



## City Council

Council Chambers, City Hall  
6911 No. 3 Road

Monday, July 23, 2012  
7:00 p.m.

CNCL  
Pg. #

ITEM

### MINUTES

1. *Motion to adopt:*

- (1) *the minutes of the Regular Council Meeting held on Monday, July 9, 2012 (distributed previously);*
- CNCL-17 (2) *the minutes of the Special Council Meeting held on Monday, June 25, 2012; and*
- CNCL-21 (3) *the minutes of the Regular Council Meeting for Public Hearings held on Monday, July 16, 2012.*



### AGENDA ADDITIONS & DELETIONS

### PRESENTATION

Tom Stewart, Director, Public Works Operations, and Doug Anderson, Manager, Water Services, to present the 2011 Annual Water Quality Report.

CNCL  
Pg. #

ITEM

## COMMITTEE OF THE WHOLE

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



3. Delegations from the floor on Agenda items.

**(PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED; OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS - ITEM NO. 28.)**

4. *Motion to rise and report.*



## RATIFICATION OF COMMITTEE ACTION

## CONSENT AGENDA

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

## CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Bylaw Amendments – Scrap Metal Dealers
- Kitsilano Coast Guard station.
- Ceili's Irish Pub (Richmond) Ltd. 5991 Alderbridge Way
- Permissive Tax Exemption Policy & Administrative Procedure Amendments
- Semi-Annual Report – YVR Aeronautical Noise Management Committee
- City Response: YVR Proposed Russ Baker Way Shopping Mall
- Land use applications for first reading (to be further considered at the Public Hearing on Wednesday, September 5, 2012):
  - 5440 Hollybridge Way – Rezone from (IB1) to (RCL3) (Hollybridge Limited Partnership – applicant)

CNCL      ITEM  
Pg. #

- 9000 General Currie Road – Rezone from (RS1/F) to (RTM3) (Matthew Cheng Architect – applicant)
- 9091, 9111 & 9131 Beckwith Road – Rezone from (RS1/F) to (IB2) (Traschet Holdings Ltd. – applicant)
- 9691 Alberta Road – Rezone from (RS1/F) to (RTL4) (Cotter Architects – applicant)
- 9040, 9060 & 9080 No. 2 Road – Rezone from (RS1/E) to (RTL4) (Yamamoto Architecture Inc. – applicant)
- 8200, 8220, 8280 & 8300 No. 1 Road – Rezone from (RS1/E) to (RTL4) (Matthew Cheng Architect Inc. – applicant)
- Granny Flats & Coach Houses in Edgemere (2041 OCP Update)
- Reaching Carbon Neutrality – Corporate Greenhouse Gas Emissions Inventory to Include Direct Emissions
- 2011 Annual Water Quality Report
- Dike Master Plan – Phase 1
- City Infrastructure Protocol Agreement and Canada Line Richmond Access Agreement Amendment No. 3
- Provincial 2012-2013 BikeBC Program – Submissions for Cost Sharing
- Development of National Railway Roadway Grade Crossing Standards and Regulations

5. *Motion to adopt Items 6 through 24 by general consent.*



Consent  
Agenda  
Item

6. **COMMITTEE MINUTES**

*That the minutes of:*

- CNCL-33      (1) *the Community Safety Committee meeting held on Tuesday, July 10, 2012;*
- CNCL-41      (2) *the General Purposes Committee meeting held on Monday, July 16, 2012;*
- CNCL-47      (3) *the Planning Committee meeting held on Tuesday, July 17, 2012;*
- CNCL-57      (4) *the Public Works & Transportation Committee meeting held on Wednesday, July 18, 2012;*

*be received for information.*



CNCL ITEM  
Pg. #

Consent  
Agenda  
Item

7. **BYLAW AMENDMENTS – SCRAP METAL DEALERS**  
(File Ref. No. 12-8060-20-8919/8920) (REDMS No. 3544971)

**CNCL-65**

See Page **CNCL-65** for full report

**COMMUNITY SAFETY COMMITTEE RECOMMENDATION**

- (1) *That Business Licence Bylaw No. 7360, Amendment Bylaw No. 8919, that provides for Business Licence requirements for scrap metal dealers and recyclers and various housekeeping amendments, be introduced and given first reading;*
- (2) *That Business Regulation Bylaw No. 7538, Amendment Bylaw No. 8920, that removes requirements relating to scrap metal dealers, be introduced and given first reading; and*
- (3) *That a letter be written to the provincial Minister of Justice and local MLAs requesting that:*
  - (a) *there be a retention period instituted as per the City's current bylaw as there is a need for identification of the original source of the scrap metal;*
  - (b) *more enforcement staff be assigned to conduct inspections; and*
  - (c) *police be permitted to enforce the legislation.*



Consent  
Agenda  
Item

8. **KITSILANO COAST GUARD STATION**  
(File Ref. No.: ) (REDMS No.)

**CNCL-38**

See Page **CNCL-38** for Details  
(Community Safety Committee Minutes)

**COMMUNITY SAFETY COMMITTEE RECOMMENDATION**

*That a letter be written to the responsible Minister and local MPs confirming that Richmond Council does not support the removal of the Kitsilano Coast Guard station and is concerned about the negative impact it is bound to have on services of the Sea Island Coast Guard station.*



Consent  
Agenda  
Item

9. **CEILI'S IRISH PUB (RICHMOND) LTD. 5991 ALDERBRIDGE WAY**  
(File Ref. No. 12-8275-30-001) (REDMS No. 3552264 v. 2)

**CNCL-87**

See Page **CNCL-87** for full report

**GENERAL PURPOSES COMMITTEE RECOMMENDATION**

*That a letter be sent to the Liquor Control and Licensing Branch advising that:*



CNCL  
Pg. #

ITEM

- (1) *the application by Ceili's Irish Pub (Richmond) Ltd., to amend their hours of liquor service from Monday through Thursday 11:30 a.m. to 1:30 a.m. and Friday through Sunday Noon to 2:00 a.m. to Monday through Sunday 9:00 a.m. to 2:00 a.m., be supported;*
- (2) *Council comments on the prescribed considerations are:*
  - (a) *there is little potential for additional noise if the application is approved; and*
  - (b) *the amendment would not pose a negative impact on the community based on the lack of comments received from the public;*
- (3) *Council comments on the view of residents were gathered as follows:*
  - (a) *property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application and provided with instructions on how community concerns could be submitted; and*
  - (b) *signage was posted at the subject property and three public notices were published in a local newspaper. The signage and notice provided information on the application and instructions on how community comments or concerns could be submitted; and*
- (4) *based on the lack of negative responses from residents and businesses in the nearby area, save for one letter received, and the lack of responses received from the community through notifications, Council considers that the application is acceptable to a majority of residents.*



Consent  
Agenda  
Item

**10. PERMISSIVE TAX EXEMPTION POLICY AND ADMINISTRATIVE PROCEDURE AMENDMENTS**

(File Ref. No. 03-0925-02-01) (REDMS No. 3541127 v.12)

**CNCL-95**

See Page **CNCL-95** for full report

**GENERAL PURPOSES COMMITTEE RECOMMENDATION**

*That Property Tax Exemption Policy 3561 and Property Tax Exemptions – Guidelines Administrative Procedure 3561.01 be amended, as set out in Attachment 2 of the staff report dated June 27, 2012 from the General Manager, Finance and Corporate Services titled Permissive Tax Exemption Policy and Administrative Procedure Amendments, with a further amendment to Section 2(c) of the Property Tax Exemptions – Guidelines Administrative Procedure 3561.01 to read as “land or halls held by the religious organization and used for fund raising events which are managed by the organization and the funds raised are applied to the organization”.*



CNCL  
Pg. #

ITEM

Consent  
Agenda  
Item

11. **SEMI-ANNUAL REPORT FROM CITY REPRESENTATIVES TO THE VANCOUVER INTERNATIONAL AIRPORT AERONAUTICAL NOISE MANAGEMENT COMMITTEE (YVR ANMC)**  
(File Ref. No. 01-0153-04-01) (REDMS No. 3459945 v.4)

CNCL-105

See Page CNCL-105 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the staff report dated June 27, 2012 from the Director, Transportation and the memorandum dated June 26, 2012 from the City of Richmond citizen representatives to the YVR ANMC be received for information;*
- (2) *That the City explore with the Vancouver Airport Authority the opportunity to partner on the presentation of its “Fly Quiet Awards;”*
- (3) *That having fulfilled their mandate, the members of the Richmond Airport Noise Citizens Advisory Task Force be thanked by the City for their contributions.*



Consent  
Agenda  
Item

12. **CITY RESPONSE: VANCOUVER AIRPORT AUTHORITY (YVR) PROPOSED RUSS BAKER WAY SHOPPING MALL**  
(File Ref. No.: ) (REDMS No. 3574630)

CNCL-119

See Page CNCL-119 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

*That:*

- (1) *the Vancouver Airport Authority Board be advised that the City of Richmond is opposed to this use of land for reasons set out in the staff report titled City Response: Vancouver Airport Authority (YVR) Proposed Russ Baker Way Shopping Mall, and the letter from Metro Vancouver;*
- (2) *staff obtain a legal opinion regarding YVR’s mandate to approve such use of land;*
- (3) *a meeting be set up for Council and City staff to speak to the Vancouver Airport Authority Board regarding the City’s opposition to the proposed development;*
- (4) *letters with copies of the staff report and correspondence from Metro Vancouver be sent to the local MPs and the Minister of Transportation and Infrastructure regarding the situation, and that requests be made that the local MPs and the Minister meet with members of City Council on this issue; and*

CNCL  
Pg. #

ITEM

- (5) *copies of the letters be sent to Metro Vancouver.*



Consent  
Agenda  
Item

13. **APPLICATION BY HOLLYBRIDGE LIMITED PARTNERSHIP FOR REZONING AT 5440 HOLLYBRIDGE WAY FROM INDUSTRIAL BUSINESS PARK (IB1) TO RESIDENTIAL/LIMITED COMMERCIAL (RCL3)**  
(File Ref. No. 12-8060-20-8879, RZ 09-506904) (REDMS No. 3555761)

CNCL-125

See Page CNCL-125 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Bylaw No. 8879, which makes minor amendments to the “RCL3” zone specific to 5440 Hollybridge Way and rezones that property from “Industrial Business Park (IB1)” to “Residential/Limited Commercial (RCL3)”, be introduced and given first reading.*
- (2) *That the child care contribution for the rezoning of 5440 Hollybridge Way (RZ 09-506904) be allocated entirely (100%) to the Child Care Development Reserve Fund created by Reserve Fund Establishment Bylaw No. 7812, unless Council directs otherwise prior to the date of the owner’s payment, in which case the payment shall be deposited as directed by Council.*



Consent  
Agenda  
Item

14. **MATTHEW CHENG ARCHITECT INC. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 9000 GENERAL CURRIE ROAD “SINGLE DETACHED (RS1/F)” TO “MEDIUM DENSITY TOWNHOUSES (RTM3)” IN ORDER TO DEVELOP AN 8 UNIT, 3 STOREY TOWNHOUSE DEVELOPMENT.**  
(File Ref. No. 12-8060-20-8906, RZ 11-588104) (REDMS No. 3517077)

