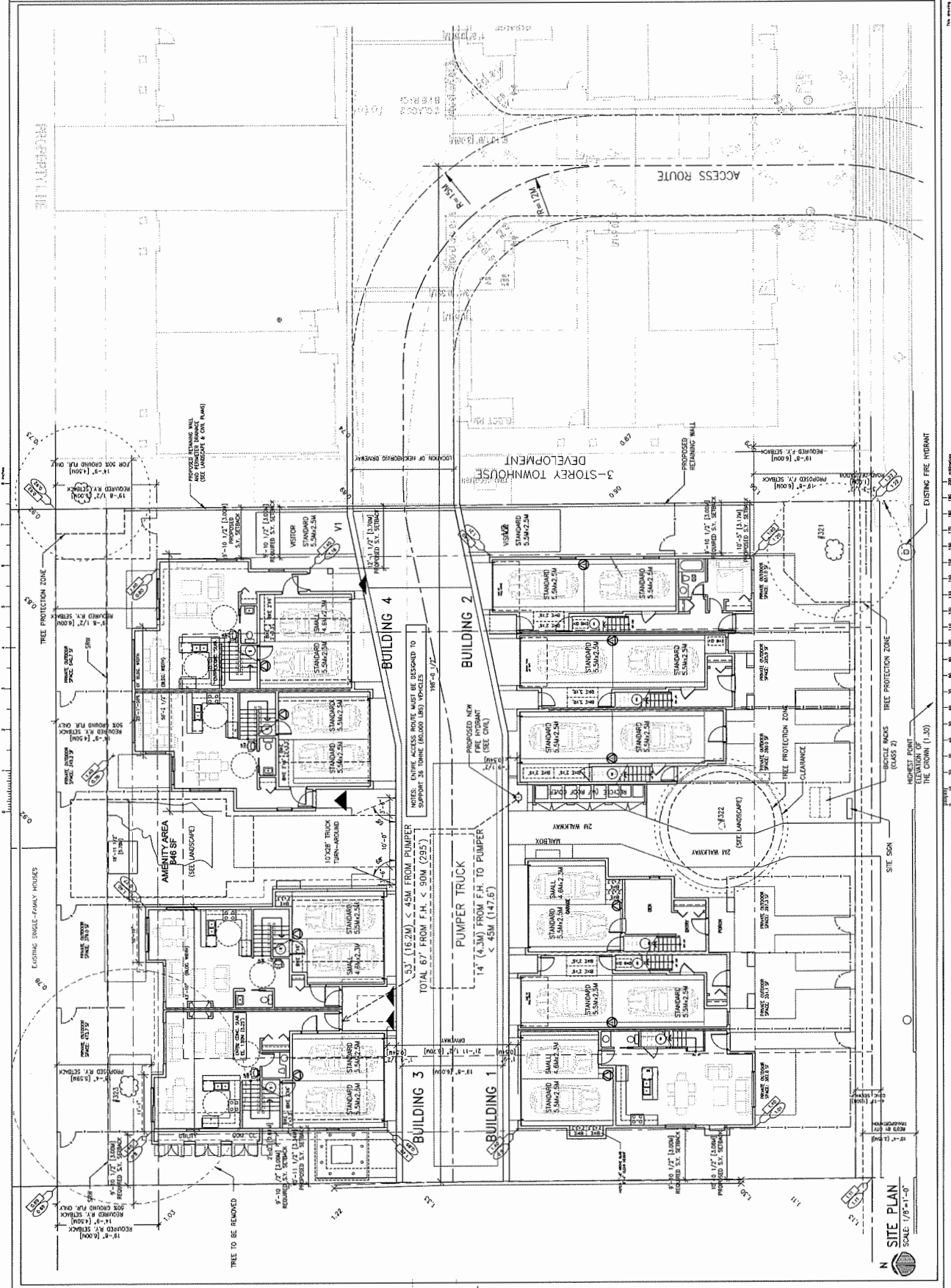
8231-51 Williams Road
Richmond, BC

Drawing Title:

**SITE PLAN &
PARKING PLAN**

Drawn By:
Checked By:
Project No:
Drawing No:

A1





ZHAO XD
ARCHITECT
LTD.

#255-11181, Vancouver, B.C.
Tel: (604) 272-8800
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Web: zhaoxd.com

This drawing is not to be used for construction.

FEB 26/20 FOR CITY COMMENTS
APR 1/19 DP APPLICATION
DEC 9/18 FOR CITY COMMENTS

DATE: 1/18

REVISION: APP

DATE: 1/18

REVISION: APP

DATE: 1/18

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SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"

ENERGUIDE RATING OF 82 OR ABOVE IS TO BE ACHIEVED FOR THE DEVELOPMENT PROJECT.

N
CONTEXT PLAN
SCALE: 1/8"=1'-0"

ALL INDOR PARKING SPACES WILL BE PROVIDED WITH LEVEL 2 EV CHARGING OUTLETS (200V TO 240V AC AND CURRENT OF 15A TO 30A).
SEE SITE PLAN AND BUILDING LAYOUT FOR THE LOCATION OF ALL EV CHARGING STATIONS.



N
CONTEXT PLAN
SCALE: 1/8"=1'-0"

AGING IN PLACE FEATURES FOR ALL UNITS:
-SOLID BLOCKING IN WASHROOM WALLS FOR FUTURE GRAB BARS;
-LEVER-TYPE HANDLES FOR PLUMBING AND DOOR HANDLES

This drawing is not to be used for construction.



ZHAO XD
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This drawing and any other drawings are the property of Zhao Xd Architect Ltd.

FEB 28/20 FOR CITY COMMENTS
APR 1/19 DP APPLICATION
DEC 19/18 FOR CITY COMMENTS

DATE REVISION APP
Issued For:

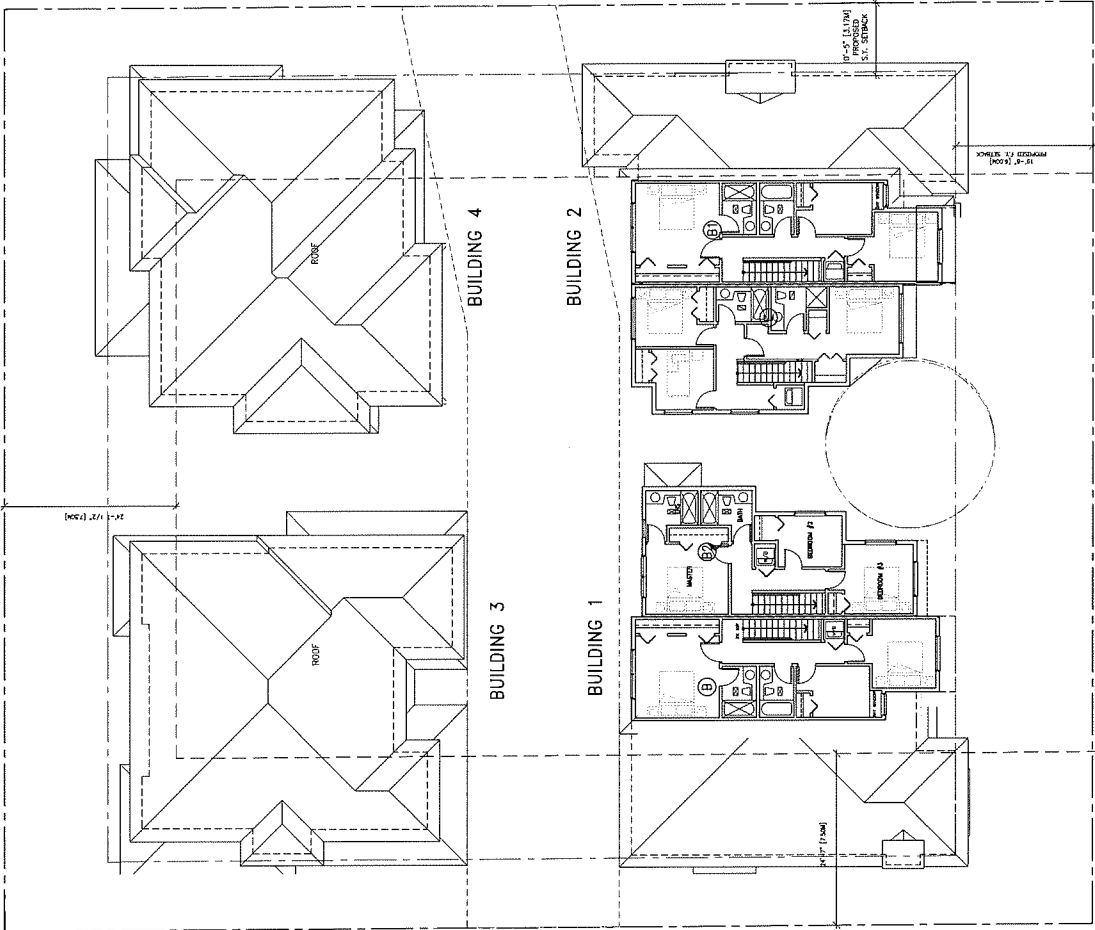
A DETAIL NUMBER
B LOCATION SHEET
C DETAIL SHEET

Project:
TOWNHOUSE
DEVELOPMENT

8331-51 Williams Road
RICHMOND, BC
Drawing Title:
FLOOR PLANS

Drawn By:
Checked By:
Project No.:
Drawing No.: A4

AGING IN PLACE FEATURES FOR ALL UNITS:
-SOLID BLOCKING IN WASHROOM WALLS FOR FUTURE GRAB BARS;
-LEVER-TYPE HANDLES FOR PLUMBING AND DOOR HANDLES



N
ROOF PLAN
SCALE: 1/8" = 1'-0"

N
THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

[illegible]

drawings, calculations and other related materials are the property of the CONSULTANT and will be returned upon request.

The CONSULTANT is not responsible for the production of working and related documents, which or in part, is prepared without the written permission of the CONSULTANT.

The consultant shall attest and verify that pertinent documents and report are submitted regardless to the CONSULTANT and are proceeding with the work.

TOWNHOUSE DEVELOPMENT

2231-51 Williams Road
RICHMOND, BC

ELEVATIONS

	Water	Seawater
Temperature	10°C	10°C
Salinity	0‰	35‰
pH	7.8	7.8
Dissolved oxygen	6 mg/l	6 mg/l
Total dissolved solids	~0 mg/l	~35 g/l
Total suspended solids	~0 mg/l	~10 mg/l
Total organic carbon	~0 mg/l	~10 mg/l
Total nitrogen	~0 mg/l	~10 mg/l
Total phosphorus	~0 mg/l	~10 mg/l
Ammonia	~0 mg/l	~10 mg/l
Nitrate	~0 mg/l	~10 mg/l
Phosphate	~0 mg/l	~10 mg/l
Sulfate	~0 mg/l	~10 mg/l
Calcium	~0 mg/l	~10 mg/l
Magnesium	~0 mg/l	~10 mg/l
Potassium	~0 mg/l	~10 mg/l
Sodium	~0 mg/l	~10 mg/l
Chloride	~0 mg/l	~10 mg/l
Bromine	~0 mg/l	~10 mg/l
Iodine	~0 mg/l	~10 mg/l
Fluoride	~0 mg/l	~10 mg/l
Lithium	~0 mg/l	~10 mg/l
Zinc	~0 mg/l	~10 mg/l
Copper	~0 mg/l	~10 mg/l
Lead	~0 mg/l	~10 mg/l
Mercury	~0 mg/l	~10 mg/l
Cadmium	~0 mg/l	~10 mg/l
Barium	~0 mg/l	~10 mg/l
Strontium	~0 mg/l	~10 mg/l
Rubidium	~0 mg/l	~10 mg/l
Cesium	~0 mg/l	~10 mg/l
Francium	~0 mg/l	~10 mg/l
Actinium	~0 mg/l	~10 mg/l
Thorium	~0 mg/l	~10 mg/l
Uranium	~0 mg/l	~10 mg/l
Neptunium	~0 mg/l	~10 mg/l
Plutonium	~0 mg/l	~10 mg/l
Americium	~0 mg/l	~10 mg/l
Kuramium	~0 mg/l	~10 mg/l
Tennessium	~0 mg/l	~10 mg/l
Oganesson	~0 mg/l	~10 mg/l

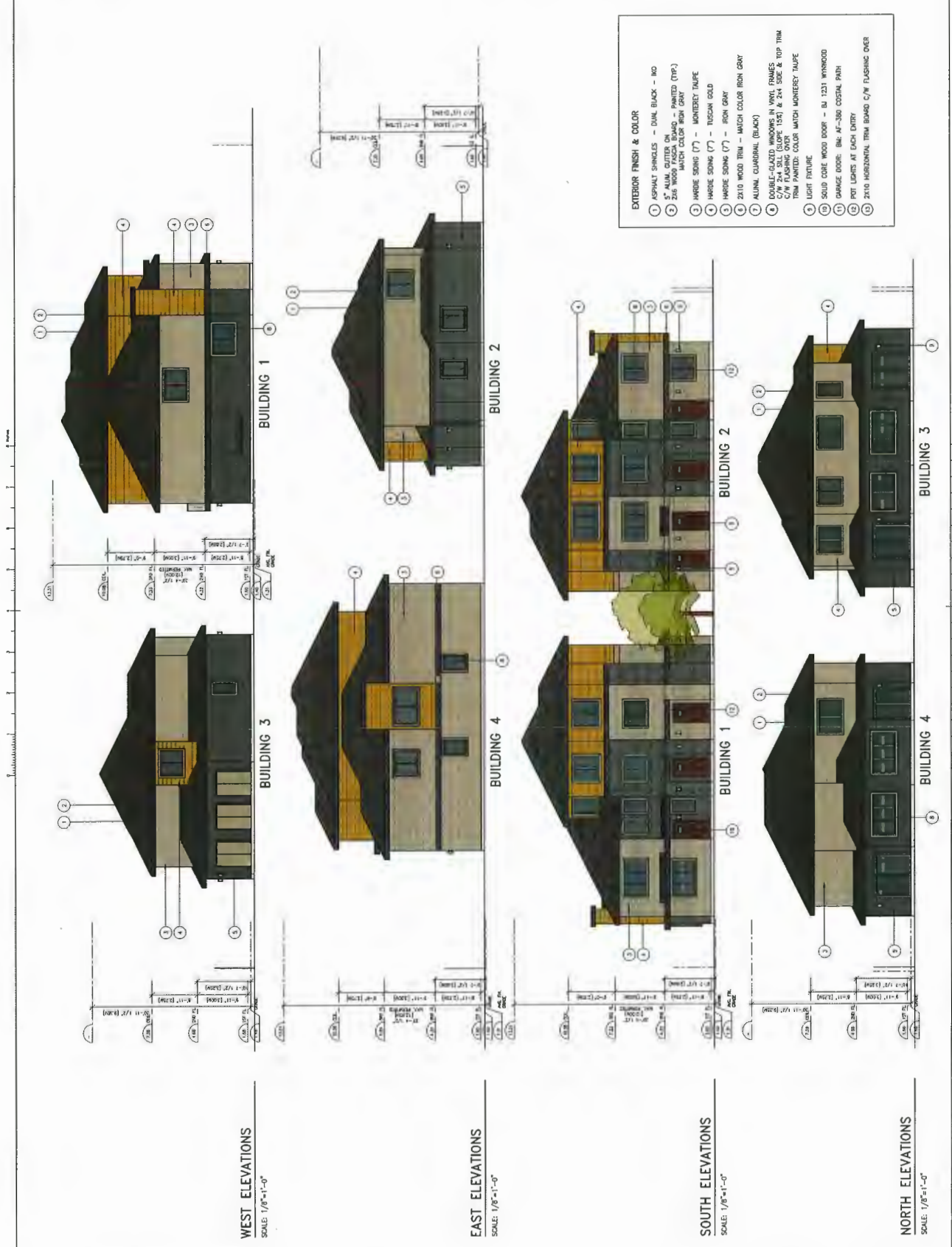
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Project No.:	
Checked By:	

Drawing No.:

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FEB 26/20	FOR CITY COMMENTS			A DETAIL NUMBER
APR 1/19	DP APPLICATION			B LOCATION SHEET
DEC-19/18	FOR CITY COMMENTS			C DETAIL SHEET
MAY31/18	REZONING APP	Dated:	Issued For:	

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The contractor shall check and verify only as percent, dimensions and quantities, before construction and shall not be responsible for construction with the wrong

Project: TOWNHOUSE DEVELOPMENT

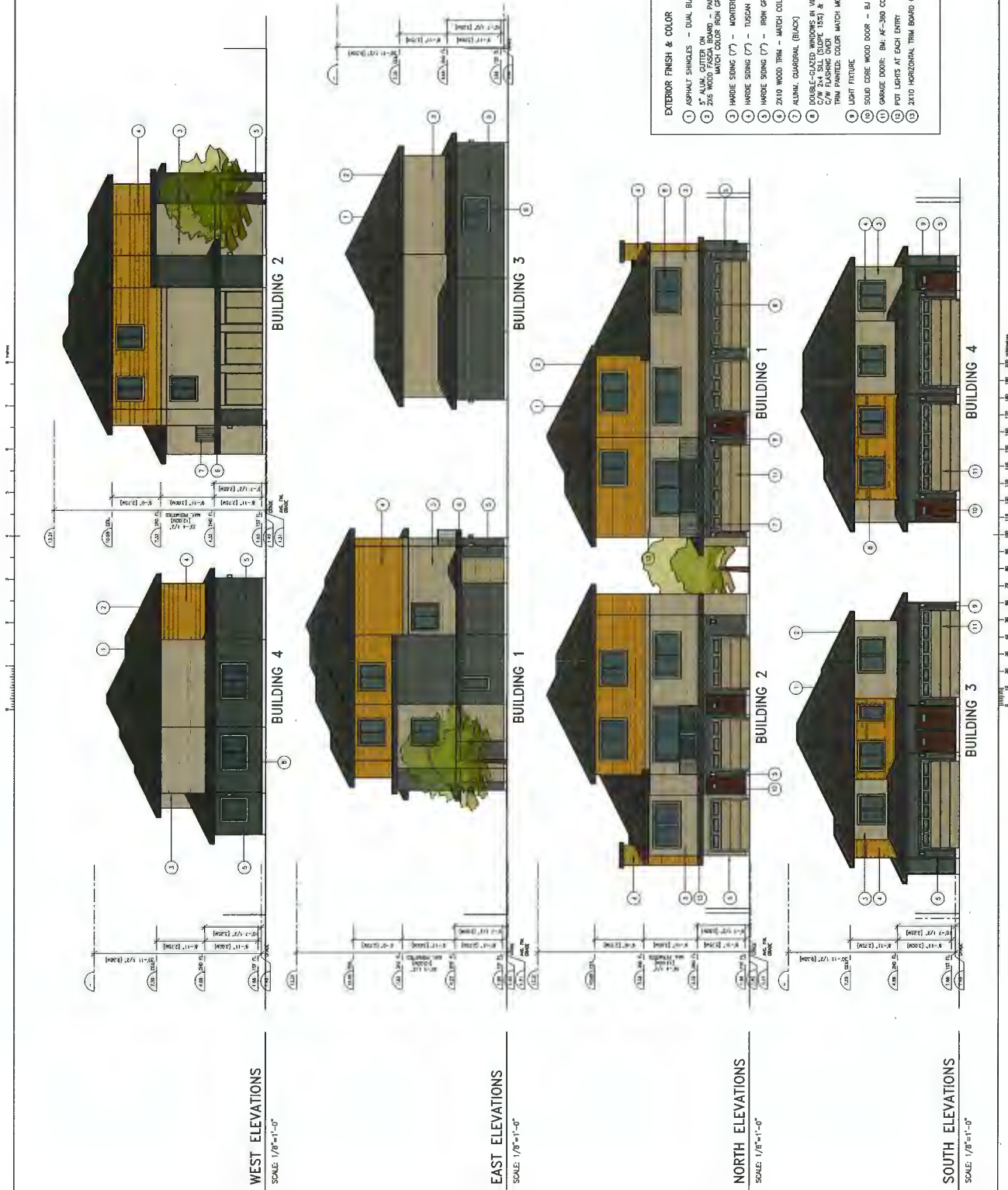
8231-51 Williams Road

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Drawn By:
Checked By:
Project No.:
Drawing No.:

A6

This study is NOT to be cited. Two figure elsewhere only.



[illegible]

1 TREE REMOVED 12 TREES PLANTED 2 REPLACEMENT TREES

NO.	DATE	REVISION DESCRIPTION	DR.
1	25 MAR 06	NEW SITE PLAN	62
2	10 JAN 11	NEW SITE HAZARD COMMENTS	62
3	19 MAR 09	ISSUED FOR DP	62

2000

**10 UNIT TOWNHOUSE
DEVELOPMENT
8231 - 8251 WILLIAMS ROAD
RICHMOND**

100

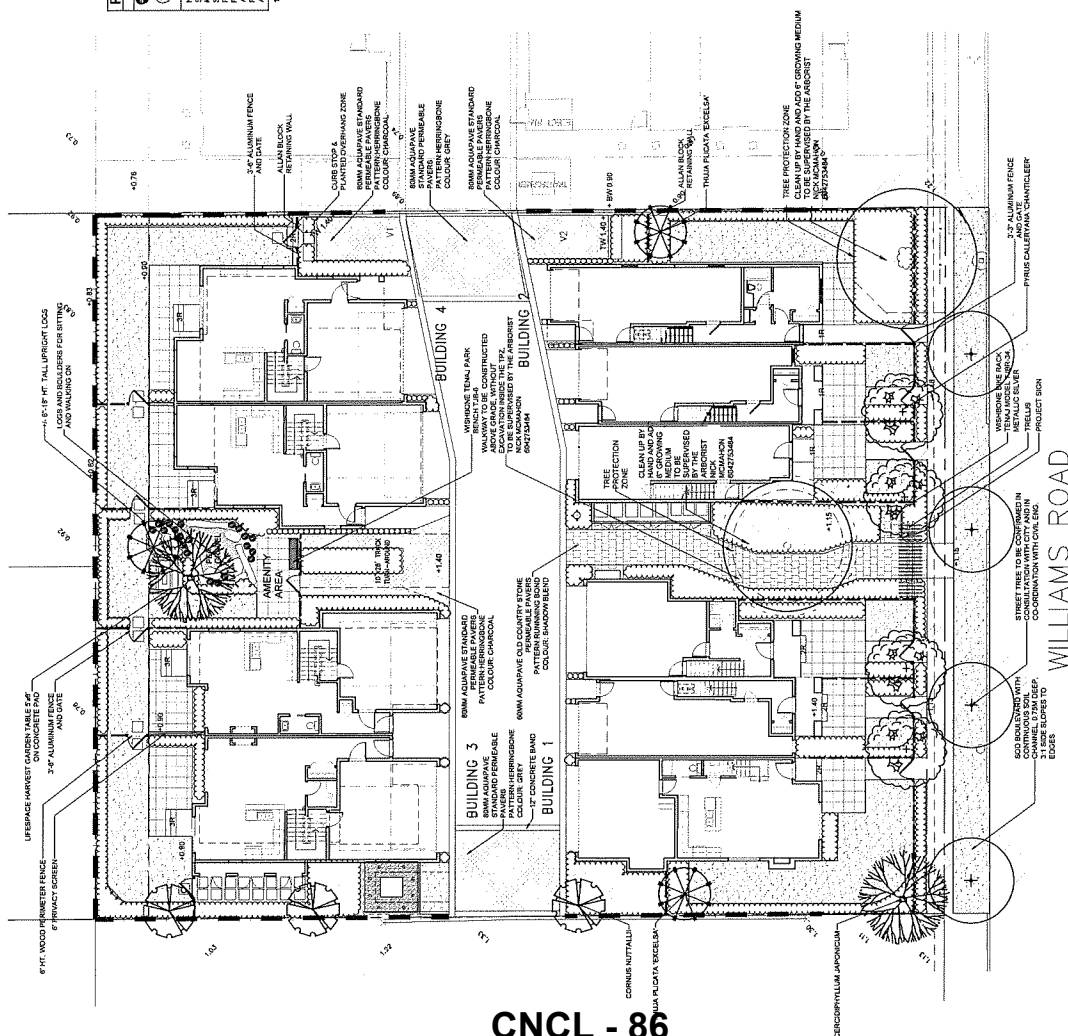
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CHKD:	PCM	OF 6

PMG PROJECT NUMBER: 19-028

9028-3 ZIP



CNCL - 86

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PROJECT

110 UNIT TOWNHOUSE
DEVELOPMENT
8231 - 8251 WILLIAMS ROAD
RICHMOND

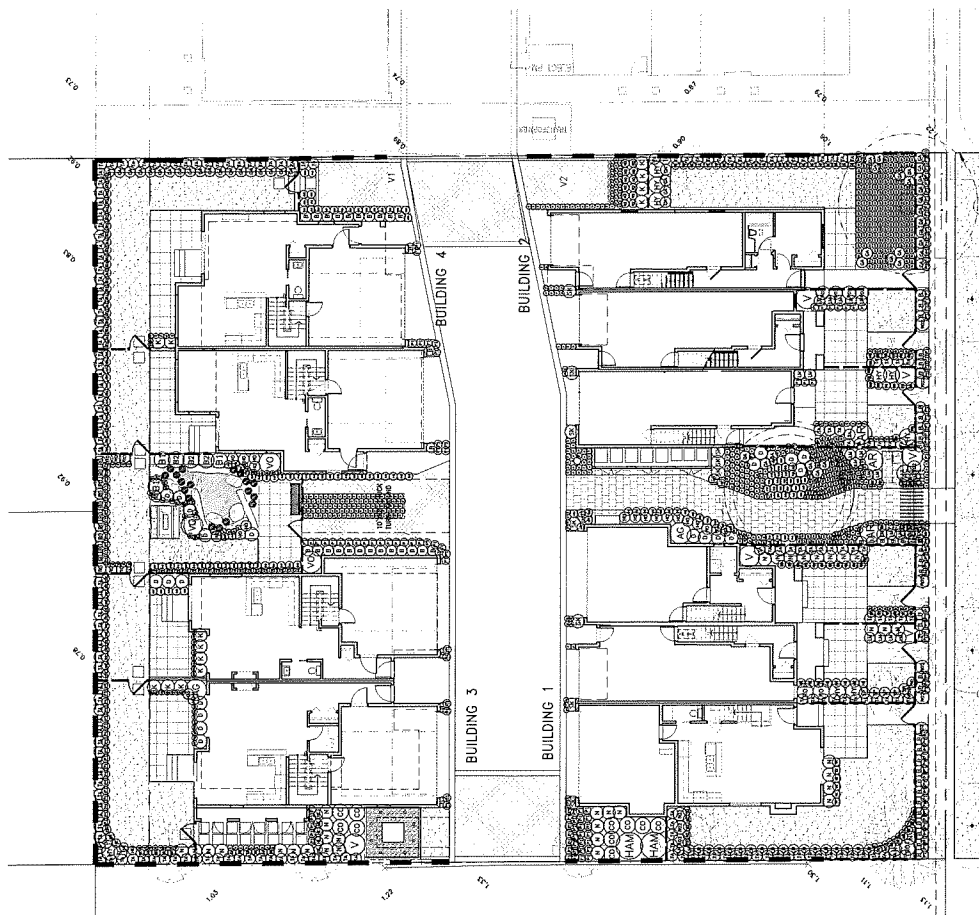
DRAWING TITLE:
**LANDSCAPE SHRUB
PLAN**

2

REGION	NO	PCNT	DF 6
CHIST	100	100	

PMG PROJECT NUMBER: 19-028

1902A-3.272



WILLIAMS ROAD



PLANT SCHEDULE			COMMON NAME	PLANTED SIZE (INCHES)	END PROJECT NUMBER: 19-438
PLANT	QTY	REPLACEMENT NAME			
SHRUB					
1	3	ARBITUS LARCO COMPACT	COMPACT STRAWBERRY BUSH	#3 POT 30CM	
2	3	BUNIA MICROPHYLLA	BUNIA MICROPHYLLA	#3 POT 30CM	
3	66	BUNIA MICROPHYLLA WINTER GEM	LITTLE LEAF BOX	#3 POT 45CM	
4	10	CORNUS LASA SIBIRICA	DOGWOOD	#3 POT 30CM	
5	10	HYDRANGEA NACHOOPHYLLA	ROSE OF HYDRANGEA	#3 POT 30CM	
6	13	KALAJA LAFOEUA ELP	DWARF MOUNTAIN LAUREL	#3 POT 30CM	
7	10	LEUCODENDRON LAURENCEANUM	LEUCODENDRON	#3 POT 30CM	
8	10	LEUCODENDRON LAURENCEANUM	DWARF HEAVENLY SAMBO	#3 POT 30CM	
9	35	LEUCODENDRON LAURENCEANUM	LEUCODENDRON	#3 POT 30CM	
10	3	ROSA MELANDI TONGA	BONICA ROSE	#3 POT 45CM	
11	15	ROSA MELANDI TONGA	ROSA MELANDI	#3 POT 45CM	
12	15	SPRING JAPONICA (PINK MALE)	JAPANESE SPRING	#3 POT 30CM	
13	15	SPRING JAPONICA VITILE PRINCESS	LITTLE PRINCESS JAPANESE PINK	#3 POT 30CM	
14	15	SPRING JAPONICA VITILE PRINCESS	JAPANESE SPRING	#3 POT 30CM	
15	15	VALEX K MEDIA HILL	HAIRY VIOLET	1.5M BUB	
16	15	VALEX K MEDIA HILL	HAIRY VIOLET	1.5M BUB	
17	15	VACCINIUM SUNSHINE BLUE	BLUEBERRY	#3 POT 30CM	
18	15	VACCINIUM SUNSHINE BLUE	BLUEBERRY	#3 POT 30CM	
19	3	VACCINIUM CATHM THUNDERBOLT	EVERGREEN HUCKLEBERRY	#3 POT 30CM	
20	3	VACCINIUM CATHM THUNDERBOLT	EVERGREEN HUCKLEBERRY	#3 POT 30CM	
21	15	VACCINIUM CATHM THUNDERBOLT	EVERGREEN HUCKLEBERRY	#3 POT 30CM	
22	15	VACCINIUM CATHM THUNDERBOLT	EVERGREEN HUCKLEBERRY	#3 POT 30CM	
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24	15	VACCINIUM CATHM THUNDERBOLT	EVERGREEN HUCKLEBERRY	#3 POT 30CM	
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27	15	VACCINIUM CATHM THUNDERBOLT	EVERGREEN HUCKLEBERRY	#3 POT 30CM	
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58	15	VACCINIUM CATHM THUNDERBOLT	EVERGREEN HUCKLEBERRY	#3 POT 30CM	

* PLANT TYPES IN THIS LIST ARE SPECIFIED ACCORDING TO THE EC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. LATEST EDITION. CONTAINER SIZES ARE SPECIFIED AS PER GIRA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR PERENNIALS NOTED WITH AN asterisk (*) FOR SPECIAL REQUIREMENTS. * ALL PLANTS MUST BE SUPPLIED WITH A HEALTHY ROOT SYSTEM AND A WELL DEVELOPED LEAF STRUCTURE. * PLANTS MUST BE DELIVERED WITH A HEALTHY ROOT SYSTEM AND A WELL DEVELOPED LEAF STRUCTURE. * PLANTS MUST BE DELIVERED WITH A HEALTHY ROOT SYSTEM AND A WELL DEVELOPED LEAF STRUCTURE. * PLANTS MUST BE DELIVERED WITH A HEALTHY ROOT SYSTEM AND A WELL DEVELOPED LEAF STRUCTURE.