CNCL-191

See Page CNCL-191 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Bylaw No. 8906 for the rezoning of 9000 General Currie Road from “Single Detached, (RS1/F)” to “Medium Density Townhouses (RTM3)”, be introduced and given first reading.*



CNCL  
Pg. #

ITEM

Consent  
Agenda  
Item

15. **APPLICATION BY TRASCHET HOLDINGS LTD. FOR REZONING OF 9091, 9111 AND 9131 BECKWITH ROAD FROM “SINGLE DETACHED (RS1/F)” TO “INDUSTRIAL BUSINESS PARK (IB2)”**  
(File Ref. No.12-8060-20-8918 **RZ 11-591939**) (REDMS No. 3560931)

CNCL-211

See Page CNCL- 211 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Bylaw No. 8918, for the rezoning of 9091, 9111 and 9131 Beckwith Road from “Single Detached (RS1/F)” to “Industrial Business Park (IB2)”, be introduced and given first reading.*



Consent  
Agenda  
Item

16. **COTTER ARCHITECTS INC. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 9691 ALBERTA ROAD FROM “SINGLE DETACHED (RS1/F)” TO “LOW DENSITY TOWNHOUSES (RTL4)” IN ORDER TO CREATE 24 TOWNHOUSE UNITS.**  
(File Ref. No. 12-8060-20-8925, **RZ 11-590114**) (REDMS No. 3517080)

CNCL-229

See Page CNCL-229 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Bylaw 8925, for the rezoning of 9691 Alberta Road from “Single Detached (RS1/F)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.*



Consent  
Agenda  
Item

17. **APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR REZONING AT 9040 AND 9060/9080 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**  
(File Ref. No. 12-8060-20-8926, **RZ 11-587764**) (REDMS No. 3556876)

CNCL-251

See Page CNCL-251 for full report

PLANNING COMMITTEE RECOMMENDATION

*That Bylaw No. 8926, for the rezoning of 9040 and 9060/9080 No. 2 Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.*



CNCL  
Pg. #

ITEM

Consent  
Agenda  
Item

**18. APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 8200, 8220, 8280 AND 8300 NO. 1 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-8929, **RZ 11-596490**) (REDMS No. 3569379)

CNCL-271

See Page **CNCL-271** for full report

**PLANNING COMMITTEE RECOMMENDATION**

*That Bylaw No. 8929, for the rezoning of 8200, 8220, 8280 and 8300 No. 1 Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.*



Consent  
Agenda  
Item

**19. GRANNY FLATS AND COACH HOUSES IN EDMERE (2041 OCP UPDATE)**

(File Ref. No. 08-4045-00/Vol 01) (REDMS No. 3567420)

CNCL-309

See Page **CNCL-309** for full report

**PLANNING COMMITTEE RECOMMENDATION**

(1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 8922 (Attachment 1), to create a new Single Detached with Granny Flat or Coach House (RE1) zone and rezone a portion of the EdmERE neighbourhood with lanes from Single Detached (RS1/E) to Single Detached with Granny Flat or Coach House (RE1):*

(a) *be introduced and given first reading; and*

(b) *be referred to the same Public Hearing as the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update for consideration and approval;*

(2) *That the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update designate EdmERE as an intensive residential development permit area with guidelines (Attachment 2);*

(3) *That Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923 (Attachment 3), to not require Development Permit signage in EdmERE for granny flat and coach house applications:*

(a) *be introduced and given first, second and third reading; and*

(b) *be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted; and*

CNCL  
Pg. #

ITEM

- (4) *That Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924 (Attachment 4), to introduce a \$1,000 development permit application fee for granny flats and coach houses in Edgemere:*

- (a) *be introduced and given first, second, and third reading; and*  
(b) *be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted.*



Consent  
Agenda  
Item

20. **REACHING CARBON NEUTRALITY – CORPORATE GREENHOUSE GAS EMISSIONS INVENTORY TO INCLUDE DIRECT EMISSIONS**  
(File Ref. No.) (REDMS No. 3553494 v.6)

CNCL-359

See Page CNCL-359 for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE  
RECOMMENDATION

- (1) *That the City continues its current practice to only include emissions from direct activities in its corporate greenhouse gas emission inventory at this time; and*  
(2) *That a letter be sent to the Joint Provincial-UBCM Green Communities Committee, requesting that amendments be made to the “Guidance on Including Contracted Emissions in Local Government Corporate Inventories” to resolve inequities, ensure that no new costs are borne by local governments without adequate funding and that action is being directed towards appropriate priorities.*



Consent  
Agenda  
Item

21. **2011 ANNUAL WATER QUALITY REPORT**  
(File Ref. No. 10-6650-01) (REDMS No. 3569613)

CNCL-367

See Page CNCL-367 for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE  
RECOMMENDATION

*That the 2011 Annual Water Quality Report dated July 10, 2012 be received for information.*



CNCL ITEM  
Pg. #

Consent  
Agenda  
Item

22. **DIKE MASTER PLAN – PHASE 1**  
(File Ref. No. 10-6060-01) (REDMS No. 3553300 v.3)

CNCL-371

See Page **CNCL-371** for full report

**PUBLIC WORKS & TRANSPORTATION COMMITTEE  
RECOMMENDATION**

*That the public and key external stakeholders be consulted to provide feedback on the Steveston area and the West Dike flood protection concepts identified in the staff report titled Dike Master Plan – Phase 1 (dated June 27, 2012 from the Director, Engineering).*



Consent  
Agenda  
Item

23. **CITY INFRASTRUCTURE PROTOCOL AGREEMENT AND  
CANADA LINE RICHMOND ACCESS AGREEMENT AMENDMENT  
NO. 3**  
(File Ref. No.) (REDMS No. 3417174 v.5)

CNCL-397

See Page **CNCL-397** for full report

**PUBLIC WORKS & TRANSPORTATION COMMITTEE  
RECOMMENDATION**

- (1) *That the City enter into the following attached agreements:*
- (a) *the City Infrastructure Protocol Agreement dated for reference May 1, 2011 between the City of Richmond, South Coast British Columbia Transportation Authority and Intransit BC Limited Partnership; and*
  - (b) *the Canada Line Richmond Access Agreement Amendment No. 3 made as of August 12, 2009 between the City of Richmond and the South Coast British Columbia Transportation Authority; and*
- (2) *That the Mayor and City Clerk be authorized to execute the above-mentioned agreements on the City's behalf.*



CNCL ITEM  
Pg. #

Consent  
Agenda  
Item

**24. PROVINCIAL 2012-2013 BIKEBC PROGRAM – SUBMISSIONS FOR COST-SHARING**

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 3559232 v.4)

**CNCL-421**

See Page **CNCL-421** for full report

**PUBLIC WORKS & TRANSPORTATION COMMITTEE  
RECOMMENDATION**

- (1) *That the submission for cost-sharing to the Province's 2012-2013 BikeBC Program of the following two projects:*
- (a) *the Railway Avenue Corridor Greenway; and*
  - (b) *Phase 1 of the Parkside Neighbourhood Bike Route;*
- as described in the staff report titled Provincial 2012-2013 BikeBC Program – Submissions For Cost-Sharing (dated June 20, 2012 from the Director, Transportation and the Senior Manager, Parks) be endorsed; and*
- (2) *That should the above applications be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreements as outlined in the staff report dated June 20, 2012.*



Consent  
Agenda  
Item

**25. DEVELOPMENT OF NATIONAL RAILWAY-ROADWAY GRADE CROSSING STANDARDS AND REGULATIONS**

(File Ref. No. 01-0140-20-TCAN1) (REDMS No. 3559698)

**CNCL-429**

See Page **CNCL-429** for full report

**PUBLIC WORKS & TRANSPORTATION COMMITTEE  
RECOMMENDATION**

- (1) *That a letter be sent to the Minister of Transport requesting that:*
- (a) *the proposed Railway-Roadway Grade Crossings Standards be revised to be engineering guidelines, to allow for a risk-based approach that provides flexibility for owners of railway crossings, including road authorities, to address any identified safety concerns in light of limited financial resources and technical constraints;*
  - (b) *a dedicated program be established to provide adequate funding support to owners of railway crossings, including municipalities, for any upgrades required to meet the new guidelines; and*



CNCL      ITEM  
Pg. #

- (2)    *That a copy of the above letter be sent to all Richmond Members of Parliament and Lower Mainland municipalities affected by the proposed Regulations for support of the above request.*

☐

\*\*\*\*\*

CONSIDERATION OF MATTERS REMOVED FROM THE  
CONSENT AGENDA

\*\*\*\*\*

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

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

☐

**CNCL- 439**      (1)    Dr. Jan Knapp, 10420 Odlin Road, to speak to Council regarding various matters.

**CNCL-443**      (2)    Roland Hoegler, 6560 No. 4 Road, to present a State of the City Address in which he will speak about City's Environmentally Sensitive Area, the GAIA movement, and the Holocaust.

27.    *Motion to rise and report.*

☐

RATIFICATION OF COMMITTEE ACTION

☐

CNCL      ITEM  
Pg. #

## PUBLIC ANNOUNCEMENTS AND EVENTS

## NEW BUSINESS

## BYLAWS FOR ADOPTION

**CNCL-445**      Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8836**  
(10131 Bridgeport Road, RZ 11-578325)  
Opposed at 1<sup>st</sup> Reading – None.  
Opposed at 2<sup>nd</sup>/3<sup>rd</sup> Readings – None.

☐

**CNCL-447**      Official Community Plan Bylaw No. 7100, Amendment **Bylaw No. 8900**  
(7431 Francis Road, RZ 11-596457)  
Opposed at 1<sup>st</sup> Reading – None.  
Opposed at 2<sup>nd</sup>/3<sup>rd</sup> Readings – None.

☐

**CNCL-449**      Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8901**  
(7431 Francis Road, RZ 11-596457)  
Opposed at 1<sup>st</sup> Reading – None.  
Opposed at 2<sup>nd</sup>/3<sup>rd</sup> Readings – None.

☐

CNCL  
Pg. #

ITEM

## DEVELOPMENT PERMIT PANEL

### 28. RECOMMENDATION

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

CNCL-451  
CNCL-463

- (1) *That the minutes of the Development Permit Panel meetings held on July 11, 2012, and July 27, 2012, and the Chair's report for the Development Permit Panel meetings held on July 11, 2012, June 27, 2012, April 11, 2012, and September 14, 2012, be received for information; and*
- (2) *That the recommendations of the Panel to authorize the issuance of:*
- (a) *a Development Permit (DP 12-605110) for the property at 10511 Springwood Crescent;*
  - (b) *a Development Permit (DP 11-595288) for the property at 10688 No. 6 Road; and*
  - (c) *a Development Permit (DP 10-553531) for the property at 4340 No. 4 Road;*
- be endorsed, and the Permits so issued.*



## ADJOURNMENT







## Special Council Meeting

Monday, June 25, 2012

Time: 4:00 p.m.