PLANT MATTER
PERCENT

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Suite C100 - 4185 Still Creek Drive
Boulder, Colorado 80504
P: 303.440.0011 F: 303.440.0022

SEAL

NO.	DATE	REVISION DESCRIPTION	BY
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PROJECT:

10 UNIT TOWNHOUSE
DEVELOPMENT
8231 - 8231 WILLIAMS ROAD
RICHMOND

DRAWING TITLE:

LANDSCAPE
DETAILS

DATE: 10/10/11

SCALE: 3/8"=1'-0"

DRAWN: RJ

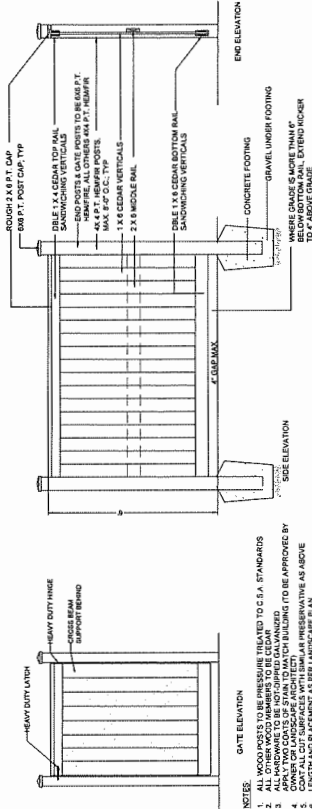
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CHECK: PM

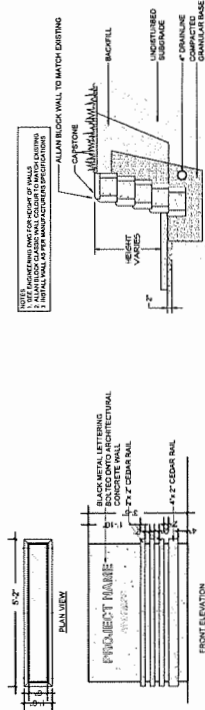
OF 6

PMG PROJECT NUMBER:

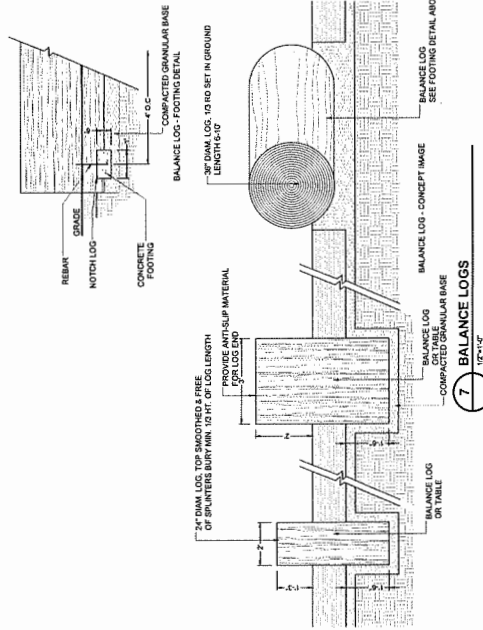
19108-127



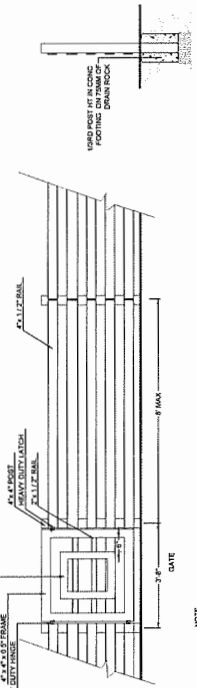
4 6' HT. WOOD PERIMETER FENCE
12' x 12'



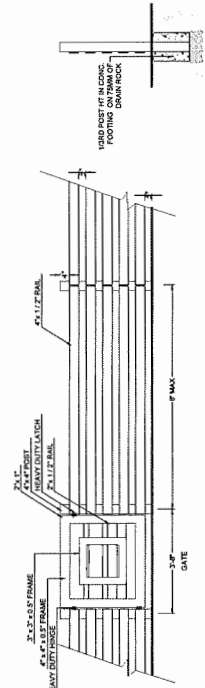
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12' x 12'



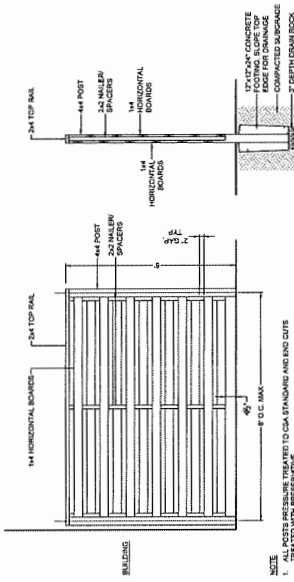
7 BALANCE LOGS
12' x 12'



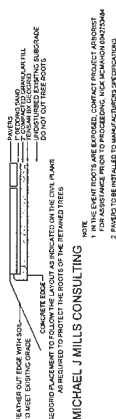
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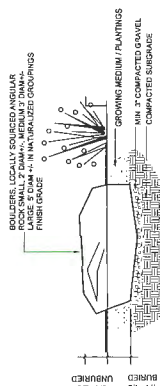
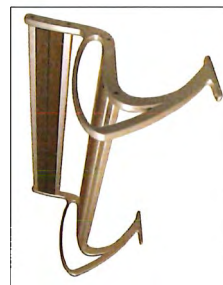
2 3'-6\"/>



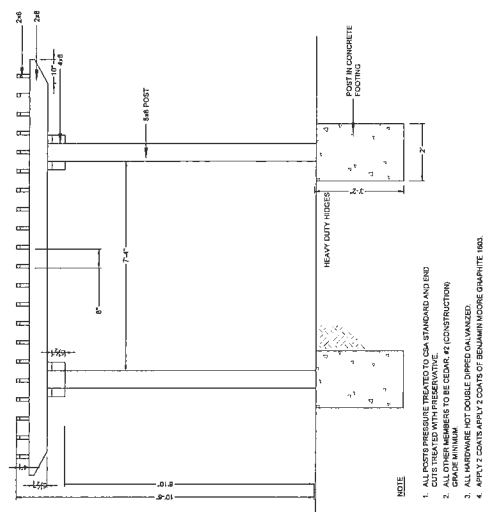
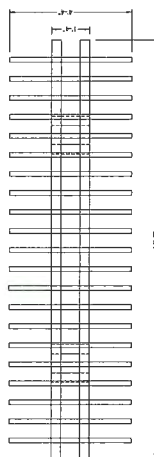
3 6' HT. PRIVACY SCREEN
12' x 12'



3 PAVERS THROUGH ROOT ZONE
3/4" x 1'-0"



1 FLAT BOULDER



2 TRELLIS

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SEAL

ATTACHMENT 5

PROJECT:

10 UNIT TOWNHOUSE
DEVELOPMENT
8231 - 8251 WILLIAMS ROAD
RICHMOND

DRAWING TITLE:

TREE MANAGEMENT
PLAN

DATE: 10/18/20

SCALE: 1/8"=1'-0"

DRAWN: RJ

DESIGN: RJ

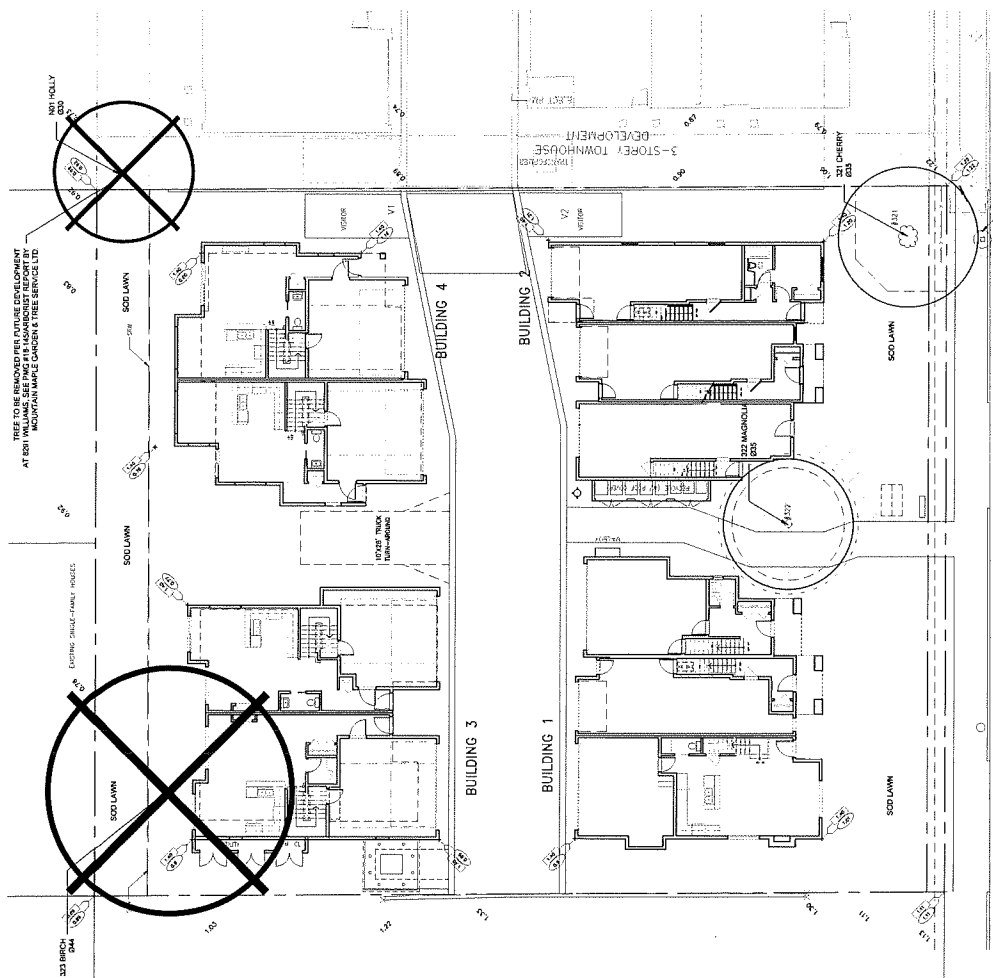
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DRAWING NUMBER: L4

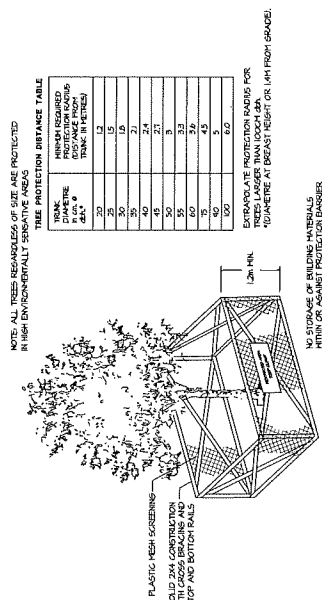
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PMG PROJECT NUMBER: 19-028

1909-229

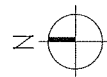
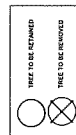


CNCL - 90



1. TREE PROTECTION BARRIER

NO. OF TREES	SUITABLE REPLACEMENT TREES	
	REPLACEMENT NAME	SIZE
2	CERODONTILLUM JAPONICUM	10-12 CM DBH





Address: 8231 and 8251 Williams Road

File No.: RZ 18-824503

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10173, the developer is required to complete the following:

1. 1.0 m road dedication along the entire Williams Road frontage.
2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$20,000 for the two on-site trees to be retained (Tag # 321 and 322).
5. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
6. Registration of a flood indemnity covenant on title (Area A).
7. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future developments to the east and west, including the installation of way-finding and other appropriate signage on the subject property, and requiring a covenant that the owner provide written notification of this through the disclosure statement to all initial purchasers, provide an acknowledgement of the same in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
8. City acceptance of the developer's offer to voluntarily contribute \$0.85 per buildable square foot (e.g. \$10,537.45) to the City's public art fund.
9. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$105,374.50) to the City's Affordable Housing Reserve Fund.
10. Contribution of \$1,769 per dwelling unit (e.g. \$17,690) in-lieu of on-site indoor amenity space to go towards development of City facilities.
11. Contribution of \$50,000 for upgrades to the existing pedestrian crossing at Williams Road and Leonard Road.
12. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
13. Discharge of Restrictive Covenant 169890C from the Title of 8231 Williams Road, and discharge of Restrictive Covenant 172320C from the Title of 8251 Williams Road, which restrict development to one single-family dwelling.
14. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and a cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;

- include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- include the 2 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Height of Coniferous Tree	Minimum Caliper of Deciduous Tree
2	9 cm	5 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$750/tree to the City's Tree Compensation Fund for off-site planting is required.

2. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (BC Energy Step Code Step 3 or better), in compliance with the City's Official Community Plan.

Prior to a Development Permit* being forwarded to Council for consideration, the development must complete the following requirements:

1. Submission of a Landscape Security based on the cost estimate provided by the Landscape Architect plus a 10% contingency.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
4. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works:

- Using the OCP Model, there is 818 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- The Developer is required to:
 - Submit, at Building Permit stage, 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 Stage Building designs.
 - Provide an adequately sized utility SRW for a new water meter and its chamber that shall be placed inside the proposed development. A plan showing the location and size of the required utility SRW shall be submitted to the City for review and approval at the servicing agreement stage.
- At developer's cost, the City is to:
 - Install a new service connection off of the existing 300mm PVC watermain at Williams Road.
 - Install a new water meter complete with chamber inside the development site.
 - Remove existing water service connections to 8231 and 8251 Williams Road and cap at main.

Storm Sewer Works:

- The Developer is required to:
 - Upgrade approximately 26 meters of the existing 375mm diameter storm sewer at Williams Road frontage to 600mm diameter from existing manhole STMH 2925 to the west property line of 8231 Williams Road, complete with a new manhole on the east end. Existing manhole STMH 2925 shall be replaced with 1200mm diameter manhole as per the City's Engineering standards.
 - Cut and cap at main the existing storm service lateral and remove the inspection chamber STIC46998 and the dual service connection leads at the adjoining property line of 8231 and 8251 Williams Road frontage.
 - Cut and cap the existing service connection at located the west property line of 8231 Williams Road at the IC. Retain STIC54237 which services the neighbouring property.
 - Install an adequately sized storm service connection, complete with a type 3 inspection chamber at PL.
 - Provide latecomer's fee for the installation of approximately 46m of 600mm storm sewer along the frontage of 8251 Williams Road and downstream to Pigott Drive via Servicing Agreement for the neighbouring development, 8291 & 8311 Williams Road (RZ17-788945).
- At Developer's cost, the City is to:
 - Cut and cap the existing service connection at located the east property line of 8251 Williams Road at the IC. Retain STIC47236 which services the neighbouring property.

Sanitary Sewer Works:

The Developer is required to:

- Not start onsite excavation and/or foundation works until the City has completed the proposed rear yard sanitary connections. Also indicate this as a note on the site plan and SA design plans.
- Review, via the SA design, the impact of the required private utility service connections (e.g., BC Hydro, Telus and Shaw) on the existing 350mm diameter AC forcemain along the south side of Williams Road and provide mitigation measures. A utility locate is required to confirm the cover above the existing 350mm AC forcemain at servicing agreement stage to determine whether the required private utility service connections will impact the 350mm AC forcemain. If required, the impacted portion of the 350mm AC forcemain shall be replaced.
- At developer's cost, the City is to:
 - Install an adequately sized sanitary service connection complete with a 600mm diameter inspection chamber.
 - Remove the existing sanitary service connection leads and inspection chamber.

Frontage Improvements:

- The Developer is required to:
 - Pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - 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 Rezoning staff report and 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 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 SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 1. BC Hydro PMT – 4mW X 5m (deep)
 2. BC Hydro LPT – 3.5mW X 3.5m (deep)
 3. Street light kiosk – 1.5mW X 1.5m (deep)
 4. Traffic signal kiosk – 1mW X 1m (deep)

5. Traffic signal UPS – 2mW X 1.5m (deep)
6. Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
7. Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan

- Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible. Frontage improvements include:
 - Removal of the existing sidewalk and replacement with new 1.5 m wide concrete sidewalk at the property line, 1.5 m wide landscaped boulevard with street trees and street lighting, and 0.15 m curb and gutter; and
 - Removal of the two driveway crossings and replacement with frontage works as described above.

General Items:

- The Developer is required to:
 - Provide, prior to first SA design submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, the existing single family dwellings at 8291 and 8211 Williams Road and provide mitigation recommendations. The mitigation recommendations (if required) shall be incorporated into the first SA design submission or if necessary prior to pre-load.
 - 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.

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10173 (RZ 18-824503)
8231 and 8251 Williams Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“LOW DENSITY TOWNHOUSES (RTL4)”**.

P.I.D. 004-871-693

Lot 11 Section 28 Block 4 North Range 6 West New Westminster District Plan 14004

P.I.D. 003-674-991

Lot 12 Section 28 Block 4 North Range 6 West New Westminster District Plan 14004

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10173”**.

FIRST READING

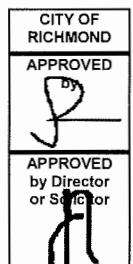
A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: General Purposes Committee

Date: May 27, 2020

From: Claudia Jesson
Director, City Clerk's Office

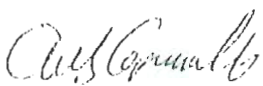

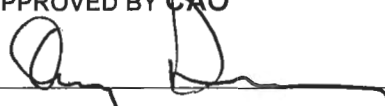
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01

Re: Council and Committee 2020 August Meeting Schedule

Staff Recommendation

That the report titled "Council and Committee 2020 August Meeting Schedule" dated May 27, 2020 from the Director, City Clerk's Office be received for information.

per Claudia Jesson
Claudia Jesson
Director, City Clerk's Office
(604-276-4006)

REPORT CONCURRENCE	
CONCURRENCE OF SENIOR DIRECTOR	
	
SENIOR STAFF REPORT REVIEW	INITIALS:
	
APPROVED BY CAO	
	

Staff Report

Origin

At the May 19, 2020 General Purposes Committee meeting, the 2020 Council and Committee meeting schedule was discussed and the following referral was endorsed:

“That staff review the Council meeting schedule for the month of August 2020 and report back.”

Accordingly, this report is responding to the above endorsed referral.

This report supports Council’s Strategic Plan 2018-2022 Strategy #8 An Engaged and Informed Community:

Ensure that the citizenry of Richmond is well-informed and engaged about City business and decision-making.

8.1 Increased opportunities for public engagement.

Analysis

The current 2020 Council and Committee schedule was considered and adopted by Council at the December 16, 2019 Special Council meeting (Attachment 1). As with all previous Richmond City Council meeting schedules, the 2020 meeting schedule has no Council, Standing Committee and Public Hearing meetings during the month of August, the summer recess.

The August summer recess has been in place for a very long time, in part as recognition of Council’s overall heavy meeting schedule of Standing Committees and Council meetings. In past surveys undertaken by staff, Richmond has a unique overall Committee structure in terms of Committee items forming the Council agendas. No other lower mainland municipality, that has been polled, has a Committee structure that directly builds into a Council meeting resulting in weekly formal meetings. While there are no meetings scheduled for August, it should be noted that in the event any unusual or urgent circumstances arise, a Special Council meeting can be called with 24 hours’ notice. The ability and flexibility to call a Special Council meeting has always existed and in the past five years no Special Council meetings have had to be called during the August summer recess.

Even though the 2020 Council and Committee schedule has been adopted by Council, there is built-in flexibility to adjust the schedule throughout the year as circumstances may require. Due to the COVID-19 Pandemic, the meeting schedule was adjusted to cancel all Standing Committees, with the exception of General Purposes and Finance Committees.

While certain Standing Committees have recently been cancelled, the number of Regular Council meetings and Public Hearings has not been reduced. Also, as an example of recent

meeting flexibility, Planning Applications are being forwarded to General Purposes Committee meetings for consideration and timely scheduling for Public Hearings.

In addition, since the beginning of the COVID-19 Pandemic, five Special Committee and 10 Special Council meetings have been called to ensure that urgent and time-sensitive matters are dealt with immediately. It is anticipated that Special Council meetings will continue to be utilized in the foreseeable future, including potentially during the August summer recess, as urgent matters arise, especially those related to the COVID-19 pandemic.

The recent adjustment to the Standing Committee meeting schedule has not impacted the ability of Council to deal with matters in a timely manner nor has there been any delay or backlog for having matters being considered by Council. Furthermore, reports originally drafted for information have now been converted and submitted to Council in memorandum format to ensure the continued flow of information.

In terms of agenda management and staffing, the Standing Committee meeting cycle that builds the Council agendas is a highly-structured and planned process managed by staff. With the advance distribution of Committee Agenda packages, the identification and preparation of reports for set meetings is undertaken well in advance. The remainder of the 2020 Committee meetings are already planned out in terms of agenda items. As there is no backlog of reports and information is regularly being provided to Council via memorandums, if meetings were to be scheduled for August then additional planning by staff would be required in order to fill the new meeting agendas.

As noted earlier, the Committee and Council schedule is quite busy for Council members, as there are formal meetings held virtually every week. There is a core group of key staff who support the Council meeting process through authoring of reports, administering the meetings and those staff who have to attend the meetings. With the early adoption of the Council and Committee meeting schedule, it is common practice for this core group of staff to begin planning well in advance for time off during the August meeting recess. Should a Special Council meeting be called, the number of staff required to support such a meeting is quite manageable, as typically Special Council meetings are called to consider a single matter. If regular Committee and Council meetings were to be scheduled for August, then agenda matters would need to be identified resulting in a significant number of staff being required to prepare reports, undertake administrative work and attend the meetings. In turn, this would undoubtedly result in many staff from this core support group having to cancel their previously scheduled vacation time. In spite of the travel restrictions that may exist throughout the summer months due to COVID-19, the August recess remains the appropriate time for staff to be able to take vacation and spend time with their families.

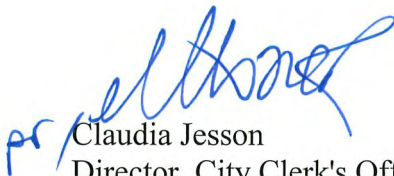
Due to the ability to schedule Special Council meetings on short notice and the continued efficient flow of Council business, staff does not recommend adjusting the 2020 Council and Committee schedule for the month of August, at this time.

Financial Impact

There is no financial impact.

Conclusion

The 2020 Council and Committee meeting schedule sets the schedule of meetings for the duration of the entire year and includes a formal recess from meetings during the month of August. At this time, staff does not recommend that the 2020 Council and Committee schedule be adjusted for the month of August, as there is the ability to call Special Council meetings on short notice to respond to urgent matters, as necessary.


Claudia Jesson
Director, City Clerk's Office
(604-276-4006)

Att. 1: 2020 Council and Committee Schedule

2020 MEETING SCHEDULE

Attachment 1

SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
JANUARY							FEBRUARY							MARCH						
			STAT 1	2	3	4							1	1	GP 2	FC 3	4	5	6	7
5	6	GP 7	FC 8	9	10	11	2	GP 3	FC 4	5	6	7	8	8	CO 9	CS 10	DP 11	12	13	14
12	CO 13	CS 14	DP 15	16	17	18	9	CO 10	CS 11	DP 12	13	14	15	15	GP 16	PH 17	PWT 18	19	20	21
19	GP 20	PH 21	PWT 22	23	24	25	16	STAT 17	GP 18	PH 19	20	21	22	22	CO 23	PRC 24	DP 25	26	27	28
26	CO 27	PRC 28	DP 29	30	31		23	CO 24	PRC 25	DP 26	27	28	29	29	30	31				
APRIL							MAY							JUNE						
			1	2	3	4					1	2			GP 1	FC 2	3	FCM 4	FCM 5	FCM 6
5	GP 6	FC 7	PC 8	9	STAT 10	11	3	GP 4	FC 5	6	7	8	9	7	FCM 8	CO 9	CS 10	DP 11	12	13
12	STAT 13	CO 14	CS 15	DP 16	17	18	10	CO 11	CS 12	DP 13	14	15	16	14	GP 15	PH 16	PWT 17	18	19	20
19	GP 20	PH 21	PWT 22	23	24	25	17	STAT 18	GP 19	PH 20	21	22	23	21	CO 22	PRC 23	DP 24	25	26	27
26	CO 27	PRC 28	DP 29	30			24	CO 25	PRC 26	DP 27	28	29	30	28	29	30				
							31													
JULY							AUGUST							SEPTEMBER						
			STAT 1	2	3	4							1			1	2	3	4	5
5	GP 6	FC 7	PC 8	9	10	11	2	STAT 3	4	5	6	7	8	6	STAT 7	GP 8	FC 9	PC 10	CS 11	12
12	CO 13	CS 14	DP 15	16	17	18	9	10	11	DP 12	13	14	15	13	CO 14	GP 15	PWT 16	DP 17	18	19
19	GP 20	PH 21	PWT 22	23	24	25	16	17	18	19	20	21	22	20	UBCM 21	UBCM 22	UBCM 23	UBCM 24	UBCM 25	26
26	CO 27	28	DP 29	30	31		23	24	25	DP 26	27	28	29	27	CO 28	PRC 29	DP 30			
							30	31												
OCTOBER							NOVEMBER							DECEMBER						
				1	2	3	1	GP 2	FC 3	4	5	6	7			PC 1	2	3	4	5
4	GP 5	FC 6	PC 7	8	9	10	8	CO 9	CS 10	STAT 11	DP 12	13	14	6	CO 7	CS 8	DP 9	10	11	12
11	STAT 12	CO 13	CS 14	DP 15	16	17	15	GP 16	PH 17	PWT 18	19	20	21	13	GP 14	PH 15	PWT 16	17	18	19
18	GP 19	PH 20	PWT 21	22	23	24	22	CO 23	PRC 24	DP 25	26	27	28	20	21	22	23	24	STAT 25	26
25	CO 26	PRC 27	DP 28	29	30	31	29	GP 30						27	STAT 28	29	30	31	STAT 1 JAN	2 JAN
														3 JAN						*Special Council Meeting

- CO** Regular Council Mtg., 7:00pm
Regular (Closed) Council Mtg., 4:00pm
- CS** Community Safety, 4:00pm
- DP** Development Permit Panel, 3:30pm
- FC** Finance, following 1st General Purposes Meeting of each month
- GP** General Purposes, 4:00pm

- PC** Planning, 4:00pm
- PH** Public Hearing, 7:00pm
- PRC** Parks, Recreation & Cultural Services, 4:00pm
- PWT** Public Works & Transportation, 4:00pm
- FCM** FCM
- UBCM** UBCM

Note: All meeting dates are subject to change.

Approved: December 18, 2019

CNCL - 100

December 6, 2019



Business Regulation Bylaw No. 7538, Amendment Bylaw No. 10127

The Council of the City of Richmond enacts as follows:

1. Business Regulation Bylaw No. 7538, as amended, is further amended at Section 10.3 by inserting the following new sub-section (c):

“(c) be constructed such that the glass portion of any wall or door, required to satisfy subsection 10.3(b), is one uninterrupted section of glass.”
2. This Bylaw is cited as **“Business Regulation Bylaw No. 7538, Amendment Bylaw No. 10127”**.

FIRST READING

MAY 11 2020

SECOND READING

MAY 11 2020

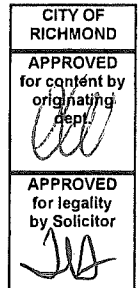
THIRD READING

MAY 11 2020

LEGAL REQUIREMENTS SATISFIED

MAY 14 2020 MAY 21 2020

ADOPTED



MAYOR

CORPORATE OFFICER



**Development Permit Panel
Wednesday, May 27, 2020**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Cecilia Achiam, General Manager, Community Safety
Milton Chan, Director, Engineering

The meeting was called to order at 3:30 p.m.

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on May 13, 2020 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 19-866690
(REDMS No. 6433306)

APPLICANT: GBL Architects

PROPERTY LOCATION: 5491 No. 2 Road

Development Permit Panel

Wednesday, May 27, 2020

INTENT OF PERMIT:

1. Permit the construction of a six-storey building containing approximately 80 purpose-built residential rental tenure units at 5491 No. 2 Road on a site zoned “High Rise Apartment and Congregate Housing (ZHR3) - Dover Crossing”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the minimum building setback from No. 2 Road from 6 m to 5 m;
 - (b) increase the maximum building height from 18 m to 20.3 m for the west portion of the building; and
 - (c) reduce the number of required parking spaces from 87 to 46; and
3. Authorize the Chief Administrative Officer and the General Manager, Engineering & Public Works, to execute a servicing agreement with the owner of 5900 River Road, to install road works and utility works along No. 2 Road City land and remove and relocate eight City trees from No. 2 Road City land, based on the material terms and conditions set out in Attachment 6 of the staff report titled, “Application by GBL Architects for a Development Permit at 5491 No. 2 Road,” dated May 5, 2020 from the Director of Development.

Applicant’s Comments

Emily Brett, GBL Architects, with the aid of a visual presentation (copy on file, City Clerk’s Office), provided background information on the proposed development, including the site context design rationale, building elevations, sustainability features, site and floor plans, and accessibility strategy, highlighting the following:

- a bus ride from the subject site to the Brighthouse Canada Line station would be approximately 10 minutes;
- a right-in and right-out vehicle entry/exit to/from the site is provided off the service road adjacent to No. 2 Road, and not directly off No. 2 Road;
- the existing multi-use pedestrian and bicycle paths fronts the south side of the project and provides connection to Dover Park;
- a portion of the building along No. 2 Road is raised to provide a gateway character;
- the architectural form and character of the proposed building fits well with neighbouring developments;
- the project incorporates several sustainability features and is required to achieve Step 2 of the BC Building Code; however, the applicant is targeting the higher Step Code 3;
- several Transportation Demand Management (TDM) measures are proposed to support the reduced resident parking;
- the proposed building setback variance from No. 2 Road will allow an efficient building layout on Level 1;

Development Permit Panel

Wednesday, May 27, 2020

- the proposed building height variance is for the west portion of the building;
- all housing units incorporate Basic Universal Housing (BUH) features and four units are fully wheelchair accessible and are all located on the ground floor;
- the proposed 80 housing units have different affordability rates and includes some subsidized rental units;
- proposed mix of affordable housing unit types includes studio and one to three-bedroom units;
- the shadow study indicates minimal shadowing impacts on neighbouring developments;
- the west elevation has been visually broken down to provide an appropriate interface with the adjacent development to the west; and
- proposed cladding materials include, among others, cement panels with different textures.

Daryl Tyacke, ETA Landscape Architecture Inc., reviewed the main landscape features of the project, noting that (i) two separate outdoor amenity areas are proposed for the project, (ii) play structures are proposed for the children's play area on the north side to provide active play opportunities, (iii) the outdoor amenity area on the west side includes, among others, a large gathering space and an urban agriculture which is accessible to a resident in a wheelchair, (iv) outdoor bicycle racks are located close to the lobby at the southeast corner, (v) significant street trees along No. 2 Road will be relocated off-site, (vi) oak trees are proposed to be planted along the east-west multipurpose pathway (vii) planting will be installed to screen ground floor units, and (viii) low-level lighting will be installed to avoid light pollution, particularly to the adjacent development to the west.