Place: Anderson Room  
Richmond City Hall

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

Acting Corporate Officer – Gail Johnson

Call to Order: Mayor Brodie called the meeting to order at 4:00 p.m.

RES NO. ITEM

### RICHMOND OLYMPIC OVAL CORPORATION

1. **UNANIMOUS CONSENT RESOLUTIONS OF THE SHAREHOLDER OF RICHMOND OLYMPIC OVAL CORPORATION**  
(File Ref. No.): (REDMS No.)

SP12/4-1 It was moved and seconded  
**RESOLVED THAT:**

- (1) *the Shareholder acknowledges and confirms the previous receipt of financial statements of the Company for the period from January 1, 2011 to December 31, 2011, together with the auditor's report on such financial statements, which financial statements were approved by the Company's board of directors on April 27, 2012 and presented to the Shareholder at the Finance Committee meeting of Richmond City Council on June 4, 2012;*



Special Council Meeting  
Monday, June 25, 2012

RES NO.    ITEM

- (2) *the number of directors of the Company is hereby fixed at a maximum of 10;*
- (3) *The shareholder acknowledges that the following directors are currently serving a 2 year term and will continue to serve as directors for the coming year:*

<i>Edward Michael O'Brien</i>	<i>Dennis Skulsky</i>
<i>Moray Keith</i>	<i>George Duncan</i>

- (4) *in accordance with Article 14.1 of the Company's Articles, the following persons, each of whom has consented in writing to act as a director, are hereby elected as directors of the Company, to hold office for the term ending immediately prior to the election or appointment of directors at the annual general meeting of the Company held in the year set out opposite their name below:*

<i>Name</i>	<i>Term</i>
<i>Linda Sanderson</i>	<i>2013</i>
<i>Victor John Farmer</i>	<i>2013</i>
<i>Umendra Mital</i>	<i>2014</i>
<i>Wayne Duzita</i>	<i>2014</i>

- (5) *KPMG LLP be appointed as auditors of the Company until the next annual reference date of the Company or until a successor is appointed, at a remuneration to be fixed by the directors;*
- (6) *the 2011 Annual Report of the Company is hereby received; and*
- (7) *June 25, 2012 be and is hereby selected as the annual reference date for the Company for its current annual reference period.*

**CARRIED**

ADJOURNMENT

SP12/4-2

It was moved and seconded  
*That the meeting adjourn (4:11 p.m.).*

**CARRIED**



Special Council Meeting  
Monday, June 25, 2012

RES NO.    ITEM

Certified a true and correct copy of the  
Minutes of the Special Meeting of the  
Council of the City of Richmond held on  
Monday, June 25, 2012.

---

Mayor (Malcolm D. Brodie)

---

Acting Corporate Officer (Gail Johnson)







**Regular Council Meeting for Public Hearings**

**Monday, July 16, 2012**

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

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

David Weber, Corporate Officer

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

PH12/7-1 It was moved and seconded  
*That the order of the agenda be varied to consider Item #4 after Item #1,  
and that Items #2 and #3 be considered together.*

**CARRIED**

1. **Zoning Amendment Bylaw 8917 (RZ 04-265950)**  
(Location: 8751 Cook Road; Applicant: Matthew Cheng Architect Inc.)

*Applicant's Comments:*

The applicant was available to answer questions.

*Written Submissions:*

(a) Lin Yu Jie, 6-8691 Cook Road (Schedule 1)

*Submissions from the floor:*

None.

PH12/7-2 It was moved and seconded  
*That Zoning Amendment Bylaw 8917 be given second and third reading.*

**CARRIED**



**Regular Council Meeting for Public Hearings  
Monday, July 16, 2012**

2. **Zoning Amendment Bylaw 8908 (ZT 12-610945)**  
(Location: 16540 River Road; Applicant: Virdi Pacific Holdings Ltd.)

*Applicant's Comments:*

The applicant was available to answer questions.

*Written Submissions:*

- (a) Steve Easterbrook (Schedule 2)

*Submissions from the floor:*

Steve Easterbrook, 17740 River Road, spoke in opposition to the application and using a Power Point presentation stated his concerns, including: most trucks parking in Richmond come from Surrey or other lower mainland communities thereby transferring their truck traffic problems to Richmond; ongoing filling activities since 2000 have taken place on the subject site ruining soil based agriculture; Richmond farmers have stated concerns regarding noise, pollution, road safety and degradation of the environment; road infrastructure of River Road, specifically 14000 to 16000 Blocks, is not adequate for the trucks that already congest the area; removal of restrictions at 16540 River Road sets a precedent and would lead to the approval of three rezoning applications at three sites neighbouring the subject site; diesel exhaust contributes to pollution and to health risks; and wildlife along River Road pays a toll with increased intensity of trucking.

Mr. Easterbrook encouraged Council to enforce a ban on pollution from trucks, and to build a better community by not inheriting truck parking and truck activity from other communities.

Harold Loughheed, 19000 River Road, spoke in opposition to the application and stated that: City Bylaws staff cannot stop moving trucks on River Road that exceed the posted weight restrictions; it is not necessary to park trucks on the subject site as demonstrated by having had no truck parking in the area for the past year; there is no job creation component to the application; the application brings no benefit to the community except increased taxes; refuelling has taken place on the site and this is an illegal activity; refuelling and oil changes on the site could result in fuel spills, or seepage of oil through the soil, leading to oil permeating the ditch, which is a riparian habitat, and ultimately the Fraser River; and the soil on the site might be capped with asphalt grindings, these could liquefy, become muck, and seep onto River Road and into the ditches.



**Regular Council Meeting for Public Hearings  
Monday, July 16, 2012**

Mr. Loughheed requested that Council impose a better surfacing technique at the subject site.

Miles Smart, who farms at a site at the corner of Bridgeport and No. 4 Roads, spoke in opposition to the application and stated that farmers face pressures from rural/urban conflicts. He wants to see the character of the City preserved, but stated that the more pressure put on farmers from industrial and trucking activities leads to some of the City's farmers relocating to other parts of the Fraser Valley. Mr. Smart added that farmers pay City taxes, and he hoped that Council would not allow more truck and dumping activities on River Road.

PH12/7-3

It was moved and seconded

*That Zoning Amendment Bylaw 8908 be given second and third readings.*

The motion was not called as discussion ensued among Council.

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

PH12/7-4

It was moved and seconded

*That Zoning Amendment Bylaw 8908 be amended to include a prohibition on servicing, refuelling and on-site cleaning.*

**CARRIED**

OPPOSED: Councillor Ken Johnston  
Councillor Bill McNulty

Further discussion ensued among Council. At the conclusion of the discussion the question on second and third readings of the bylaw, as amended, was then called and it was **CARRIED** with Councillor Linda Barnes and Councillor Harold Steves OPPOSED.

PH12/7-5

It was moved and seconded

*That Zoning Amendment Bylaw 8908 be adopted.*

**CARRIED**

OPPOSED: Councillor Linda Barnes  
Councillor Harold Steves



**Regular Council Meeting for Public Hearings  
Monday, July 16, 2012**

3. **Official Community Plan Amendment Bylaws 8915 and 8916  
(Affordable Housing Provisions in Special Development Circumstances)**  
(Location: City Centre Area and West Cambie Area; Applicant: City of Richmond)
4. **Official Community Plan Amendment Bylaw 8910  
Repeal of Housing Agreements (Mayfair Place and Cambridge Park)  
Bylaw 8911  
Zoning Text Amendment Bylaw 8912 and Bylaw 8913  
and Zoning Amendment Bylaw 8914 (RZ 11-591685)**  
(Location: 6251 Minoru Boulevard, 6111 through 6651 Minoru Boulevard, 9331 – 9411 Odlin Road, 9566 Tomicki Avenue, 9399 Odlin Road, 9500 Odlin Road; Applicant: Polygon Carrera Homes Ltd. and City of Richmond)

*Applicant's Comments:*

Jack Mullen, 5-6588 Barnard Drive, representing the Richmond Kiwanis Senior Citizen Housing Society, was accompanied Chris Ho, Vice President Development, Polygon Homes Ltd.

Jack Mullen provided a brief history of the Kiwanis cottages and suites, built in the early 1960s and known as Kiwanis Court, at 6251 Minoru Blvd. He noted that the Kiwanis accommodation has reached its end of life and has to be replaced, but that Kiwanis, a not-for-profit senior citizens service organization, does not have the resources to replace the aging facility.

In partnership with Polygon, Kiwanis made a redevelopment proposal to the City, to allow Kiwanis to replace its current 14 low rise buildings containing 122 suites, with two new high-rise residential towers with one-bedroom suites, accommodating 296 affordable senior housing units.

With the aid of a model of the proposed development, Mr. Ho gave a brief description of the proposed project. He then noted that: the development comprises three high-rise towers owned by Polygon, and two high-rise towers owned by Kiwanis: a new east/west half road along the existing property's north property line will connect with Minoru Blvd. and be an internal private road; the three Polygon owned towers will have a combined total of approximately 335 residential units; and the Kiwanis owned towers will include a games room, fitness facility and hair salon.



**Regular Council Meeting for Public Hearings  
Monday, July 16, 2012**

*Written Submissions:*

- (a) Vicky So, 1503-6088 Minoru Blvd. (Schedule 3)
- (b) Jacinto So, 10791 Roselea Cres. (Schedule 4)
- (c) Robert Wright, 318-6931 Cooney Road (Schedule 5)
- (d) John Cheng, 1101-6088 Minoru Blvd. (Schedule 6)
- (e) Amy Chung, 1207-6080 Minoru Blvd. (Schedule 7)
- (f) Adrian Sandu, 1207-6080 Minoru Blvd. (Schedule 8)
- (g) Cindy Howard, 1004-6631 Minoru Blvd. (Schedule 9)
- (h) Diane Lanston, 121-6271 Minoru Blvd. (Schedule 10)
- (i) Melba Jacobsen, 123-10100 No 3 Road (Schedule 11)
- (j) Fritz Reuter, 103-6391 Minoru Blvd. (Schedule 12)
- (k) Daniel Choi, 6080 Minoru Blvd. (Schedule 13)
- (l) Ivor Johnson, 1209-6080 Minoru Blvd. (Schedule 14)
- (m) Max Messelink, 242-6291 Minoru Blvd. (Schedule 15)
- (n) Andrew and Agnes Gondos, 7700 Francis Road (Schedule 16)
- (o) Dawn and Shaf Zafar, 314-7295 Moffat Road (Schedule 17)
- (p) Don and Dorothy Gordon, 8031 Colonial Drive (Schedule 18)
- (q) Abdulrehman Premji, 104-6271 Minoru Blvd. (Schedule 19)
- (r) Deirdre Whalen, 13631 Blundell Road (Schedule 20)
- (s) Peter Li, 1201-6080 Minoru Blvd. (Schedule 21)
- (t) Eduardo Yap, 6088 Minoru Blvd. (Schedule 22)
- (u) Louise Young, 34-8551 General Currie Road (Schedule 23)
- (v) Peter Mitchell, 6271 Nanika Crescent (Schedule 24)

*Submissions from the floor:*

Deirdre Whalen, 13631 Blundell Road, advised that she represented the Richmond Poverty Response Committee (PRC) and spoke in support of the application. She noted that the hard work undertaken by Kiwanis, with Polygon, would provide much needed rental housing. The agreement reached by Kiwanis and Polygon provides more than a one-to-one replacement of Kiwanis' current and outdated rental units, which means that current Kiwanis residents, and other Richmond seniors seeking affordable rental units, will be housed in the proposed high-rises.