In reply to a query from the Panel, Ms. Brett acknowledged that the proposed material and colour palette for the project will fit well with neighbouring developments.

Development Permit Panel

Wednesday, May 27, 2020

Staff Comments

Wayne Craig, Director, Development, noted that (i) there are two separate Servicing Agreements associated with the project: the one for the applicant includes site services and minor frontage works and the other for the adjacent property owner to the north includes the relocation of eight street trees to two City parks which provide irrigation given the size of the trees being relocated, (ii) the proposed development is being designed to meet the City's aircraft noise sensitive development criteria, and (iii) there will be a series of housing agreements registered on the property to secure the rental rates and tenant eligibility criteria.

In reply to a query from the Panel, Mr. Craig advised that the timing of works in the Servicing Agreements will be coordinated with the construction schedule of the project.

In reply to queries from the Panel, Lloyd Bie, Director, Transportation, advised that (i) the No. 2 Road improvements will improve the road geometry and enhance traffic safety of the proposed site access and on-ramp to No. 2 Road, (ii) the road works will improve existing conditions, (iii) the proposed number of resident parking stalls for the project are comparable to those provided by five similar developments referenced in the parking and traffic study, (iv) there is a comprehensive package of Transportation Demand Management (TDM) measures proposed by the applicant, and (iv) there is no relaxation to the required visitor parking spaces.

Gallery Comments

Peter Clayton, 702-5860 Dover Crescent, expressed concern regarding the lack of parking spaces on Dover Crescent which could be aggravated by the reduced number of on-site resident parking spaces on the proposed development. He questioned how the traffic and parking study conducted by the developer's traffic consultant supports their finding that parking on Dover Crescent will not be impacted.

In reply to Mr. Clayton's query, Mr. Bie noted that (i) based on the study of the parking requirements of five residential developments in different locations having similar number and types of units as the proposed development, it was concluded that the proposed number of resident parking spaces for the subject development will be adequate, and (ii) the proposed number of visitor parking stalls for the subject development fully complies with the City's Zoning Bylaw and will not be reduced.

Correspondence

Derek, Richmond resident ([Schedule 1](#))

In response to Derek's concerns, Mr. Craig stated that (i) concerns related to parking and driveway location in the proposed development have already been extensively discussed in the meeting, and (ii) the subject site is served by existing bus services on Westminster Highway and No. 2 Road south of Westminster Highway and both routes have frequent transit service during peak periods.

Kate Ward, 126-5880 Dover Crescent ([Schedule 2](#))

Development Permit Panel
Wednesday, May 27, 2020

In response to Ms. Ward's concerns, Mr. Craig advised that (i) vehicle access to the site has been discussed in the meeting, (ii) the proposed building setback variance from No. 2 Road is sufficient and the building will be designed to meet Canada Mortgage and Housing Corporation (CMHC) internal noise standards, (iii) on-site parking has been discussed in the meeting, (iv) the eight street trees along No. 2 Road will be relocated to two City parks, and (v) seismic safety of the building will be addressed via the Building Permit.

Bev Turick, 5880 Dover Crescent (Schedule 3)

In response to concerns raised by Bev Turick, Mr. Craig commented that staff has responded to these concerns via email and provided detailed information regarding availability of the minutes of the Panel's meeting.

[REDACTED]-5880 Dover Crescent (Schedule 4)

In response to [REDACTED] concerns, Mr. Craig advised that (i) the project is required to provide geotechnical and structural engineering reports and comply with the BC Building Code, (ii) traffic concerns have been discussed in the meeting, (iii) construction is regulated by the City's Noise Bylaw which specifies construction hours, (iv) a construction traffic and parking management plan is required to be submitted by the developer, and (iv) landscaping for the project has been discussed by the landscape architect.

Allan Risdahl, 216-5860 Dover Crescent (Schedule 5)

Mr. Craig noted the concerns raised by Mr. Risdahl through several emails which have all been responded to by staff. In response to these concerns, Mr. Craig stated that (i) the proposed development will be required to comply with all BC Building Code provisions including firefighting access, (ii) the No. 2 Road improvements will improve overall safety and sightlines in the area, (iii) potential shading impacts of the proposed building were included in the applicant's submission and staff report, and (iv) other concerns such as those related to traffic operations on No. 2 Road, the project's driveway location, parking, transit service, construction activity, and existing street trees along No. 2 Road, have been discussed in the meeting.

Fanny Yan, 407-5880 Dover Crescent (Schedule 6)

In response to Ms. Yan's concerns, Mr. Craig commented that (i) the subject development has been designed in accordance with Crime Prevention Through Environmental Design (CPTED) provisions, (ii) there is passive surveillance in all outdoor amenity areas, and (iii) the building will increase passive surveillance along its south and east frontages.

Andre Lo, Richmond resident (Schedule 7)

In response to Mr. Lo's concern regarding parking, Mr. Craig noted that the subject has been discussed in the meeting.

Peter Clayton, 702-5860 Dover Crescent (Schedule 8)

In response to Mr. Clayton's concerns, Mr. Craig noted that these concerns have been discussed in the meeting.

Development Permit Panel

Wednesday, May 27, 2020

Karen Cho, Richmond resident (Schedule 9)

In response to Ms. Cho's concerns, Mr. Craig noted that (i) the proposed building height variance and shadow analysis were included in the applicant's presentation, and (ii) parking-related concerns have been discussed in the meeting.

Phil Maillochon, 430-5880 Dover Crescent (Schedule 10)

Mr. Craig noted Mr. Maillochon's concerns and commented that tenant eligibility is outside of Panel's mandate and other concerns have been discussed in the meeting.

Colin A. Lowndes, Colin S. Lowndes, Donna Z. Lowndes, Vincenza J. Lowndes (nee Nardiello), 516-5860 Dover Crescent (Schedule 11)

Mr. Craig noted that the Lowndes household's concerns are related to the removal of street trees, potential impacts of the proposed development on overall views of their building and unit, building density and property values. He commented that street trees along No. 2 Road will be relocated and that the other concerns mentioned are outside Panel's mandate.

Laura Miller, 5880 Dover Crescent (Schedule 12)

Mr. Craig noted that Ms. Miller's traffic and parking concerns have been discussed in the meeting.

Panel Discussion

The Panel expressed support for the project, noting that (i) the Panel appreciates the applicant's presentation, (ii) the project is well designed, (iii) although there is a height variance, the project will fit well with its surrounding neighbourhood as shown by the model, (iv) the project is consistent with Council policy to address affordable housing needs, (v) the Panel appreciates the proposed mix of unit types, (vi) the outdoor amenity areas enhance the livability of the proposed development, and (vii) the Panel supports the protection and relocation of existing street trees along No. 2 Road.

Development Permit Panel

Wednesday, May 27, 2020

Panel Decision

It was moved and seconded

1. *That a Development Permit be issued which would:*
 - (a) *permit the construction of a six-storey building containing approximately 80 purpose-built residential rental tenure units at 5491 No. 2 Road on a site zoned "High Rise Apartment and Congregate Housing (ZHR3) - Dover Crossing"; and*
 - (b) *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (i) *reduce the minimum building setback from No. 2 Road from 6 m to 5 m;*
 - (ii) *increase the maximum building height from 18 m to 20.3 m for the west portion of the building; and*
 - (iii) *reduce the number of required parking spaces from 87 to 46; and*
2. *That the Chief Administrative Officer and the General Manager, Engineering & Public Works, be authorized to execute a servicing agreement with the owner of 5900 River Road, to install road works and utility works along No. 2 Road City land and remove and relocate eight City trees from No. 2 Road City land, based on the material terms and conditions set out in Attachment 6 of the staff report titled, "Application by GBL Architects for a Development Permit at 5491 No. 2 Road," dated May 5, 2020 from the Director of Development.*

CARRIED

2. **DEVELOPMENT PERMIT 19-876647**

(REDMS No. 6454598)

APPLICANT: Easterbrook Milling Co. Ltd.

PROPERTY LOCATION: 17720 River Road

INTENT OF PERMIT:

1. Permit the construction of a single detached house at 17720 River Road on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers; and
 - (b) increase the maximum height for single detached housing from 9.0 m to 11.5 m.

7.

Development Permit Panel

Wednesday, May 27, 2020

Applicant's Comments

Stephen Easterbrook, with the aid of a video presentation (copy on file, City Clerk's Office), provided background information on the proposed development, highlighting the following:

- the applicant has been engaged in farming operation in the area for a significant period of time, including, among others, an organic egg farm and multiple organic crop farming;
- the proposed single detached family house will replace the existing single-family dwelling on the subject site and is intended for the use of the applicant and his family and existing farm workers who will be accommodated in the proposed secondary suite;
- a farm house footprint variance is requested to accommodate the proposed secondary suite for farm workers; however, the proposed development still complies with the maximum floor area and farm home plate area in the "Agriculture (AG1)" zone;
- the proposed development would help address farm security and biosecurity concerns in the area; and
- the organic farm operation on the subject site could mitigate the loss of on-site Environmentally Sensitive Area (ESA) as a result of constructing the proposed residential development.

In reply to queries from the Panel, Mr. Easterbrook acknowledged that (i) farm workers are currently living in the existing single-family dwelling and will be accommodated in the secondary suite of the proposed residential development, and (ii) the location of the secondary suite on the ground floor will provide adequate living space for the farm workers and privacy to the applicant's family.

In reply to queries from the Panel, Mr. Craig confirmed that (i) the proposed residential development will be located on an ESA, and (ii) the City's Food Security and Agricultural Advisory Committee considered and supported the proposal, including the farm home plate orientation.

Development Permit Panel

Wednesday, May 27, 2020

Staff Comments

Mr. Craig noted that (i) approximately 80 percent of the subject site is designated as an ESA, (ii) the City's Official Community Plan (OCP) exempts agricultural activities from ESA compensation requirements, (iii) staff reviewed the proposed ESA compensation for the residential development portion of the subject site, (iv) the proposed ESA compensation scheme includes native planting within the Riparian Management Area (RMA) along the front of the subject property and installing a linear hedgerow along the east property line, (v) the proposed ESA compensation planting plan was prepared by a Qualified Environmental Professional (QEP) and reviewed by staff, (vi) there is a legal agreement to ensure a three-year annual monitoring of the ESA planting by a QEP, and (vii) appropriate securities are required to ensure the planting and retention of the new ESA through the development permit process.

In addition, Mr. Craig reviewed the two proposed variances, noting that (i) the maximum farm house footprint or the ground floor area will be increased by approximately 12 percent to accommodate the secondary suite, (ii) the proposed building height variance includes the top of the chimney, and (iii) neighbours have expressed support for the proposed design of the residential development.

In reply to a query from the Panel, Mr. Craig confirmed that the building height is measured to the top of the chimney.

Gallery Comments

None.

Correspondence

None.

Development Permit Panel

Wednesday, May 27, 2020

Panel Discussion

Discussion ensued regarding potential design options for the residential development including an alternate location for the secondary suite that would not require any variance. It was also noted that (i) Council's decision limiting home sizes on agricultural lands should inform the consideration of the proposed variances, (ii) there appears to be no compelling argument to support the proposed variance to the maximum house footprint in order to accommodate a secondary suite, (iii) there is a lack of guarantee for the continued use of the secondary suite by farm workers in the future, and (iv) redesigning the proposed residential development could eliminate the need for a height variance.

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

It was moved and seconded

That Development Permit Application 19-876647 be referred back to staff and brought forward for consideration at the Panel's June 10, 2020 meeting, to be held at 3:30 p.m. in the Council Chambers, City Hall, in order for staff to work with the applicant to consider (i) negotiating a restrictive covenant limiting the use of the proposed secondary suite on the ground floor exclusively for farm workers, and (ii) redesigning the proposed single detached housing in order to comply with the Richmond Zoning Bylaw's maximum height requirement and not require a height variance.

CARRIED

3. Date of Next Meeting: June 10, 2020

4. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:59 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, May 27, 2020.

Joe Erceg
Chair

Rustico Agawin
Committee Clerk

Schedule 1 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
CityClerk May 27, 2020.

To Development Permit Panel
Date: MAY 27, 2020
Item # 1
Re: DP 19-866690

From: Badyal,Sara
Sent: May 21, 2020 4:18 PM
To: 'derek74@gmail.com'
Cc: CityClerk
Subject: 5491 No 2 - Development Permit - DP 19-866690

Follow Up Flag: Follow up
Flag Status: Completed



Hello Derek,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to share some information with you. The DP staff report is published on the City's website at: [https://www.richmond.ca/shared/assets/5491_No2Rd DPP_05272056274.pdf](https://www.richmond.ca/shared/assets/5491_No2Rd_DPP_05272056274.pdf)

Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw. Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

Regarding the driveway to the site, it will be located generally along the north property line of the site with a portion of the driveway entrance accommodated on the neighbouring site to the north to ensure adequate and safe movements to/from the site can be accommodated. The No. 2 Road frontage will be improved through a required Servicing Agreement. This includes improvements to the road geometry which will improve the sightline of southbound traffic travelling on the No. 2 Road Bridge.

I can also share some information with you regarding your other concerns that are not regulated through the City's development permit application process. Regarding site location and transit service, the site is located in a residential neighbourhood and close to the developing City Centre Oval Village neighbourhood. Staff anticipate that the development will fit into the neighbourhood similar to any other multi-family apartment building. The site is served by existing bus service on Westminster Highway, with a bus approximately every 7 minutes in the peak hours. Both No. 2

Road (south of Westminster Highway) and Westminster Highway have been identified in Richmond's Official Community Plan as "Frequent Transit Routes", which indicates that, in collaboration with TransLink, it is anticipated that transit services will be improved in the future along these corridors. I can also let you know that transit use is monitored and improved by Translink and customer feedback can be provided to Translink directly (<https://feedback.translink.ca/>).

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Planner 2
Development Applications Department
City of Richmond
604-276-4282
www.richmond.ca

From: Derek <derek74@gmail.com>
Sent: May 14, 2020 12:54 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: Development Permit - DP 19-866690

Hi, I am just have a few questions about this development

1) Where are residents expected to park in this neighborhood when they and visitors are not parking in the building? You are adding 80 units, putting in 50% parking. The parking on Dover Crescent is already full and now there is potential for even more cars taking up space. That is a recipe for a parking disaster and a mistake to remove 41 spaces. What is the reasoning behind this other than to save the developer and the city money and dumping this issue on current residents.

2) Is there a blueprint on how the driveway is going to be positioned from 2 road?

3) This complaint is way too late but why would this lot be used for this type of residence when there are no options for transit other than a single bus station on Westminster Hwy versus building close to Canada Line. There are no jobs, grocery stores or other conveniences in this area which means residents will need to use a car or the single bus station to get anywhere

Just look at any realtor website and at the scores for the neighborhood and this is where the city decides to put this building.

Shopping 6
Groceries 5
Pedestrian 5
Cycling 4
Transit 4
Cafes 3

Thanks for your time,

Derek

Schedule 2 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
CityClerk May 27, 2020.

To Development Permit Panel	
Date:	MAY 27, 2020
Item #	1
Re:	DP 19-866690

From: Badyal, Sara
Sent: May 25, 2020 11:39 AM
To: 'k.f.ward@hotmail.com'
Cc: CityClerk
Subject: RE: Development Permit DP 19-866690 (5491 No. 2 Road)



Hello Kate Ward,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to share some information with you. The DP staff report is published on the City's website at: [https://www.richmond.ca/shared/assets/5491 No2Rd DPP 05272056274.pdf](https://www.richmond.ca/shared/assets/5491_No2Rd_DPP_05272056274.pdf)

Regarding the driveway to the site, it will be located generally along the north property line of the site with a portion of the driveway entrance accommodated on the neighbouring site to the north to ensure adequate and safe movements to/from the site can be accommodated. The No. 2 Road frontage will be improved through a required Servicing Agreement. This includes improvements to the road geometry which will improve the sightline of southbound traffic travelling on the No. 2 Road Bridge.