**Regular Council Meeting for Public Hearings  
Monday, July 16, 2012**

The PRC believes that Richmond has to keep up with housing starts to accommodate its aging population. Ms. Whelan expressed pleasure in seeing the City commit to making affordable rental housing a priority.

Mr. Sorensen, 6611 Minoru Blvd., spoke in opposition to the application and noted that the City is inundated with high-rise developments and that this creates a huge wall around the City Centre. He was concerned that changes to the Official Community Plan (OCP) would turn low-rise neighbourhoods into high-rise areas, and that views of Minoru Park, located to the west of the subject site, would be compromised.

Mr. Sorensen also stated that seniors who live on Minoru Blvd. opposite the Richmond Centre Mall do not have easy or direct access to the Canada Line station on No. 3 Road, as the Mall acts as an impediment. He concluded his remarks by requesting that the City withdraw from high-rise development activities.

Peter Li, 1201-6080 Minoru Blvd., spoke in opposition to the application and noted the rising population of the City Centre. He stated that high rises have been built to the east, north and south of the Richmond Centre Mall, and that the only area with an open view is to the west, through Minoru Park. He stated his concern that if the five towers proposed by Kiwanis and Polygon are built, the entire City Centre will be a 'basin' not unlike that in the cities of Los Angeles and Taipei.

Mr. Li stressed the importance of planning for the future, and requested that to ensure clear unpolluted air for the City Centre, the proposed buildings be low-rise and not high-rise.

Adrian Sandu, 1207-6080 Minoru Blvd., spoke in opposition to the application and expressed the following concerns: it will negatively impact visual and physical access to Minoru Park; it is unsafe for seniors to be in buildings higher than three-stories; it is unknown if firefighters responding to call-outs at buildings higher than three-stories can reach residents; only 1/3 of the subject site is for seniors, while 2/3 of the subject site is a Polygon development; and traffic congestion along Minoru Blvd. is a concern, if the application is successful.



**Regular Council Meeting for Public Hearings  
Monday, July 16, 2012**

Ms. Humphries, 10631 No. 3 Road, spoke in support of affordable housing on the subject site but stated her concern that residents who lived in the outdated Kiwanis rental units do not have the funds to live in the proposed Kiwanis high-rise towers. She further expressed concern regarding three of the current Kiwanis residents who have not found alternative accommodation. She requested that Council ask Polygon to assure that the those people who have yet to find alternative housing will be able to do so before the current Kiwanis site undergoes demolition.

Johnny Jung, 802-6088 Minoru Blvd., spoke in opposition to the application and used a Power Point presentation (on file in the City Clerk's Office) to state the following concerns: seniors, many of whom have mobility problems, should live in buildings no higher than three stories for safety reasons; it is unclear whether Kiwanis or Polygon will be responsible if, when fire alarms are activated in the proposed high-rise senior towers, evacuation is not possible; as more high-rise developments are proposed for the City the quality of living decreases; Richmond's great park is Minoru Park, but great parks in every city in the world requires deep setbacks, and the proposed development will permanently change the skyline around Minoru Park; and busier traffic on Minoru Blvd. is a concern.

Mr. Jung questioned the notice process undertaken for the Public Hearing, and in conclusion he requested that lower density and safety concerns prevail.

Peter Damchuck, 6611 Minoru Blvd. spoke in opposition to the application and to high-rise development in the City. He was concerned with: finding a place for seniors; the rise in density on Minoru Blvd. between Granville Avenue and Westminster Highway and how, in order to travel north on Minoru Blvd., it takes too much time due to traffic volume. He added that he questions Polygon's motivation behind the proposed project, and that a further look should be given to low-rise development on the site.



## Regular Council Meeting for Public Hearings Monday, July 16, 2012

Eduardo Yap, 6088 Minoru Blvd., spoke in opposition to the application, and using a Power Point presentation, listed the following concerns: the project deviates from the City's Official Community Plan; Minoru Park should be visible from Minoru Blvd. and should be accessible; the proposed project will shade Minoru Park; and the proposed project will deprive the City from improving/expanding Minoru Park and it will harm the environment and aesthetic appeal of the City. Mr. Yap requested that Council turn down the proposed rezoning.

Joanne Will, 6631 Minoru Blvd., spoke in opposition to the application and noted that the City's population has grown but that the hospital has not grown very much. She was concerned with the idea of seniors living in units in high-rise buildings and questioned whether firefighters and their ladders could reach seniors on upper floors in an emergency. She questioned: the location of the proposed new east/west road along the north side of the subject site and if it would impact the lawn bowling facility; what is considered "affordable"; and who would manage and maintain the two proposed seniors affordable housing high-rises.

(Councillor Linda McPhail left the meeting at 9:01 p.m., and returned at 9:03 p.m.)

Jennifer Larson spoke in support of the application and noted that Richmond has not stayed the same as it was "in the past", and that the City and its residents must adapt to the present and plan for the future. She added that the recent process to update the City Centre Area Plan included opportunities for residents to provide input.

Mervyn Palmer, 6088 Minoru Blvd., spoke in opposition to the application and questioned the notice process undertaken for the Public Hearing. He stated that he worried about the proposed high-rises facing Minoru Park and was concerned that the whole park would become enclosed. He questioned whether the people affected by these proposed high-rises would have an opportunity to make a formal statement for or against them; and what would stop the hotels currently situated at the northwest corner of Westminster Highway and Minoru Blvd. from adding more stories to their buildings to grow them to 22 stories.





**Regular Council Meeting for Public Hearings  
Monday, July 16, 2012**

Simon Nautauck, 6451 Minoru Blvd., spoke in support of affordable housing units. He requested that Council think not only in terms of affordable units for seniors, but also in terms of affordable units for non-seniors, such as young working families.

Louise Young, 34-8551 General Currie Road, spoke in support of the application and addressed what she thought were misunderstandings where senior's needs were concerned. She noted that it was better that the proposed towers for seniors affordable housing face the street, rather than the park, because seniors require access to transportation networks, and to shops. Low-rise buildings, usually constructed of wood not concrete, are less safe than high-rise buildings, and elevators in high-rise buildings provide are convenient for seniors.

Ms. Young noted that the proposed project is a creative one that addresses the critical shortage of affordable housing for Richmond's growing number of seniors. Seniors' housing must be kept in the City Centre in order to keep seniors independent, prevent isolation, marginalization and vulnerability. The percentage of seniors on fixed income, or at risk of becoming homeless, increases as the gap between income and cost of housing widens.

Alex Hanken, 6651 Minoru Blvd., advised that he was not speaking in opposition, nor was he speaking in support of the application, but questioned how the proposal would affect the residents to the south of the subject site.

(Councillor Au left the meeting at 9:25 p.m. and returned at 9:27 p.m.)

(Councillor Barnes left the meeting at 9:26 p.m. and returned at 9:28 p.m.)

(Councillor Dang left the meeting at 9:27 p.m. and returned at 9:29 p.m.)

Jennifer Wong, 10840 Ryan Road, spoke about the residents of the current and outdated Kiwanis rental units and noted the vulnerability of the 3 remaining residents who were seeking alternative accommodations by July 31, 2012. She said the City must take care of people, as well as land development. She requested that before the application is approved, Council ensure a dwelling place for each of the remaining 3 residents of the subject site, and questioned how the City can guarantee compensation for stress suffered throughout the past two or three years, by the Kiwanis residents, as well as how to allow the residents to pay the same amount in rent for the proposed high-rise units as they paid for the outdated rental units.



## Regular Council Meeting for Public Hearings Monday, July 16, 2012

Peter Mitchell, 6271 Nanika Crescent, spoke in support of the application and noted that the proposed project provides an opportunity for seniors who have lived in the City Centre to stay within walking distance of many amenities, including the park, the hospital and recreational facilities. He noted that it is likely that many seniors in the proposed two high-rise towers would walk, or use public transit, thereby not adding to vehicular traffic.

He noted that the City should consider the already overburdened local recreational facilities, in light of the addition of approximately 631 residential units on the subject site. He said that seniors are the largest growing segment of Richmond's population, and that the City has to work to plan for more future seniors daytime programs. In closing he suggested: a walkway on the north side of the subject site; and view corridors between the proposed buildings.

Susanna Cobin spoke in support of the City's Affordable Housing Policy, but stated concern for Minoru Park. She noted that the Yaletown neighbourhood is one of the densest areas in Vancouver and yet it has affordable housing mixed in with market housing units. She said that perhaps the proposed project on Minoru would raise the value of the properties.

Daniel Choi, 6080 Minoru said that he was not opposed to the application, but questioned the high-rise nature of the proposed buildings. He was concerned with the health and safety of the seniors who would live in the two high-rise seniors affordable housing towers, especially due to the lack of air conditioning, and only two elevators per building. He questioned how seniors, on fixed incomes, could afford the proposed units.

Chris Ho, Polygon Homes Ltd., provided further details regarding the proposed development, including comments related to: no formal notices of eviction were given to those living in the outdated rental units on the Kiwanis site; a relocation program was established in March, 2012, and Polygon's on-site staff worked with a number of agencies and were able to find 68 residents new places; the target date for relocation of those living in the original residences is July 31, 2012, and he assured Council that Polygon will continue to work with the last few residents to relocate them; 98% of former residents have indicated that they want to return to the site to live in the proposed high-rises; Polygon is working with the City to establish rent levels, and Kiwanis will be in charge of rental agreements;



**Regular Council Meeting for Public Hearings  
Monday, July 16, 2012**

there are no building codes specific to high-rises targeted at senior residents and all safety requirements in the building code apply to all buildings and will be met; handbooks will be provided by Polygon to senior residents of the proposed high-rise buildings to explain safety procedures, and in addition, Kiwanis management personnel will undergo safety training; studies indicate that two elevators are sufficient to service the proposed high-rise towers; it is a benefit to the security of the park to have “eyes on the park” by residential units facing, and overlooking, Minoru Park; 89% of the proposed seniors affordable housing units meet the City’s “universal design” with required grab bars, etc., and 100% of the proposed units can be easily adapted for full accessibility; the seniors affordable housing units are defined as “independent living” units; and Kiwanis, not Polygon, owns the land where the two proposed seniors affordable housing towers are sited.