Regarding the setback along No. 2 Road, the proposal is shifted 1 m towards No. 2 Road to increase the building separation from the neighbouring residential building located west of the site and to accommodate a more efficient and functional floorplan layout.

Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw. Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

Regarding the existing street trees along No. 2 Road, the developer of 5900 River Drive has agreed to relocate the eight oak trees at the developer's cost. The trees may be relocated to Brighthouse Neighbourhood School Park and Terra Nova South Park as they both have irrigation to aid in re-establishment and are located

relatively nearby. The exact location for the trees will be determined through the Servicing Agreement application process.

I can also share some information with you regarding your other concerns that are not regulated through the City's development permit application process. Regarding the safety of the building design, the detailed Building Permit application for the proposal will be designed by a professional design team, including geotechnical engineer, structural engineer and architect and is required to comply with the BC Building Code.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Planner 2
Development Applications Department
City of Richmond
604-276-4282
www.richmond.ca

From: Kate Ward <k.f.ward@hotmail.com>
Sent: May 22, 2020 3:25 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: Development Permit DP 19-866690 (5491 No. 2 Road)

Good afternoon,

My name is Kate Ward; I am the owner of unit 126 in 5880 Dover Crescent, two lots down from where GBL Architect's proposed building would be constructed. I have noticed quite a few problematic points in the Notice of Application sent to me this month. For simplicity's sake, I will respond point by point.

1. Permit contentions:

- a. There is no clear indication of where the entrance of this building will be on 2 Road, as the proposed area appears to be at the exact bottom of the bridge, which seems incredibly short sighted and dangerous. The other option would be for the bike through lane from Dover to 2 Road to be changed to a road: this would be very disappointing to see happen, as Dover is a quiet neighborhood, and would certainly turn into a thoroughfare for bridge traffic.
- b. There is also no clear indication of why any of these provisions should be varied.
 - i. For what purpose? Please see ii. for further thoughts on the building itself.
 - ii. This building could be mere metres (closer, if the developer gets their way) from a major piece of infrastructure. This building would also be in a zone rife with liquefaction risk. A strong part of mitigating that risk would be observing Richmond Zoning bylaws and not adding additional structure for no clear benefit. Should there be a geological event, how many extra square metres of debris and hazard would be on the proposed structure, coming down near residences, a daycare, and a bridge?
 - iii. The most problematic. There is already no clear indication of parkade access for this building. An 80 unit building could have anywhere from 80 to 160 cars - many families now have two cars. Parking on Dover Crescent is already quite slim, as many apartment

buildings on the block have families with multiple vehicles, and parking garages are full. As such, the street parking fills up quickly; there are rarely more than one or two spots available per cardinal direction of the street. Where would the surplus vehicles - potentially over 100 of them - park? Where would they be driving? How much pollution would be added to our park?

2. Where will the trees be going? How will the green space around the building be preserved? Will the developer or the taxpayers be funding this flora being moved?

This permit, quite frankly, seems like a clear cash grab by the developer, who would like to flout our Bylaws, lower the quality of life and beauty in our neighborhood, and add traffic to an already dense area. I hope the panel concerns the hundreds, if not thousands, of residents currently living on Dover who have created a respectful, clean, and close neighborhood.

Thank you,
Kate Ward
778.232.2942

Schedule 3 to the Minutes of the
Development Permit Panel
meeting held on Wednesday, May
27, 2020.

CityClerk

From:
Sent:
To:
Cc:
Subject:

Badyal, Sara
May 25, 2020 11:52 AM
'bturick@hotmail.com'
CityClerk
5491 No 2 Rd - RE: Notice of App.DP19-866690

To Development Permit Panel	
Date:	MAY 27, 2020
Item #:	1
Re:	DP 19 - 866690



Hello Bev Turick,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to share some information with you. The DP staff report is published on the City's website at: https://www.richmond.ca/__shared/assets/5491_No2Rd_DPP_05272056274.pdf

Regarding the size of the development, the proposal design includes 80 apartment units.

Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw.

Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

For your information, the meeting minutes for the May 27, 2020 Development Permit Panel will be published on the City's website within two weeks of the meeting date. Link:

<https://www.richmond.ca/cityhall/council/meeting/WebAgendaMinutesList.aspx?Category=8&Year=2020>

For project updates, or if you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Planner 2
Development Applications Department

City of Richmond
604-276-4282
www.richmond.ca

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

From: Bev Turick <bturick@hotmail.com>

Sent: May 24, 2020 1:31 PM

To: CityClerk <CityClerk@richmond.ca>

Subject: Notice of App.DP19-866690

I as an owner to at 5880 Dover Crescent , which is adjacent to said proposal property have a few issues that I'd like clarified if possible.

1) a.) The notice I received of this mtg. indicates approx. 80 purpose build....so what does that truly mean 75 Or possibly 90.??

b) iii. I have very strong feelings regarding the reducing of parking spaces from 87 to 46. There should be enough parking spots for every unit, which would include visitor / staff parking. My concern is the parking on Dover Crescent presently is at its capacity for street parking for all the condos that have been here for many years. If the new housing unit under review does not incorporate enough parking spaces then Dover Crescent will be expected to "take the overflow" which is totally inappropriate. The other concern is that if there is not enough parking for said overflow then people will start to think they can park in our visitor parking which in itself causes issues and the possibility that we as owners do not have spaces for our legitimate visitors and or we have to either provide a security guard or security garage door and the expense.


I hope these concern will be clarified clearly at the May 27 th meeting and that all owners will receive minutes and updates on this permit.

Thank you

B.Turick

Sent from my iPad

Schedule 4 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
May 27, 2020.


5880 Dover Crescent
Richmond, B.C.
V7C 5P5

To Development Permit Panel	
Date:	<u>MAY 27, 2020</u>
Item #	<u>1</u>
Re:	<u>DP 19-866690</u>

May 21st, 2020

City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1
Tel: 604-276-4007
Fax: 604-278-5139



Attn: Claudia Jesson (Director, City Clerk's Office)

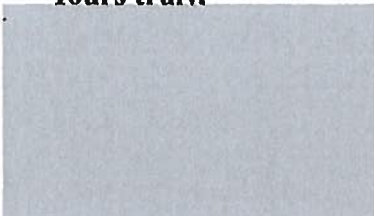
Re: Development permit DP 19-866690 (Location 5491 No. 2 Road)

Dear Sir/Madam:

As the owner and resident at 5880 Dover Crescent, in Richmond BC, I would like to say NO to the proposed building on the site of 5491 No. 2 Road. This property is too close to the bridge and would pose a huge risk considering the heavy traffic flow, noise disturbance, high density, etc. That property should instead be used to potentially build a garden, plant more trees or simply a kid's play area. Moreover, it would also be difficult for people to evacuate out of there if an earthquake does happen one day, as mentioned above, that property is very close to the bridge and will impact the surrounding traffic network. I truly hope all of you could take this into consideration and think about the high potential risk and concerns first and ultimately value environment, life and safety above all.

Thank you for your consideration.

Yours truly,





City of Richmond

Follow-up/Response to
Correspondence

6911 No. 3 Road,
Richmond, BC V6Y 2C1
www.richmond.ca

May 25, 2020
File: DP 19-866690

Planning and Development Division
Fax: 604-276-4222

[REDACTED]
5880 Dover Crescent
Richmond, BC
V7C 5P5

Dear [REDACTED]

Re: Development Permit Application DP 19-866690 Regarding 5491 No. 2 Road

Thank you for your letter dated May 21, 2020 and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No. 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your letter to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process.

The purpose of this email is to share some information with you. The DP staff report is published on the City's website at:

https://www.richmond.ca/_shared/assets/5491_No2Rd_DPP_05272056274.pdf

Regarding the safety of the building design, the detailed Building Permit application for the proposal will be designed by a professional design team, including geotechnical engineer, structural engineer and architect and is required to comply with the BC Building Code.

Regarding the potential for traffic congestion, a Traffic and Parking Study prepared by Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study concluded that the existing road network has sufficient capacity to accommodate the proposed 80-unit development. In addition, the No. 2 Road frontage will be improved through a required Servicing Agreement, including frontage beautification, sidewalk, off-road multi-use path separated from vehicular traffic and improvements to the road geometry (increasing the sight line of traffic from the No. 2 Road bridge). The City's Transportation Department has reviewed the site and is satisfied that the required No. 2 Road improvements will be an improvement over the existing condition.

Regarding the potential for noise disturbance, staff anticipate that the development will fit into the neighbourhood similar to any other multi-family apartment building.

Regarding the size of the development, the proposal complies with the overall height permitted in the existing zoning, with increased height in a portion of the roof area to allow the top floor to be a full size floor, the same size as lower floors. The applicant has submitted shadow analysis that demonstrates that the proposal will only have a minor impact on existing neighbouring development.

Regarding the potential for the property to be developed as a City park with a garden, tree planting or a play ground, the subject site is designated and zoned for affordable housing residential development. The neighbourhood is serviced by the park and play ground located on Dover Crescent, middle arm trail along the dike, the Richmond Olympic Oval plaza and other nearby community parks.

If you would like to discuss further or require additional information, please feel free to contact me by phone at 604-276-4282 and by email at sbadyal@richmond.ca.

Yours truly,



Sara Badyal, M. Arch, MCIP, RPP
Planner 2

SB:sb

From: [REDACTED]
Sent: Monday, 25 May 2020 23:39
To: CityClerk
Subject: Attn: Claudia Jesson. RE: Development Permit Regarding 5491 No. 2 Road
Attachments: Letter Regarding Development Permit.pdf

Hi Claudia,

As I am unable to attend the Development Permit Panel meeting on May 27th, I have delivered a written submission to Richmond City Hall on May 25th. However, as Richmond City Hall was closed, I have left the letter in the drop box. In case my letter was not received, I have also attached my comments regarding the development permit for 5491 No. 2 Road in this email. Please let me know if you have any questions or concerns.

Thanks in advance,

[REDACTED]

Schedule 5 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
May 27, 2020.

CityClerk

To Development Permit Panel
Date: <u>MAY 27, 2020</u>
Item # <u>3</u>
Re: <u>DP 19-866640</u>

From: Badyal, Sara
Sent: May 27, 2020 10:35 AM
To: [REDACTED]
Cc: CityClerk
Subject: FW: FW: Development Permit 5491 No. 2 Road

Dear [REDACTED]

Thank you for your additional two emails, which the City Clerks Office will forward to be considered by the Development Permit Panel along with the application.

The main purposes of my emails is to let you know that your emails and concerns will be forwarded to the Development Permit Panel meeting to be considered by the Development Permit Panel along with the application, and to share some information with you.

Public Input regarding Development Permit applications continues to be important to the City through this challenging time and staff have worked to ensure the same opportunities for public input continue to be in place. Public input is encouraged and continues to be received by the City by letter, email, the City's website, or in person at the Development Permit Panel meeting. For this application an open house meeting was also held earlier, in September 2019.

Staff anticipate that the development will fit into the neighbourhood similar to any other multi-family apartment building.

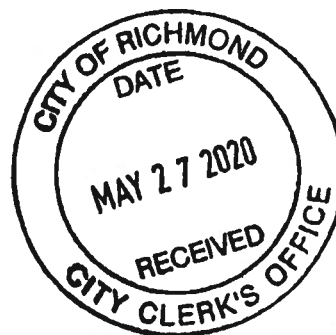
For further clarity on building design safety, the architect is required to design the project in compliance with the BC Building Code, which includes required fire fighting access provisions.

The proposed road improvements are located along No. 2 Road, including road geometry improvements. The proposed improvements do not extend onto the No. 2 Road bridge infrastructure, but the road geometry improvements will improve the sightline of southbound traffic travelling on the No. 2 Road Bridge.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Planner 2
Development Applications Department
City of Richmond
604-276-4282
www.richmond.ca



From: [REDACTED]
Sent: May 27, 2020 12:05 AM
To: Badyal, Sara <SBadyal@richmond.ca>
Subject: Re: FW: Development Permit 5491 No. 2 Road

CNCL 1-123

Ms. Badyal. The tone and language in your writing indicates that you are in support of this project at every level rather than simply registering my concerns and giving them fuller appreciation at the meeting. Which is what the public input process is for. The timing of the meeting during a period of social distancing mutes the concern of locals with accepting that the quality of our neighborhood will in no way be enhanced by this development while this developer forces in as many units as he can on this small piece of land in his effort to "make a buck". Basic services and transportation will be further stretched and already have problems. This is poor planning in our corner of Richmond. Vancouver style density and social problems are being given a foothold should this be allowed.

Thanks again for registering and more importantly considering my concerns and interests.

..City of Richmond tax payer.

On Wed, 27 May 2020, 09:38 [REDACTED] wrote:

Dear Sara Badyal. It sounds a bit as though you've already decided. That should not occur until the meeting. Having the meeting during a pandemic is not the best means to allow public input. Please register this as a concern.

No study would convince me that winter sun angles will essentially be BLOCKED at my location.

The police response time I mentioned to night time disturbance not to mention fouled air by non considerate pot smokers who inevitably move into a location like this has not in anyway been addressed. It will make the neighborhood less safe without a doubt. And in case fire equipment needs to move between buildings? It looks like they are building right to their west property line. So this would not allow for this.

We live at this location and note traffic accidents on a monthly basis and honking horns daily where the drive in will be. Is the city going to re-engineer the hump on the 2 road bridge to improve the sight line? I doubt it.

Thank you for your time and please register my concerns

On Wed, 27 May 2020, 02:28 Badyal,Sara, <SBadyal@richmond.ca> wrote:

Dear [REDACTED]

Thank you for your emails and your continued interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your emails to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

Your attached email dated September 11, 2019 is included and addressed in the DP staff report. The DP staff report is published on the City's website at:
https://www.richmond.ca/__shared/assets/5491_No2Rd_DPP_05272056274.pdf

Further to my attached email to you dated September 17, 2019, the purpose of this email is to share information with you.

Regarding the driveway to the site, it will be located generally along the north property line of the site with a portion of the driveway entrance accommodated on the neighbouring site to the north to ensure adequate and safe movements to/from the site can be accommodated. The No. 2 Road frontage will be improved through a required Servicing Agreement. This includes improvements to the road geometry which will improve the sightline of southbound traffic travelling on the No. 2 Road Bridge. The City's Transportation Department has reviewed the site and is satisfied that the required No. 2 Road improvements will be an improvement over the existing condition and will address traffic safety concerns for the site access and on-ramp to No. 2 Road.

Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw. Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

Regarding construction impacts, prior to Building Permit issuance, the developer is required to submit a construction traffic and parking management plan to the satisfaction of the City's Transportation Department.

Regarding the existing street trees along No. 2 Road, they will be protected and relocated. The developer of 5900 River Drive has agreed to relocate the eight oak trees at the developer's cost. The trees may be relocated to Brighthouse Neighbourhood School Park and Terra Nova South Park as they both have irrigation to aid in re-establishment and are located relatively nearby. The exact location for the trees will be determined through the Servicing Agreement application process.

Regarding the density of the development, as noted previously the proposal complies with the land use and density of the site's existing zoning which accommodates high-density development (ZHR3 zone: <https://www.richmond.ca/shared/assets/ZHR324120.pdf>).

Regarding the safety and access of the building design, the detailed Building Permit application for the proposal will be designed by a professional design team, including an architect and is required to comply with the BC Building Code.

Regarding potential sun shading, the proposal complies with the overall height permitted in the existing zoning, with increased height in a portion of the roof area to allow the top floor to be a full size floor, the same size as lower floors. The applicant has submitted shadow analysis that demonstrates that the proposal will only have a minor impact on existing neighbouring development. The shadow analysis is included as a reference plan in the DP plans.