Eduardo Yap, 6088 Minoru Blvd., spoke for a second time and refuted the idea that the proposed project would enhance the visibility of Minoru Park.

PH12/7-6

It was moved and seconded

*That Official Community Plan Amendment Bylaws 8915 and 8916 each be given second and third readings.*

**CARRIED**

PH12/7-7

It was moved and seconded

*That Official Community Plan Amendment Bylaws 8915 and 8916 each be adopted.*

**CARRIED**

PH12/7-8

It was moved and seconded

*That Official Community Plan Amendment Bylaw 8910 and Zoning Amendment Bylaws 8911, 8912, 8913 and 8914 be given second and third readings.*

**CARRIED**

**ADJOURNMENT**



**Regular Council Meeting for Public Hearings  
Monday, July 16, 2012**

PH12/7-9

It was moved and seconded  
*That the meeting adjourn (10: p.m.).*

**CARRIED**

Certified a true and correct copy of the  
Minutes of the Regular Meeting for Public  
Hearings of the City of Richmond held on  
Monday, July 16, 2012.

---

Mayor (Malcolm D. Brodie)

---

David Weber, Director  
City Clerk's Office



## Community Safety Committee

Date: Tuesday, July 10, 2012

Place: Anderson Room  
Richmond City Hall

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

Also Present: Councillor Chak Au

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Community Safety Committee held on Tuesday, June 12, 2012, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Tuesday, September 11, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

**Community Safety Committee**  
**Tuesday, July 10, 2012**

---

- seven provincial inspectors have been appointed to enforce the *Metal Dealers and Recyclers Act*;
- benefits of the *Metal Dealers and Recyclers Act* is that it is province-wide and fines range from \$100 to \$500 depending on the contravention;
- reporting requirements of the *Metal Dealers and Recyclers Act* are in accordance with the *Personal Information Protection Act*; and
- a seller of regulated metal that has marks indicating ownership by a local authority, like the City of Richmond or a public utility, must provide proof of ownership when selling the regulated metal.

Discussion ensued and Committee expressed concern regarding the reporting requirements of the *Metal Dealers and Recyclers Act*. Mr. McLaughlin stated that if staff were to identify gaps in the legislation, staff would report to Council on their findings.

Discussion further ensued and Committee queried how stolen regulated metal would be identified if the *Metal Dealers and Recyclers Act* does not include a retention period whereby metal dealers and recyclers must keep purchased regulated metal segregated for a specific period of time. Mr. McLaughlin advised that the *Metal Dealers and Recyclers Act* stipulates that the description of the regulated metal purchased is adequate information to identify any stolen regulated metal.

It was moved and seconded

- (1) *That Business Licence Bylaw No. 7360, Amendment Bylaw No. 8919, that provides for Business Licence requirements for scrap metal dealers and recyclers and various housekeeping amendments, be introduced and given first reading;*
- (2) *That Business Regulation Bylaw No. 7538, Amendment Bylaw No. 8920, that removes requirements relating to scrap metal dealers, be introduced and given first reading; and*
- (3) *That a letter be written to the provincial Minister of Justice and local MLAs requesting that:*
  - (a) *there be a retention period instituted as per the City's current bylaw as there is a need for identification of the original source of the scrap metal;*
  - (b) *more enforcement staff be assigned to conduct inspections; and*
  - (c) *police be permitted to enforce the legislation.*

**CARRIED**

**Community Safety Committee**  
**Tuesday, July 10, 2012**

---

**LAW AND COMMUNITY SAFETY DEPARTMENT**

**2. RCMP'S MONTHLY REPORT – MAY 2012 ACTIVITIES**

(File Ref. No. 09-5000-01) (REDMS No. 3543357)

Renny Nasset, OIC, Richmond RCMP, commented on the detachment's statistics for May 2012.

In reply to a from Committee, Lainie Goddard, Manager, RCMP Administration, advised that there are three full-time and six auxiliary staff in the Victim Services area.

OIC Nasset spoke of Canada Day activities in Steveston Village and commented on a small number of unwanted activities that took place.

It was moved and seconded

*That the report titled RCMP's Monthly Report – May 2012 Activities (dated June 7, 2012, from the OIC RCMP) be received for information.*

**CARRIED**

**3. RICHMOND RCMP 2011-2013 STRATEGIC PLAN UPDATE – FISCAL YEAR 2011/12**

(File Ref. No. 09-5350-11) (REDMS No. 3523350)

Discussion ensued and it was noted that the Richmond RCMP 2011-2013 Strategic Plan Update – Fiscal Year 2011/12 does not include the costs associated with the programs listed under the five strategic priorities.

In reply to queries from Committee, OIC Nasset advised that (i) statistics indicate that those referred to the Youth Intervention and Restorative Justice Programs are less likely to become repeat offenders; and (ii) several factors determine whether a youth is referred to the Youth Intervention Program or the Restorative Justice Program.

Discussion took place and Committee queried how Council would redefine the RCMP Strategic Plan to add emphasis to certain areas and how the Plan relates to the budget.

Phyllis Carlyle, General Manager, Law & Community Safety, advised that the Richmond RCMP 2011-2013 Strategic Plan Update – Fiscal Year 2011/12 report is not intended to be a budget request, but to provide Council with an update on what the OIC is doing with the existing budget.

Discussion ensued and Committee directed staff to make reference to the Richmond RCMP 2011-2013 Strategic Plan Update – Fiscal Year 2011/12 during the budget process.

Discussion further took place regarding the costs associated with the programs listed under the five strategic priorities and it was requested that this information be provided to Council.

**Community Safety Committee**  
**Tuesday, July 10, 2012**

---

In reply to queries from Committee, OIC Nasset advised that the teachers' job action did not interrupt the RCMP's youth engagement initiatives and auxiliary constable hours have steadily risen over the years.

It was moved and seconded

- (1) *That the report titled Richmond RCMP 2011-2013 Strategic Plan Update – Fiscal Year 2011/12 (dated June 15, 2012 from the OIC RCMP) be received for information; and*
- (2) *That staff be directed to provide costs for the various RCMP programs as described in the report titled Richmond RCMP 2011-2013 Strategic Plan Update – Fiscal Year 2011/12 (dated June 15, 2012 from the OIC RCMP).*

**CARRIED**

**4. RICHMOND FIRE-RESCUE – MAY 2012 ACTIVITY REPORT**

(File Ref. No. 09-5000-01) (REDMS No. 3553500)

In reply to a query from Committee, John McGowan, Fire Chief, Richmond Fire-Rescue, advised that (i) the marina firefighting training cost approximately \$80,000 for all members to attend a two-day course; and (ii) shift levelling and other scheduling tools were utilized in an effort to minimize operational impacts.

Discussion ensued regarding the number of medical calls the fire department attends to and Fire Chief McGowan stated that the most suitable apparatus is deployed based on the nature of the emergency.

It was moved and seconded

*That the staff report titled Richmond Fire-Rescue May 2012 Activity Report (dated June 27, 2012, from the Fire Chief, Richmond Fire-Rescue) be received for information.*

**CARRIED**

**5. COMMUNITY BYLAWS – MAY 2012 ACTIVITY REPORT**

(File Ref. No. 12-8060-01) (REDMS No. 3551969 v.4)

In reply to queries from Committee, Wayne Mercer, Manager, Community Bylaws, provided the following information:

- as with the introduction of any new parking regulation, staff have received typical feedback on the new parking regulations in Steveston;
- enforcement revenue increased as a result of a full compliment of enforcement officers; and
- there is no regulation prohibiting vehicles from parking longer than three hours on a street that abuts a residential premise after 6:00 p.m.



**Community Safety Committee**  
**Tuesday, July 10, 2012**

---

It was moved and seconded

*That the staff report titled Community Bylaws – May 2012 Activity Report (dated June 12, 2012 from the General Manager, Law & Community Safety), be received for information.*

**CARRIED**

**6. ABANDONED AND VACANT PROPERTIES UPDATE**

(File Ref. No. 09-5126-01) (REDMS No. 3544779 v.5)

Anne Stevens, Senior Manager, Community Safety Policy & Programs, stated that as of July 10, 2012, there was 218 demolished structures, 148 structures that are currently being monitored by Community Bylaws, and six unsecured buildings.

In reply to a concern from Committee, Ms. Stevens advised that if there is a fire at a property, the City does charge back some costs associated with the fire through the property owner's home insurance policy. She stated that once an abandoned or vacant property is identified, staff attempt to contact the owner immediately. Also, she stated that a pamphlet is being created to be given to those applying for a demolition permit.

Discussion took place regarding the rationale to keep these types of properties as opposed to demolish them.

Fire Chief McGowan commented on the fire that took place early Sunday morning near Francis Road and No. 2 Road.

It was moved and seconded

*That the staff report titled Abandoned and Vacant Properties Update (dated June 25, 2012 from the General Manager, Law and Community Safety) be received for information.*

**CARRIED**

**7. FIRE CHIEF BRIEFING**

(Verbal Report)

*Designated Speaker: Fire Chief John McGowan*

Items for discussion:

(i) *Canada Day Events Update*

(ii) *Joint Deployment Exercise*

Fire Chief McGowan spoke of Richmond Fire-Rescue's participation in the 2012 Ships to Shore and Salmon Festival, noting that both events were a big success.

Fire Chief McGowan commented on a joint exercise with the RCMP's marine personnel. Also, he noted that Richmond Fire-Rescue partnered with the Royal Canadian Marine Search and Rescue and assisted with a rescue after two people were marooned on Shady Island.

**Community Safety Committee**  
**Tuesday, July 10, 2012**

---

Discussion ensued regarding the possibility of installing a sign along the dike, near where Shady Island connects to the dike at low tide. It was suggested that the sign provide daily high and low tide times. However, it was noted that such a sign could create a liability concern for the City.

Ms. Carlyle advised that there are signs at the dike and on Shady Island regarding the dangers of crossing the river, however she stated that staff would examine making the current signs more apparent.

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

*Designated Speaker: Supt. Renny Nessel*

Items for discussion:

*(i) RCMP's Fraser Guardian*

OIC Nessel commented on two marine incidents that were successfully resolved with the aid of the RCMP's marine vessel called the Fraser Guardian. He spoke of the benefits of having the Fraser Guardian and noted that the vessel allows the RCMP to have a preventative and enforcement role on Richmond's waters.

*(ii) RCMP Summer Youth Camps*

OIC Nessel spoke of the RCMP's summer youth camps, whereby kids have the opportunity to interact with police officers up close and learn about the history of the RCMP, crime scene investigation, drill and deportment, and law and physical education.

*(iii) City Centre Community Police Station*

OIC Nessel advised that a grand opening of the City Centre community police station is scheduled for September 20, 2012.

*(iv) Auxiliary Constables*

OIC Nessel spoke of the number of hours served by Auxiliary Constables since 2009.

Discussion ensued regarding the closure of the Kitsilano Coast Guard station. As a result of the discussion, the following motion was introduced:

It was moved and seconded

*That a letter be written to the responsible Minister and local MPs confirming that Richmond Council does not support the removal of the Kitsilano Coast Guard station and is concerned about the negative impact it is bound to have on services of the Sea Island Coast Guard station.*

**CARRIED**

**Community Safety Committee**  
**Tuesday, July 10, 2012**

---

9. **MANAGER'S REPORT**

None.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (5:22 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Tuesday, July 10, 2012.

---

Councillor Derek Dang  
Chair

---

Hanieh Berg  
Committee Clerk





## General Purposes Committee

Date: Monday, July 16, 2012

Place: Anderson Room  
Richmond City Hall

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

Call to Order: The Chair called the meeting to order at 4:04 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the General Purposes Committee held on Monday, July 3, 2012, be adopted as circulated.*

CARRIED

### FINANCE & CORPORATE SERVICES DEPARTMENT

1. **CELI'S IRISH PUB (RICHMOND) LTD, 5991 ALDERBRIDGE WAY**  
(File Ref. No. 12-8275-30-001) (REDMS No. 3552264 v. 2)

It was moved and seconded

*That a letter be sent to the Liquor Control and Licensing Branch advising that:*

## General Purposes Committee

Monday, July 16, 2012

---

- (1) *the application by Ceili's Irish Pub (Richmond) Ltd., to amend their hours of liquor service from Monday through Thursday 11:30 a.m. to 1:30 a.m. and Friday through Sunday Noon to 2:00 a.m. to Monday through Sunday 9:00 a.m. to 2:00 a.m., be supported;*
- (2) *Council comments on the prescribed considerations are:*
  - (a) *there is little potential for additional noise if the application is approved; and*
  - (b) *the amendment would not pose a negative impact on the community based on the lack of comments received from the public;*
- (3) *Council comments on the view of residents were gathered as follows:*
  - (a) *property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application and provided with instructions on how community concerns could be submitted; and*
  - (b) *signage was posted at the subject property and three public notices were published in a local newspaper. The signage and notice provided information on the application and instructions on how community comments or concerns could be submitted; and*
- (4) *based on the lack of negative responses from residents and businesses in the nearby area, save for one letter received, and the lack of responses received from the community through notifications, Council considers that the application is acceptable to a majority of residents.*

CARRIED

### 2. PERMISSIVE TAX EXEMPTION POLICY AND ADMINISTRATIVE PROCEDURE AMENDMENTS

(File Ref. No. 03-0925-02-01) (REDMS No. 3541127 v.12)

Ivy Wong, Manager, Revenue, provided an overview of the proposed amendments to the Permissive Tax Exemption Policy and Administrative Procedure. Ms. Wong spoke about one property that would need to make changes to its operation in order to continue being eligible for the exemption, as it has been operating a commercial restaurant.

Discussion then ensued about: (i) the continued need for affordable childcare in Richmond, and how many religious organizations lease space for daycare operations; (ii) how only the portion of a place of worship that has been leased for activities other than those listed in the Property Tax Exemption Guidelines Administrative Procedure will not qualify for permissive exemption; and (iii) the need for many places of worship to rent/lease space or provide fund-raising activities due to an overall decline in congregations and donations collected to support the operational costs of the facilities.

## General Purposes Committee

Monday, July 16, 2012

---

It was moved and seconded

*That Property Tax Exemption Policy 3561 and Property Tax Exemptions – Guidelines Administrative Procedure 3561.01 be amended, as set out in Attachment 2 of the staff report dated June 27, 2012 from the General Manager, Finance and Corporate Services titled Permissive Tax Exemption Policy and Administrative Procedure Amendments, with a further amendment to Section 2(c) of the Property Tax Exemptions – Guidelines Administrative Procedure 3561.01 to read as “land or halls held by the religious organization and used for fund raising events which are managed by the organization and the funds raised are applied to the organization”.*

CARRIED

### PLANNING AND DEVELOPMENT DEPARTMENT

3. **SEMI-ANNUAL REPORT FROM CITY REPRESENTATIVES TO THE VANCOUVER INTERNATIONAL AIRPORT AERONAUTICAL NOISE MANAGEMENT COMMITTEE (YVR ANMC)**

(File Ref. No. 01-0153-04-01) (REDMS No. 3459945 v.4)

Victor Wei, Director, Transportation, recognized the staff liaisons to the Richmond Airport Noise Citizens Advisory Task Force for having done an excellent job of overseeing the Task Force and advancing the Task Force's initiatives.

In answer to a question about whether any issues identified by the Task Force remained outstanding, Mr. Wei advised that the matter of determining the path by which aircrafts will take off and land was currently being investigated by NAV Canada, and that the matter may take years to resolve. Mr. Wei also spoke about the Control Zone Procedures Review Working Group which seeks opportunities to reduce aircraft related noise, and is formed of members from the Vancouver Airport Authority (VAA), Transport Canada and NAV Canada.

Margot Spronk, City of Richmond Representative to the YVR ANMC, advised that the VAA has been very attentive to issues brought forth by the YVR ANMC. A discussion then ensued about:

- the success of the Ground Run Up Enclosure (GRE);
- the beneficial effect on noise in the community as a result of the increased altitudes for floatplanes;
- the difficulties associated with determining accurate statistics related to noise complaints. It was noted that often there are situations where one or several individuals complain repeatedly, resulting in a distortion of noise complaint statistics;

## General Purposes Committee

Monday, July 16, 2012

---

- the complexities associated with mitigating aircraft noise by changing flight paths. It was noted that changing flight paths may result in aircraft noise in areas that previously did not experience such noise.

It was moved and seconded

- (1) *That the staff report dated June 27, 2012 from the Director, Transportation and the memorandum dated June 26, 2012 from the City of Richmond citizen representatives to the YVR ANMC be received for information;*
- (2) *That the City explore with the Vancouver Airport Authority the opportunity to partner on the presentation of its "Fly Quiet Awards;"*
- (3) *That having fulfilled their mandate, the members of the Richmond Airport Noise Citizens Advisory Task Force be thanked by the City for their contributions.*

The question on the motion was not called, as a brief discussion ensued about the proposed partnership between the City and VAA for the presentation of the "Fly Quiet Awards". Mr. Wei indicated that the VAA would be the main presenter of the awards, and that further details would be available in the near future.

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

#### 4. **CITY RESPONSE: VANCOUVER AIRPORT AUTHORITY (YVR) PROPOSED RUSS BAKER WAY SHOPPING MALL**

(File Ref. No.: ) (REDMS No. 3574630)

Brian Jackson, Director of Development, provided background information related to the YVR proposed development. He stated that the proposed mall would be one of the "gateways" to Richmond and the airport. Mr. Jackson identified concerns related to: (i) the economic fit of the proposed luxury retail outlet centre; (ii) traffic concerns on Russ Baker Way; and (iii) the urban design of the mall and provisions for signage.

A discussion ensued about:

- the City's proposal to enter into a protocol agreement with YVR to better clarify the City's role and scope within YVR's development approval process. It was noted that discussion with YVR has indicated that YVR is not in support of such an agreement;
- concerns related to the existing traffic volumes along Russ Baker Way, and the potential impact from additional vehicles travelling to and from the proposed mall;
- improvements and upgrades to the dyke along River Road, as well as the development of a trail system that are proposed as part of the development;



## General Purposes Committee

Monday, July 16, 2012

---

- a letter from Metro Vancouver, in which concerns are expressed about the proposed mall in terms of: (i) consistency with objectives set out in the Metro Vancouver Regional Growth Strategy; (ii) consistency with YVR's Land Management Guidelines and 2027 Master Plan; (iii) transportation impacts; (iv) environmental impacts; and (v) whether a major retail outlet centre falls within YVR's mandate;
- concerns about the impact the proposed mall may have on the Burkeville residential neighbourhood;
- concerns about the proposed service road which would go around the entire exterior of the mall;
- concerns about how the location of the proposed mall would not support the Canada Line; and
- the impact of the proposed mall on the BCIT parking lot.

It was moved and seconded

*That:*

- (1) *the Vancouver Airport Authority Board be advised that the City of Richmond is opposed to this use of land for reasons set out in the staff report titled City Response: Vancouver Airport Authority (YVR) Proposed Russ Baker Way Shopping Mall, and the letter from Metro Vancouver;*
- (2) *staff obtain a legal opinion regarding YVR's mandate to approve such use of land;*
- (3) *a meeting be set up for Council and City staff to speak to the Vancouver Airport Authority Board regarding the City's opposition to the proposed development;*
- (4) *letters with copies of the staff report and correspondence from Metro Vancouver be sent to the local MPs and the Minister of Transportation and Infrastructure regarding the situation, and that requests be made that the local MPs and the Minister meet with members of City Council on this issue; and*
- (5) *copies of the letters be sent to Metro Vancouver.*

CARRIED

## ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (5:11 p.m.).*

CARRIED

## General Purposes Committee

Monday, July 16, 2012

---

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, July 16, 2012.

---

Mayor Malcolm D. Brodie  
Chair

---

Shanan Dhaliwal  
Executive Assistant  
City Clerk's Office



## Planning Committee

Date: Tuesday, July 17, 2012

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Evelina Halsey-Brandt, Vice-Chair  
Councillor Chak Au  
Councillor Linda Barnes  
Councillor Harold Steves  
Mayor Malcolm Brodie

Also Present: Councillor Linda McPhail

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on Wednesday, July 4, 2012, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

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

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY HOLLYBRIDGE LIMITED PARTNERSHIP FOR REZONING AT 5440 HOLLYBRIDGE WAY FROM INDUSTRIAL BUSINESS PARK (IB1) TO RESIDENTIAL/LIMITED COMMERCIAL (RCL3)**

(File Ref. No. 12-8060-20-8879, RZ 09-506904) (REDMS No. 3555761)

Brian J. Jackson, Director of Development, provided the following information regarding the proposed project, located within the City Centre's Oval Village: (i) this is one of many large applications coming before Committee and Council in the Oval neighbourhood; (ii) 586 residential units, a number that includes 29 affordable units, as well as street-front retail units, are part of the mid-rise and high-rise project; (iii) the applicant has responded in terms of a public art component, a day care contribution and eco-amenities; (iv) the project will be part of the district energy system; (v) the project will comply with LEED Silver equivalency; and (vi) the project responds in all ways to provide for a road network and walkway frontages on all surrounding streets.

In reply to queries Mr. Jackson and Suzanne Carter-Huffman, Senior Planner/Urban Design, provided the following additional information:

- the City Centre Area Plan encourages developers to explore alternative ways to enhance the fit of a proposed development with the surrounding community, and with this proposed development, "eco-amenity" is in the form of a "rain garden" constructed within the subject site along its Gilbert Road frontage;
- Richmond's Affordable Housing Strategy works to achieve opportunities for a variety of housing options that appeal to both residents and developers; staff has examined various projects and the affordable housing opportunities inherent in those projects; for this application the cluster of 29 low-end market rental affording housing units into one building is part of Phase 2 of the construction plan; and
- the affordable housing units proposed for this subject site are defined as "affordable rental", are the majority of the City's available affordable units.