I can also share some information with you regarding your other concerns that are not regulated through the City's development permit application process. Staff anticipate that the development will fit into the neighbourhood similar to any other multi-family apartment building. The site is served by existing bus service on Westminster Highway, with a bus approximately every 7 minutes in the peak hours. Both No. 2 Road (south of Westminster Highway) and Westminster Highway have been identified in Richmond's Official Community Plan as "Frequent Transit Routes", which indicates that, in collaboration with TransLink, it is anticipated that transit services will be improved in the future along these corridors. I can also let you know that transit use is monitored and improved by Translink and customer feedback can be provided to Translink directly (<https://feedback.translink.ca/>).

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP

Planner 2

Development Applications Department

City of Richmond

604-276-4282

www.richmond.ca

From: [REDACTED]

Sent: May 26, 2020 12:34 PM

To: CityClerk <CityClerk@richmond.ca>

Subject: Development Permit 5491 No. 2 Road

Dear Richmond planning department. I am an adjacent property owner for your Development Permit #19866690 at 5491 No. Road and wish to comment on the proposal for the Planning Department's consideration.

This junction is already the site of numerous accidents with traffic speeding over the No. 2 Bridge. Too add in a car park with it's main access at this location will only further complicate the problem of slow moving cars crossing over with faster moving ones coming over the bridge some of which are wanting the right lane to turn west on Westminister. The removal of trees is not compatible with green carbon reduction initiatives or a beautified neighborhood.

As this represents alot of density on a small land package. The limiting of parking is questionable planning when it is considered that Dover Park lacks parking space. Nearby bus routes (401) are already quite crowded particularly returning from Skytrain later in the day. This will add to that problem.

For emergency Services. This is a high building fairly close to my own at [REDACTED] There is unlikely to be fire truck access between these buildings, my own and the nearby Children's nursery school. This is dangerous. For Police I wish it noted that night time response time at our building was about 1.5 hours when dealing with a loud party in 2019. As this is alot of density supposedly for lower income earners. Are we to expect similar response times for either Marajuana or noise problems originating from this building ?

I will also be forwarding an email sent to the Richmond City Planning last September. Thank you for your consideration of this overly dense and in my opinion hastily planned proposal. In addition to ruining my own sunlight in my condo, the construction period will be one of great disturbance immediately outside our window. This proposal should not proceed and if it does, needs to be reworked with less density. With the accident rate on Number 2 road at this site where access would be. City Planners are making a mistake traffic wise to build so densely on this site if approved.

----- Forwarded message -----

From: "Badyal,Sara" <SBadyal@richmond.ca>

To:

Cc: PlanningDevelopment <PlanningDevelopment@richmond.ca>

Bcc:

Date: Tue, 17 Sep 2019 17:48:45 +0000

Subject: RE: 5491 No. 2, File # DP-19-866690

Dear

Thank you for your interest in the development of 5491 No 2 Road. Your email was forwarded to me as I am the planner working on the Development Permit application. Your correspondence will be included in the development file and will be attached to the DP staff report to Development Permit Panel regarding the application.

As you are aware, the City has received a Development Permit application (DP 19-866690), which was submitted by GBL Architects to allow for a 80-unit multi-family residential building with 80 rental units. The current status of the application is that is being reviewed by staff.

Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings. The DP application file is available for public viewing at City Hall 8:15am through 5pm Monday through Friday, with the exception of holidays.

Land use and density are regulated through the City's zoning bylaw. In response to your concern regarding the density of the development, the applicant is proposing to develop under the existing zoning which accommodates high-density development (ZHR3 zone: <https://www.richmond.ca/shared/assets/ZHR324120.pdf>).

A development permit regulates the architectural form and character of the building. Through our DP application process, the applicant will be required to produce a shadow analysis of the proposal.

In terms of Transportation related matters, the applicant is required to submit a transportation study prepared by a professional Transportation engineer, including assessment of vehicle access and pedestrian safety as part of the DP application process. When the study is prepared, it is required to be reviewed and approved by the City and any needed improvements would be secured as part of the development. I can also let you know that transit use is monitored and improved by Translink and customer feedback can be provided to Translink directly (<https://feedback.translink.ca/>).

In response to your construction disruption concern, Construction noise is regulated by Noise Regulation Bylaw 8856. Provided the day is not a Sunday or Statutory holiday, construction noise not exceeding 85 decibels "dBA" is permitted Monday to Friday from 7am to 8pm and Saturdays from 10am to 8pm. For your reference, the City has a good neighbour program brochure published on the city website with information and contact numbers (https://www.richmond.ca/shared/assets/Good_Neighbour_Program9434.pdf)

I can share some information with you regarding your other concerns that are not regulated through the City's development permit application process. The proposal will include a mix of unit types and a mix of rent levels from

subsidized to market. The building will be operated by Pathways, a Richmond not for profit organization that currently operates or organizes many residential units in Richmond. Staff anticipate that the development would fit into the neighbourhood similar to any other multi-family apartment building. I have forwarded your email to our Community Services Affordable Housing staff for their information.

If you have further questions or comments, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP

Planner 2

Development Applications Department

City of Richmond

604-276-4282

www.richmond.ca

From:

Sent: Wednesday, 11 September 2019 07:46

To: PlanningDevelopment

Subject: 5491 No. 2, File # DP-19-866690

Greetings Manager Joe Erceg of Richmond Planning and Development and associated Building Approval Department:

In reference to possible development at 5491 No. 2 Road, File #DP-19-866690. I am writing to express concern at the size of this development relative the lot size and land space available. Aside from personal concerns of many low income neighbors on my own property value and the loss of morning sunlight in my Condo.

My concerns would be as follows. If this is a No. 2 Road address presumably road access would be from No. 2 road. Living across from this merge lane I can state that there are traffic problems with sight lines for drivers merging onto No. 2 road at this location. Honking and accidents as drivers speed over the hump of No. 2 road bridge. If also putting an access point here it would be a further immediate slow down for traffic. If the access will be from Dover Crescent you would be removing a needed walking path who many use as access between Dover Park and the River system and also be putting the vehicle access right adjacent to a Pre-school. The current 80 unit proposal would place very high demand on these access points while attempting to fill this parcel completely and high with as many units as possible.

Secondly as this will be designated for lower income people. I note that the 401 bus route nearby is already at high demand during many hours of the day with very much standing room only too Richmond Brighthouse and Downtown Richmond. This is a further demand on this already high demand service. This would have to be considered when adding this many units to our area many of which would be bus users at low income.

Thirdly are more the Social concerns and extra policing needed for an all rental building of lower income occupants right nearby. Frequent loitering and littering not far from my own building access and nearby Dover Park which I currently enjoy trouble free. How would this be policed and cleaned ? My guess is that

not much extra serving in these regards would be planned or implemented. As Marajuana is now legal in Canada which gladly there are City Bylaws for. It is a smoke that can have a range of 100 meters or so from a smoker. More so than cigarette smoke. Living in a Multi family dwelling myself my own Strata council is gladly responsible in dealing with this issue. But with a building next to us who may care less about this topic while blowing their smoke our way. How could this be effectively enforced on the many people moving in and out to have consideration for other neighbors in the area? Associated noise with people overly relaxed from the product also.

Obviously being a nearby neighbor if proceeding a strict schedule for construction in the disruptive period to neighbors lives would be appreciated. I suggest 8 AM--6 PM 6 days a week excluding Sundays and Holidays. Outside of this would not at all be appreciated. And neither would the building's approval at it's current size either for that matter.

I don't wish to be a "NIMBY" type neighbor as the planning department may understand and see in regards to this important social issue in Vancouver area. I do question the size of this proposal as it will completely fill the land available. And as I have indicated is not without questions that are not likely to be adequately addressed. Please reject this file and scale down this development. Even sell the land it would be great for a small commercial development and better sized for it. If determined to make it an all rental low income facility, do consider my letter, and the current over sized nature of this proposal.

Sincerely,

----- Forwarded message -----

From: CityClerk <CityClerk@richmond.ca>
To: CityClerk <CityClerk@richmond.ca>
Cc:
Bcc:
Date: Tue, 26 May 2020 20:56:19 +0000
Subject: FW: 5491 No. 2, File # DP-19-866690

From: [REDACTED]
Sent: May 26, 2020 12:41 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: Fwd: 5491 No. 2, File # DP-19-866690

----- Forwarded message -----

From: [REDACTED]
Date: Wed, Sep 11, 2019 at 5:46 PM

Subject: 5491 No. 2, File # DP-19-866690
To: <planningdevelopment@richmond.ca>

Greetings Manager Joe Erceg of Richmond Planning and Development and associated Building Approval Department:

In reference to possible development at 5491 No. 2 Road, File #DP-19-866690. I am writing to express concern at the size of this development relative the lot size and land space available. Aside from personal concerns of many low income neighbors on my own property value and the loss of morning sunlight in my Condo.

My concerns would be as follows. If this is a No. 2 Road address presumably road access would be from No. 2 road. Living across from this merge lane I can state that there are traffic problems with sight lines for drivers merging onto No. 2 road at this location. Honking and accidents as drivers speed over the hump of No. 2 road bridge. If also putting an access point here it would be a further immediate slow down for traffic. If the access will be from Dover Crescent you would be removing a needed walking path who many use as access between Dover Park and the River system and also be putting the vehicle access right adjacent to a Pre-school. The current 80 unit proposal would place very high demand on these access points while attempting to fill this parcel completely and high with as many units as possible.

Secondly as this will be designated for lower income people. I note that the 401 bus route nearby is already at high demand during many hours of the day with very much standing room only too Richmond Brighthouse and Downtown Richmond. This is a further demand on this already high demand service. This would have to be considered when adding this many units to our area many of which would be bus users at low income.

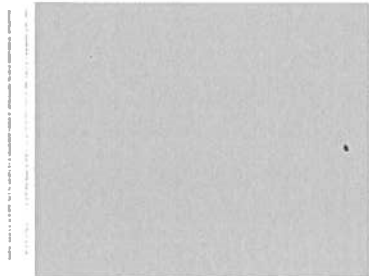
Thirdly are more the Social concerns and extra policing needed for an all rental building of lower income occupants right nearby. Frequent loitering and littering not far from my own building access and nearby Dover Park which I currently enjoy trouble free. How would this be policed and cleaned ? My guess is that not much extra serving in these regards would be planned or implemented. As Marijuana is now legal in Canada which gladly there are City Bylaws for. It is a smoke that can have a range of 100 meters or so from a smoker. More so than cigarette smoke. Living in a Multi family dwelling myself my own Strata council is gladly responsible in dealing with this issue. But with a building next to us who may care less about this topic while blowing their smoke our way. How could this be effectively enforced on the many people moving in and out to have consideration for other neighbors in the area? Associated noise with people overly relaxed from the product also.

Obviously being a nearby neighbor if proceeding a strict schedule for construction in the disruptive period to neighbors lives would be appreciated. I suggest 8 AM--6 PM 6 days a week excluding Sundays and Holidays. Outside of this would not at all be appreciated. And neither would the building's approval at it's current size either for that matter.

I don't wish to be a "NIMBY" type neighbor as the planning department may understand and see in regards to this important social issue in Vancouver area. I do question the size of this proposal as it will completely fill the land available. And as I have indicated is not without questions that are not likely to be adequately addressed. Please reject this file and scale down this development. Even sell the land it would be great for a small commercial development and better sized for it. If determined to make it an all rental low income facility, do consider my letter, and the current over sized nature of this proposal.

Sincerely,

CNCL - 130
8



CityClerk

From: Badyal, Sara
Sent: May 27, 2020 11:44 AM
To: 'fanny yan'
Cc: CityClerk
Subject: RE: Development P DP-19-866690

To Development Permit Panel	
Date:	<u>MAY 27, 2020</u>
Item #	<u>1</u>
Re:	<u>DP 19-866690</u>

Dear Fanny Yan,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to let you know your correspondence will be forwarded to the Development Permit Panel meeting along with the application and to share some information with you. The DP staff report is published on the City's website at: https://www.richmond.ca/shared/assets/5491_No2Rd_DPP_05272056274.pdf

Regarding the potential for traffic congestion, a Traffic and Parking Study prepared by transportation engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by City Transportation staff. The study concluded that the existing road network has sufficient capacity to accommodate the proposed 80-unit development. In addition, the No. 2 Road frontage will be improved through a required Servicing Agreement, including frontage beautification, sidewalk, off-road multi-use path separated from vehicular traffic and improvements to the road geometry (increasing the sight line of traffic from the No. 2 Road bridge). The City's Transportation Department has reviewed the site and is satisfied that the required No. 2 Road improvements will be an improvement over the existing condition.

Regarding the proposal being a mixed incomes multi-family rental building, staff anticipate that the development will fit into the neighbourhood similar to any other multi-family apartment building.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Planner 2
Development Applications Department
City of Richmond
604-276-4282
www.richmond.ca



From: fanny yan <lotus407@yahoo.com>
Sent: May 27, 2020 9:04 AM
To: CityClerk <CityClerk@richmond.ca>
Subject: Development P DP-19-866690

To whom it may concern,

RE: 5491, #2 Road development

I'm my opinion there is absolutely nothing for us to gain by having this or any other type of building.

This will destroy our value of our homes, increase traffic in our quiet neighbourhood and bring crime and drugs.

If it was a retirement or seniors home, I'd be all for it!

All the neighborhood are very upset with this development.

Thank you for your kind attention.

Fanny Yan

Owner of #407 5880 Dover Crescent
Richmond

CityClerk

From: Badyal, Sara
Sent: May 27, 2020 11:37 AM
To: 'Andre Lo'
Cc: CityClerk
Subject: RE: Development P DP-19-866690

To Development Permit Panel	
Date:	<u>MAY 27, 2020</u>
Item #	<u>1</u>
Re:	<u>DP 19-866690</u>

Dear Andre Lo,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to let you know your correspondence will be forwarded to the Development Permit Panel meeting along with the application and to share some information with you. The DP staff report is published on the City's website at: https://www.richmond.ca/shared/assets/5491_No2Rd_DPP_05272056274.pdf

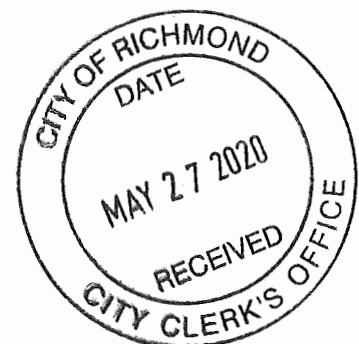
Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw.

Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Planner 2
Development Applications Department
City of Richmond
604-276-4282
www.richmond.ca



From: Andre Lo <A.lo91@live.com>
Sent: May 27, 2020 9:53 AM
To: CityClerk <CityClerk@richmond.ca>
Subject: Development P DP-19-866690

To whom it may concern,

I'm not sure if this will make a difference but I am against the construction of the new building on 5491 no 2 road.

I believe there are more suitable locations outside of this area for the building to be raised.

If the building is going to be built at this location, I don't think reducing the number of parking spaces available for that area will benefit us in anyway.

The area around the park here is already full most of the time and I drive a vehicle that doesn't fit in the parkade so this would make parking my vehicle anywhere close to my home much more problematic after work hours.

Thank you,
Andre

Schedule 8 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
May 27, 2020.

CityClerk

To Development Permit Panel	
Date:	MAY 27, 2020
Item #	1
Re:	DP 19 - 866690

From: Badyal, Sara
Sent: May 27, 2020 2:18 PM
To: 'Peter Clayton'
Cc: CityClerk
Subject: RE: application dp 19-866690

Dear Peter Clayton,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at the meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to let you know your correspondence will be forwarded to the Development Permit Panel meeting along with the application and to share some information with you. The DP staff report is published on the City's website at: https://www.richmond.ca/__shared/assets/5491_No2Rd_DPP_05272056274.pdf

Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw. Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

Regarding potential for traffic congestion, a Traffic and Parking Study prepared by transportation engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by City Transportation staff. The study concluded that the existing road network has sufficient capacity to accommodate the proposed 80-unit development. In addition, the No. 2 Road frontage will be improved through a required Servicing Agreement, including frontage beautification, sidewalk, off-road multi-use path separated from vehicular traffic and improvements to the road geometry (increasing the sight line of traffic from the No. 2 Road bridge). The City's Transportation Department has reviewed the site and is satisfied that the required No. 2 Road improvements will be an improvement over the existing condition.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Planner 2
Development Applications Department
City of Richmond
604-276-4282
www.richmond.ca

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

From: Peter Clayton <peterclayton@hotmail.com>
Sent: May 27, 2020 12:35 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: application dp 19-866690

hello,

i hope to attend today's meeting, but in case it's not possible here are my concerns re. this application

1. this building will seriously aggravate existing parking problems on dover crescent, especially given the limited resident parking space in the proposed building
2. re. access, the slip road to no. 2 road, will become further congested during rush hour

thanks for your consideration

peter clayton
702-5860 dover cres
richmond
v7c 5s6

Pete

...sent from my thumb - expect typos

Schedule 9 to the Minutes of the
Development Permit Panel
meeting held on Wednesday, May
27, 2020.

CityClerk

To Development Permit Panel	
Date:	MAY 27, 2020
Item #	1
Re:	DP 19-866690

From: Badyal, Sara
Sent: May 27, 2020 2:18 PM
To: 'Cho Karen'
Cc: CityClerk
Subject: RE: Notice of Application For a Development Permit DP 19-866690

Dear Karen Cho,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at the meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to let you know your correspondence will be forwarded to the Development Permit Panel meeting along with the application and to share some information with you. The DP staff report is published on the City's website at: https://www.richmond.ca/shared/assets/5491_No2Rd_DPP_05272056274.pdf

Regarding building height, The proposal complies with the overall height permitted in the existing zoning, with the noted increased height in a portion of the roof area to allow the top floor to be a full size floor, the same size as lower floors. The applicant has submitted shadow analysis that demonstrates that the proposal will only have a minor impact on existing neighbouring development.

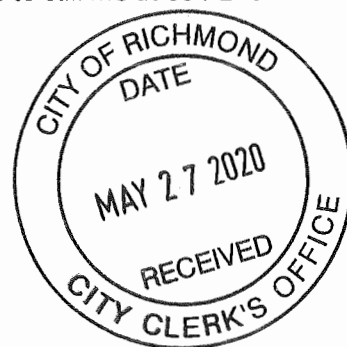
Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw. Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Planner 2
Development Applications Department
City of Richmond

CNCL - 138



604-276-4282

www.richmond.ca

From: Cho Karen <kaywhyc@yahoo.com>

Sent: May 27, 2020 1:14 PM

To: CityClerk <CityClerk@richmond.ca>

Subject: Notice of Application For a Development Permit DP 19-866690

Good afternoon,

I received the above mentioned notice. I am not in favour of increasing the maximum building height from 18 m to 20.3 m for the west portion of the building and reducing the number of parking spaces from 87 to 46.

Regards,
Karen Cho

Schedule 10 to the Minutes of
the Development Permit Panel
meeting held on Wednesday,
May 27, 2020.

CityClerk

From: Phil Maillochon <pmaillochon@gmail.com>
Sent: May 27, 2020 1:59 PM
To: CityClerk
Subject: Urgent: Notice of Application DP 19-866690 - Written Submission

To Development Permit Panel	
Date:	MAY 27, 2020
Item #	1
Re:	DP 19-866690

Good afternoon,

I am writing to inform you of my opposition to the permit DP 19-866690. I understand The City has its obligations to support all of its citizens, but The City should be first showing their obligations towards existing tax paying members of the community.

I fail to see how the reduction of the parking spaces from 87 to 46 could benefit the neighborhood. I question the 3rd party traffic report. I'm assuming this company investigated the traffic and parking along Dover Crescent and Lynas Lane, however did they not conduct their investigation in the evenings or on the weekends when it is impossible to find parking on Dover Crescent?

As I write this letter to you now (noon on a weekday), I am currently walking outside my building on Dover Crescent, I do not see any open parking spaces for at least 150 meters on the South Side of Dover Crescent. On any given weekend, when my own building's parking is full, my friends and family are required to park their vehicles on Lynas lane south of Westminster Highway which is at least 500 metres away. Just because you subsidize someone's transit pass and grant access to bike shares as so forth as indicated on your supporting documents, this does not mean that an individual residing at this prospective building will not own a vehicle or two.

What will happened when, on a weekend, for example 10 units out of the 80, decide to have a gathering at their home with each gathering having multiple people drive to this building, where will these individuals park their vehicles? Their own visitor parking will be full and they will be forced to park on Dover Crescent. This will lead to a lack of parking for existing Dover Crescent residents, let alone increase the traffic in this family-oriented neighborhood.

The supporting documents to this application, appear to indicate that the subsidies of transit passes will offset the need of this building's residents of owning vehicles. A family member residing with me was offered a free transit pass, however it was never used it as we owned 2 vehicles. Furthermore, during a meeting with BC Housing, if that is the correct name of the Agency, a spokesperson indicated "usually people that live in these types of buildings cant afford vehicles". Is there any evidence to this statement?

Furthermore, I have an issue with BC Housing indicating that applying to reside at this building is open to anyone in BC. Why would The City not take care of its own citizens first? Why would they not bar those outside of Richmond from applying? Why should my tax dollars benefit other city's residents?

I am also greatly concerned at why low-income residents would be allowed in a family-oriented neighborhood, especially with an Early Childhood Development centre adjacent to this proposed building? After reviewing public source information, low income buildings in Richmond and across Canada bring a documented increase in crime and drug use. I am saddened that there is no mention of this or any study of this nature in any type of supporting documents.

My family's greatest fears are that the granting of this permit will lead to an increase in crime in our family-

oriented neighborhood and an unimaginable increase of vehicular traffic on Dover Crescent. I appreciate your time in reading my concerns and hopefully this will lead to you reassessing the permit application. Thank you for your hard work during these unprecedented pandemic times.

Best regards,

Phil Maillochon
430-5880 Dover Crescent,
Richmond, BC
V7C5P5

Schedule 11 to the Minutes of
the Development Permit Panel
meeting held on Wednesday,
May 27, 2020.

CityClerk

To Development Permit Panel

Date: MAY 27, 2020

Item # 1

Re: DP 19-866690

From: Vincenza Lowndes <vincenza.lowndes@gmail.com>
Sent: May 27, 2020 1:43 PM
To: CityClerk
Cc: Colin Lowndes; Colin Lowndes; Donna Lowndes
Subject: Written Submission for Development Permit DP 19-866690

Importance: High

Good Afternoon,

We are Owners of #516-5860 Dover Crescent and we would like to provide our comments regarding the notice of application for a Development Permit DP 19-866690;

Further to the Development Panel Meeting to be held today, May 27, 2020 at 3:30 pm PST in Council Chambers, Richmond City Hall, please find below our comments for your record and consideration:

- Concerned about future Property Value
- Concerned about overall view/obstruction for our building & unit; river and overall aesthetic setting
- Concerned about overall city landscape, green space and nature implications (due to removal of 8 City trees)
- Concerned with population density in light of Covid-19 pandemic

In addition to the above mentioned items, we are surprised that this meeting is still moving forward in light of the circumstances surrounding the Covid-19 pandemic; which may limit the number of responses to the application for the above mentioned development permit.

Please let us know if you have any questions,

Best regards,

Colin A Lowndes, Colin S Lowndes, Donna Z Lowndes, Vincenza J Lowndes (nee Nardiello)

Cell#: 604-961-4125 (Colin A Lowndes)



Schedule 12 to the Minutes of
the Development Permit Panel
meeting held on Wednesday,
May 27, 2020.

CityClerk

From: Laura Miller <laurajames66@gmail.com>
Sent: May 27, 2020 2:33 PM
To: CityClerk
Subject: DP19-866690

To Development Permit Panel
Date: <u>MAY 27, 2020</u>
Item # <u>1</u>
Re: <u>DP 19-866690</u>

In regards to the development application permit at 5491 No.2 rd.

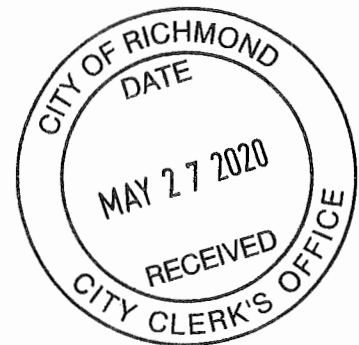
I feel that this development would create too much density of housing in this area.

If this were senior housing I would agree to this application as the vehicle numbers would be less. It will create an excesses amount of traffic for Dover Cres and River rd.. As the number of parking stalls are to be reduced the parking on the street which is already at capacity will affect the current residents in this area. The entrance to this development will also create more traffic hazards for No 2 rd which is already a high traffic accident location.

Regards

Laura Miller

Owner at 5880 Dover Cres.
Richmond





City of Richmond

Report to Council

To: Richmond City Council

Date: May 27, 2020

From: Cecilia Achiam
Chair, Development Permit Panel

File: DP 17-771214

Re: Development Permit Panel Meeting Held on May 15, 2019

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 17-771214) for the property at 3311 Sweden Way (formerly 12580 Vickers Way) be endorsed, and the Permit so issued.

Cecilia Achiam
Chair, Development Permit Panel
(604-276-4122)

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on May 15, 2019.

DP 17-771214 – CHRISTOPHER BOZYK ARCHITECTS LTD. – 12580 VICKERS WAY
(May 15, 2019)

The Panel considered a Development Permit (DP) application in order to permit the construction of a 3,379.9 m² (36,382 ft²) industrial building on a site zoned “Industrial Retail (IR1)”. Variances are included in the proposal to: (i) reduce the required number of required parking spaces from 136 to 66; (ii) reduce the required number of loading spaces from two medium and one large loading space to two medium loading spaces; and (iii) permit car parking spaces for employees to be provided in a tandem arrangement.

Architect, Christopher Bozyk, of Christopher Bozyk Architects Ltd.; and Peter Joyce, of Bunt & Associates Transportation Planning and Engineering, provided a brief presentation, including:

- Vehicular access to the proposed three-storey furniture retail store will be relocated from Vickers Way to Sweden Way.
- The proposed treatments to the north and south facades of the proposed building are intended to provide visual interest and revitalize the area.
- Frontage improvements are proposed along Vickers Way and Sweden Way, including installation and improvement of curbs, sidewalks, boulevards, and road markings to enhance cyclists’ safety at the Sweden Way entry/exit driveway.
- Traffic and parking concerns of neighbouring developments have been addressed.
- The proposed landscaping on Vickers Way will upgrade the frontage.
- Trees will be installed along the east property line.
- Permeable pavers, trees, and low plantings are proposed on the surface parking area, and a substantial lawn area is proposed on the southeast corner of the property.
- The site-specific parking and loading study notes that the City’s Zoning Bylaw parking requirement does not reflect the proposed use of the subject site.
- Peak parking demand for the proposed furniture retail store is from 20 to 30 parking spaces and the applicant is requesting a reduction of the required 136 parking spaces as the proposed 66 spaces is more than adequate.
- The development’s potential traffic impact into the area would be modest as the peak traffic generation in the subject site is approximately 20 to 30 vehicles per hour.

In response to a Panel query, staff advised that the extensive lawn area on the southern end of the property was determined by a Kinder Morgan regulation prohibiting the planting of trees on their pipeline statutory-right-way (SRW) area.

In response to Panel queries, Mr. Joyce advised that: (i) in response to neighbouring developments' traffic concerns and in consultation with City staff, the applicant agreed that ingress and egress to/from the site's driveway would be right-in and right-out only; (ii) left-turn out from the site's driveway is restricted; however, a left turn entry is permitted; and (iii) the applicant's parking study considered existing traffic volume in the subject site and other furniture stores across the region.

Oren Samuel, owner of Paramount Furniture, noted that the proposed furniture retail store is high-end in terms of retail price compared to other low to medium-end furniture stores in the area and as such, potential traffic increase to the subject site is not expected to be significant in the long term.

In response to a Panel query, Mr. Bozyk noted that a low level entry sign, not a pylon sign, will be installed on the proposed development.

In response to a Panel query, staff acknowledged that the proposed number of parking stalls for the subject development could accommodate the parking needs of other types of furniture stores.

A property owner of 12520 Vickers Way spoke in favour of the proposed development, noting that: (i) the proposed high-end furniture retail store will revitalize the neighbourhood; (ii) Vickers Way needs improvements in terms of paving treatment and provision of sidewalks to enhance pedestrian circulation in the area; and (iii) an early approval of the subject Development Permit application would be appreciated.

Correspondence was submitted to the Panel by Ben and Ingrid Gauer.

In response to issues raised in the correspondence, staff noted that: (i) the applicant had met with the property owners to address their concerns; (ii) parking on Vickers Way is regulated by the City's Traffic Bylaw and enforced by the Bylaw Department; and (iii) the proposed Sweden Way driveway is limited to right-in and right-out only; however, a left-in entry is permitted.

Staff advised that: (i) there is a Servicing Agreement associated with the project for frontage works on Vickers Way and Sweden Way; (ii) the 10 parking spaces in tandem arrangement are subject to a legal agreement restricting their use to employees; (iii) the applicant is providing significant Traffic Demand Management (TDM) measures including one on-site electric vehicle (EV) charging station available for public use, end-of-trip cycling facilities within the building, a \$50,000 cash contribution to the City for a future crosswalk on Sweden Way, and a \$15,000 contribution towards Public Art.

The Panel expressed support for the project, noting that: (i) the project is a welcome addition to the area; (ii) the building facades are well articulated; (iii) positive improvements are proposed on Vickers Way; and (iii) neighbour's concerns regarding site access have been addressed by the applicant.

The Panel recommends the Permit be issued.



City of Richmond

Report to Council

To: Richmond City Council

Date: May 26, 2020

From: Joe Erceg
Chair, Development Permit Panel

File: DV 19-869780

Re: Development Permit Panel Meeting Held on May 13, 2020

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Permit (DV 19-869780) for the property at 8011 Zylmans Way and 15111 Williams Road be endorsed, and the Permit so issued.



Joe Erceg
Chair, Development Permit Panel
(604-276-4083)

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on May 13, 2020.

DV 19-869780 – OMICRON ARCHITECTURE ENGINEERING CONSTRUCTION LTD. –
8011 ZYLMANS WAY AND 15111 WILLIAMS ROAD
(May 13, 2020)

The Panel considered a Development Variance Permit (DV) application which would vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum height as measured from the finished foundation slab elevation for Building #1 from 13.0 m to 15.4 m to the top of the building parapet and 17.4 m to the top of the building rooftop equipment.

Staff noted that: (i) the subject Development Variance Permit application is proposing to increase the height of one industrial building on the subject site; (ii) a previous Development Permit was issued to the project that included a variance to increase the maximum building height from 12 m to 13 m; (iii) the subject application is requesting to increase the height of Building 1 from 13 m to 15.4 m from the slab elevation to the top of the parapet with an additional allowance of 2 m to the top of the building rooftop equipment; (iv) the subject application includes a provision to ensure that the rooftop mechanical equipment is set back from the parapet so it would not be visible from the street level; and (v) a number of sustainability commitments have been provided by the applicant and included in the Development Variance Permit proposal to ensure that the building energy performance will be better than the minimum BC Building Code requirements and that a minimum of 3.5% of building's energy demand is met through on-site renewable energy sources.

In reply to a Panel query, staff acknowledged that staff worked with the applicant to come up with a package of sustainability measures for the building.

No correspondence was submitted to the Panel regarding the Development Variance Permit application.

The Panel recommends the Permit be issued.