It was moved and seconded

- (1) *That Bylaw No. 8879, which makes minor amendments to the "RCL3" zone specific to 5440 Hollybridge Way and rezones that property from "Industrial Business Park (IB1)" to "Residential/Limited Commercial (RCL3)", be introduced and given first reading.*

## Planning Committee

Tuesday, July 17, 2012

---

- (2) *That the child care contribution for the rezoning of 5440 Hollybridge Way (RZ 09-506904) be allocated entirely (100%) to the Child Care Development Reserve Fund created by Reserve Fund Establishment Bylaw No. 7812, unless Council directs otherwise prior to the date of the owner's payment, in which case the payment shall be deposited as directed by Council.*

CARRIED

2. **MATTHEW CHENG ARCHITECT INC. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 9000 GENERAL CURRIE ROAD "SINGLE DETACHED (RS1/F)" TO "MEDIUM DENSITY TOWNHOUSES (RTM3)" IN ORDER TO DEVELOP AN 8 UNIT, 3 STOREY TOWNHOUSE DEVELOPMENT.**  
(File Ref. No. 12-8060-20-8906, RZ 11-588104) (REDMS No. 3517077)

In response to queries, Mr. Jackson advised that: (i) through a service agreement the applicant will provide improvements to the sidewalk along the frontage of the subject site; and (ii) a Development Permit that is anticipated soon will enable the applicant to move ahead and remove the overgrowth to enhance the appearance of the site.

It was moved and seconded

*That Bylaw No. 8906 for the rezoning of 9000 General Currie Road from "Single Detached, (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.*

CARRIED

3. **APPLICATION BY TRASCHE HOLDINGS LTD. FOR REZONING OF 9091, 9111 AND 9131 BECKWITH ROAD FROM "SINGLE DETACHED (RS1/F)" TO "INDUSTRIAL BUSINESS PARK (IB2)"**  
(File Ref. No. 12-8060-20-8918 RZ 11-591939) (REDMS No. 3560931)

Mr. Jackson stated that the 9000-block of Beckwith Road is earmarked for industrial development, and the subject site is designated "Business and Industry". He added that the applicant's plan is to develop two equal-sized light industrial buildings.

In response to queries Mr. Jackson and Mark McMullen, Senior Coordinator - Major Projects, advised that:

- the "Business and Industry" zone includes offices, general industrial spaces, recycling depots, and vehicle repair shops, among approximately 20 other designated uses;
- this type of development in the Bridgeport Village area fits within the uses designated in the City Centre Area Plan, and is part of the transition from older residential to industrial lots that is happening in the area; and

## Planning Committee

Tuesday, July 17, 2012

---

- adjacent to the subject site is Nature's Path cereal company to the north, an older single-family home to the east, an Enterprise Rental Car outlet to the west, and to the south, across Beckwith Road, is Costco.

In response to a query the applicant, Rob Chetner of Vancouver, stated that right now there are no specific businesses leasing space in the proposed buildings. He added that with the disappearance of warehouse space in and around the Oval, and he hoped that the proposed development will fill the void and provide an upgrade in the appearance of the area.

It was moved and seconded

*That Bylaw No. 8918, for the rezoning of 9091, 9111 and 9131 Beckwith Road from "Single Detached (RS1/F)" to "Industrial Business Park (IB2)", be introduced and given first reading.*

**CARRIED**

4. **COTTER ARCHITECTS INC. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 9691 ALBERTA ROAD FROM "SINGLE DETACHED (RS1/F)" TO "LOW DENSITY TOWNHOUSES (RTL4)" IN ORDER TO CREATE 24 TOWNHOUSE UNITS.**

(File Ref. No. 12-8060-20-8925, RZ 11-590114) (REDMS No. 3517080)

Mr. Jackson noted that a unique feature of the proposed seventeen-unit three-storey townhouse development is seven units include an additional ground level, one-bedroom units, the townhouse units. With seventeen townhouse units and seven one-bedroom units, the subject site will have a total of 24 residential units.

Mr. Jackson added that this unique design is a result of Council's referral to encourage developers to design one-storey townhouse units.

Thomas Palmer of Cotter Architects Inc. described the seven one-bedroom units as one-storey, compact, affordable, and accessible, and they can be sold independently of the two-storey townhouse units to which they are attached, and that they are designed to be fully adaptable to accessibility status.

Committee directed staff to advise Council regarding the completion date of the project, in order for Council to view the unique project.

It was moved and seconded

*That Bylaw 8925, for the rezoning of 9691 Alberta Road from "Single Detached (RS1/F)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.*

**CARRIED**

## Planning Committee

Tuesday, July 17, 2012

---

5. **APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR REZONING AT 9040 AND 9060/9080 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-8926, RZ 11-587764) (REDMS No. 3556876)

Mr. Jackson reported that the proposed nine-townhouse unit project has access from No. 2 Road. He noted that the applicant has responded in a significant way to ensure that the proposed units at the rear of the subject site are two-stories, not three, and that all proposed units are appropriately set back from the adjacent single-family dwellings.

It was moved and seconded

*That Bylaw No. 8926, for the rezoning of 9040 and 9060/9080 No. 2 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.*

CARRIED

6. **APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 8200, 8220, 8280 AND 8300 NO. 1 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-8929, RZ 11-596490) (REDMS No. 3569379)

Mr. Jackson noted that, in response to comments from residents who live on the cul-de-sac located to the east of the subject site, the developer of the proposed 28 unit townhouse project is providing a rear yard setback of six metres to address privacy issues, and this measurement is equivalent to that required by the zoning bylaw for single-family dwellings. Mr. Jackson added that with regard to massing, two-storey, not three-storey, townhouse units would face the single-family dwellings to the residential cul-de-sac to the east.

In respond to a query from the Chair, Kevin Eng, Planner, advised that area residents who have raised concerns have been notified in writing regarding the developer's design changes.

A brief discussion took place between Committee and staff regarding the alignment of the subject site's access in relation to the No. 1 Road and Pacemore Avenue intersection and pedestrian crosswalk. Mr. Jackson advised that staff would re-examine the issue ahead of the Development Permit process.

## Planning Committee

Tuesday, July 17, 2012

---

Teri Bartwell, 8251 Coldfall Court, addressed Committee to outline the following concerns: (i) it is essential for her pie-shaped back yard to be significantly set back from the proposed townhouse units for privacy, property value purposes, and enjoyment of her property; (ii) the area has a lot of clay that holds water, so drainage is a major issue, and water may seep onto her property and impact her home that has a sunken living room; (iii) shading on backyards of the adjacent single-family dwellings is a concern; (iv) two proposed parking stalls placed directly behind the fence that earmarks her property are problematic due to her asthma condition; (v) many schools in the neighbourhood contribute to a large number of children using the area streets, and potential traffic accidents are a concern; (vi) the Coldfall Court cul-de-sac is chosen by drivers as a location to park their vehicles, and with 28 proposed townhouse units, this problem would increase; and (vii) in the event of a power outage and the resulting lack of operating street lights, traffic chaos in the area is possible.

Ms. Bartwell concluded her remarks by noting that she does not consider 28 townhouse units low density, especially in her primarily single-family residential area, and she is worried about her safety

Mr. Jackson advised that the applicant has amended the site plan since Ms. Barkwell submitted a letter to the planning department in March, 2012, and reiterated that each of the proposed townhouse units are now setback a full six metres, or 20 feet, from the yards of the Coldfall Court cul-de-sac single family dwellings. In addition the applicant has reduced the height of the townhouse units that face east. Mr. Jackson added that the plans for the development are available to anyone interested in viewing them.

In response to queries from Committee, Mr. Jackson advised that:

- during the Development Permit process staff will consider the idea of relocating the amenity space;
- working with the applicant, staff will explore how drivers on the site can avoid backing their vehicles into parking stalls along the property line; and
- staff will examine the location of the visitor parking stalls, the alignment of the Pacemore Avenue intersection, traffic, and drainage.

Committee directed staff to provide Council with a memo, and a new site plan, prior to the Wednesday, September 5, 2012 Public Hearing, regarding information about the No. 1 Road and Pacemore Avenue intersection and pedestrian crosswalk, as well as details pertaining to the changes made by the applicant in response to concerns raised by area residents.



## Planning Committee

Tuesday, July 17, 2012

---

It was moved and seconded

*That Bylaw No. 8929, for the rezoning of 8200, 8220, 8280 and 8300 No. 1 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.*

**CARRIED**

7. **APPLICATION BY THE TRUSTEES OF THE LANSDOWNE CONGREGATION OF JEHOVAH'S WITNESSES FOR AGRICULTURAL LAND RESERVE NON-FARM USE AT 11014 WESTMINSTER HIGHWAY**

(File Ref. No. , AG 11-566932) (REDMS No. 3568548)

Mr. Jackson stated that the rationale for the location of the applicant's building, and details regarding the number of trees to be retained on the subject site, is set out in the staff report.

Discussion ensued between Committee and staff on the merits of the application, and especially with regard to:

- the Richmond Nature Park is to the north, and the Shell Road Trail is to the west of the subject site;
- whether the 4,500 square foot current structure should be replaced with a new building that, at 8,882 square feet, is almost double the size;
- the southern portion of the subject site is wider than the northern portion, and the applicant's plan is to locate the proposed new, bigger structure at the southern portion of the subject site;
- when the current structure was build in the 1970s, schools and places of worship were allowable uses on the subject site, a site that is part of the Agricultural Land Reserve (ALR), and despite changes to the ALR since the 1970s, enacted by the Agriculture Land Commission (ALC), the current structure was 'grandfathered';
- this non-farm use application is to be considered first by Council, and, if the application is approved by Council, this application is then forwarded to the ALC for a decision; and
- the applicant's parking plan meets the City's bylaw requirements, and there is no parking requirement outlined by the ALC.

Committee then heard from Bob Young of North Vancouver, a representative of the applicant, and Tom Ravenhill, Architect, of Surrey. In response to queries from Committee, Mr. Young and Mr. Ravenhill provided the following information:

- the current building was constructed in 1977;
- the applicant is not considering selling the site and relocating their place of worship to a site that is outside the ALR;

## Planning Committee

Tuesday, July 17, 2012

---

- two separate sites are required by the applicant; the applicant's other site, where they maintain a place of worship on Williams Road, is well utilized by their congregation, and does not have the capacity to accommodate its growing membership; and
- no portion of the subject site has been utilized for agricultural purposes since the applicant has owned the site.

Further discussion ensued between Committee and staff, regarding the City's policy on places of worship, written in the early 1980s, especially with regard to the agricultural component within the policy, and the following advice was provided:

- there are no requirements placed on the applicant to undertake agricultural activities on the subject site;
- ultimately, the decision regarding acceptable non-farm uses on the subject site is for the ALC to decide;
- there are a number of places of worship that are located on agricultural land and many of these are older buildings; and
- staff would have to seek input from the ALC to discern whether the demolition of the applicant's current structure, and the construction of a new building with a larger footprint, would trigger a submission to the ALC.

Staff was asked to document all places of worship that were constructed before the implementation of the City's policy on places of worship.

A comment was made that owners of places of worship located on No. 5 Road do have requirements placed on them to undertake agricultural activities, and if Council approved the Jehovah's Witness' application, a precedent might then be set for sites, such as the one at 11014 Westminster Highway, that are within the ALR.

A suggestion was made that the application be referred back to staff. After a brief discussion among Committee regarding the ramifications of the decision to refer it back, the following referral motion was introduced:

It was moved and seconded

*That the application by the Trustees of the Lansdowne Congregation of Jehovah's Witnesses for Agricultural Land Reserve Non-Farm use at 11014 Westminster Highway (AG 11-566932) be referred back to staff.*

**CARRIED**

## Planning Committee

Tuesday, July 17, 2012

---

8. **GRANNY FLATS AND COACH HOUSES IN EDMERE (2041 OCP UPDATE)**

(File Ref. No. 08-4045-00/Vol 01) (REDMS No. 3567420)

Terry Crowe, Manager, Policy Planning, accompanied by Holger Burke, Development Coordinator, stated that, as part of the Official Community Plan review process, public consultation surveys were undertaken in both the EdmERE and Burkeville neighbourhoods regarding form and character guidelines for granny flats or coach houses. The goal is for Council to authorize bylaws-in-principle regarding these types of residences for only EdmERE at this time. Mr. Crowe added that City engineers want to conduct further studies in Burkeville.

The Chair stated that residents in Burkeville have indicated, through their Burkeville Society, that they wish to take a hiatus from participating in the public consultation surveys regarding form and character guidelines for granny flats or coach houses.

In response to a query regarding the proposed \$1,000 cost of the granny flat and coach house development permit, Mr. Jackson advised that it is an appropriate amount, and that it is based on a cost recovery point of view.

In response to a further query, staff confirmed that the idea is for a resident who has an existing home and who wishes to construct a granny flat or coach house on their existing residential lot.

It was moved and seconded

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 8922 (Attachment 1), to create a new Single Detached with Granny Flat or Coach House (RE1) zone and rezone a portion of the EdmERE neighbourhood with lanes from Single Detached (RS1/E) to Single Detached with Granny Flat or Coach House (RE1):*
  - (a) *be introduced and given first reading; and*
  - (b) *be referred to the same Public Hearing as the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update for consideration and approval;*
- (2) *That the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update designate EdmERE as an intensive residential development permit area with guidelines (Attachment 2);*
- (3) *That Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923 (Attachment 3), to not require Development Permit signage in EdmERE for granny flat and coach house applications:*
  - (a) *be introduced and given first, second and third reading; and*

## Planning Committee

Tuesday, July 17, 2012

---

- (b) *be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted; and*
- (4) *That Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924 (Attachment 4), to introduce a \$1,000 development permit application fee for granny flats and coach houses in Edgemere:*
  - (a) *be introduced and given first, second, and third reading; and*
  - (b) *be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted.*

**CARRIED**

### 9. MANAGER'S REPORT

No Manager's Reports were given.

### ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (5:07 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, July 17, 2012.

---

Councillor Bill McNulty  
Chair

---

Sheila Johnston  
Committee Clerk



## Public Works & Transportation Committee

Date: Wednesday, July 18, 2012

Place: Anderson Room  
Richmond City Hall

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

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, June 20, 2012, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Wednesday, September 19, 2012 (tentative date) at 4:00 p.m. in the Anderson Room

### ENGINEERING AND PUBLIC WORKS DEPARTMENT

1. **REACHING CARBON NEUTRALITY – CORPORATE GREENHOUSE GAS EMISSIONS INVENTORY TO INCLUDE DIRECT EMISSIONS**  
(File Ref. No.) (REDMS No. 3553494 v.6)

## Public Works & Transportation Committee

Wednesday, July 18, 2012

---

Margot Daykin, Sustainability Manager, Community Services, advised that the Metro Vancouver Regional Administrative Committee recently passed a resolution to send a letter to the Joint Provincial-UBCM Green Communities Committee regarding resolving inequities presented in the Province's new 'Guidance on Including Contracted Emissions in Local Government Corporate Inventories'.

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

- the City has not achieved complete carbon neutrality;
- a progress report on the City's overall progress towards carbon neutrality is anticipated to be presented to Council in late Fall 2012;
- the City is reimbursed approximately \$200,000 for its carbon tax expenditures; and
- the City is represented by UBCM on the Joint Provincial-UBCM Green Communities Committee.

It was moved and seconded

- (1) *That the City continues its current practice to only include emissions from direct activities in its corporate greenhouse gas emission inventory at this time; and*
- (2) *That a letter be sent to the Joint Provincial-UBCM Green Communities Committee, requesting that amendments be made to the "Guidance on Including Contracted Emissions in Local Government Corporate Inventories" to resolve inequities, ensure that no new costs are borne by local governments without adequate funding and that action is being directed towards appropriate priorities.*

**CARRIED**

### 2. 2011 ANNUAL WATER QUALITY REPORT

(File Ref. No. 10-6650-01) (REDMS No. 3569613)

In reply to queries from Committee, Doug Anderson, Manager, Water Services, advised the following:

- Richmond has very high quality water based on the 1,936 water samples collected;
- a mobile water supply unit costs approximately \$10,000;
- a significant number of Water Services staff will be eligible for retirement in the near future, as such there is a strong focus on staff training to ensure adequate succession planning;
- Water Services staff continue to implement a comprehensive water loss management and leak detection program; and

## Public Works & Transportation Committee

Wednesday, July 18, 2012

---

- when high water consumption is detected, Water Services staff attend the residence to inform the homeowner that they may have a water leak.

Discussion ensued regarding Richmond's high quality water and it was noted that Richmond residents were provided with some of the best drinking water in the world. Committee expressed their desire to see that this information, along with the tips provided in the 2011 Annual Water Quality Report be promoted Richmond-wide. Also, it was noted that groups such as the Intercultural Advisory Committee might be of assistance in promoting this information in different languages.

It was moved and seconded

*That the 2011 Annual Water Quality Report dated July 10, 2012 be received for information.*

**CARRIED**

### 3. ANNUAL FLOOD PROTECTION REPORT 2012

(File Ref. No. 10-6060-04-01) (REDMS No. 3529445)

It was moved and seconded

*That the staff report titled Annual Flood Protection Report 2012 (dated June 20, 2012, from the Director, Engineering) be received for information.*

The question on the motion was not called as in reply to queries from Committee, Robert Gonzalez, General Manager, Engineering and Public Works, commented on the City's communication plan for flood protection.

Discussion ensued and Committee requested that the Annual Flood Protection Report 2012 be presented at a future Council meeting, highlighting the various mechanisms in place that keep Richmond safe from flooding.

In response to a comment made by Committee, Lloyd Bie, Manager, Engineering Planning, advised that the City's drainage systems is constantly upgraded and improved to accommodate new development and climate change. Mr. Gonzalez stated the City's drainage models are based on the previous year's statistics.

*Mayor Brodie left the meeting (4:38 p.m.).*

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

### 4. DIKE MASTER PLAN – PHASE 1

(File Ref. No. 10-6060-01) (REDMS No. 3553300 v.3)

John Irving, Director, Engineering, provided background information.

*Mayor Brodie returned to the meeting (4:44 p.m.).*

## Public Works & Transportation Committee

Wednesday, July 18, 2012

---

In response to a query from Committee, Mr. Irving stated that the Dike Master Plan is intended to be a comprehensive guide to upgrade flood protection infrastructure in a practical manner, which will allow the City to make the most of its resources and plan for the future. Also, Mr. Irving commented on key stakeholders, noting that the Federal and Provincial governments would be included in the stakeholder discussions.

It was moved and seconded

*That the public and key external stakeholders be consulted to provide feedback on the Steveston area and the West Dike flood protection concepts identified in the staff report titled Dike Master Plan – Phase 1 (dated June 27, 2012 from the Director, Engineering).*

The question on the motion was not called, as in reply to a query from the Chair, Mr. Irving stated that once staff have received feedback from stakeholders, staff would begin formulating options to bring forward for Council consideration.

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

### 5. **CITY INFRASTRUCTURE PROTOCOL AGREEMENT AND CANADA LINE RICHMOND ACCESS AGREEMENT AMENDMENT NO. 3**

(File Ref. No.) (REDMS No. 3417174 v.5)

In reply to queries from Committee, Tom Stewart, Director, Public Works Operations, advised that (i) InTransit BC is the operator of the Canada Line; and (ii) columns for the Canada Line provide drainage and as such must remain fully accessible for maintenance purposes; therefore, it was determined that the columns were not suitable for public art and decorative lighting installations.

It was moved and seconded

*(1) That the City enter into the following attached agreements:*

*(a) the City Infrastructure Protocol Agreement dated for reference May 1, 2011 between the City of Richmond, South Coast British Columbia Transportation Authority and Intransit BC Limited Partnership; and*

*(b) the Canada Line Richmond Access Agreement Amendment No. 3 made as of August 12, 2009 between the City of Richmond and the South Coast British Columbia Transportation Authority; and*

*(2) That the Mayor and City Clerk be authorized to execute the above-mentioned agreements on the City's behalf.*

**CARRIED**



PLANNING AND DEVELOPMENT DEPARTMENT

6. **PROVINCIAL 2012-2013 BIKEBC PROGRAM – SUBMISSIONS FOR COST-SHARING**

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 3559232 v.4)

Victor Wei, Director, Transportation, highlighted that the City has received confirmation from TransLink that \$201,000 was approved for the Railway Avenue Corridor Greenway: Granville Avenue-Garry Street (Phase I).

In reply to queries from Committee, Mr. Wei, accompanied by Mike Redpath, Senior Manager, Parks, advised that (i) the City has a good history of receiving funding from external sources for such projects; and (ii) a concept design is underway for the Railway Avenue Corridor Greenway project.

It was moved and seconded

(1) *That the submission for cost-sharing to the Province's 2012-2013 BikeBC Program of the following two projects:*

(a) *the Railway Avenue Corridor Greenway; and*

(b) *Phase 1 of the Parkside Neighbourhood Bike Route;*

*as described in the staff report titled Provincial 2012-2013 BikeBC Program – Submissions For Cost-Sharing (dated June 20, 2012 from the Director, Transportation and the Senior Manager, Parks) be endorsed; and*

(2) *That should the above applications be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreements as outlined in the staff report dated June 20, 2012.*

CARRIED

7. **DEVELOPMENT OF NATIONAL RAILWAY-ROADWAY GRADE CROSSING STANDARDS AND REGULATIONS**

(File Ref. No. 01-0140-20-TCAN1) (REDMS No. 3559698)

Mr. Wei provided background information and stated that the feedback received by Transport Canada has been fairly consistent in that public and private owners of railway crossings are concerned with the feasibility of the proposed new regulations. Also, he commented on the next steps for the proposed new Standards and Regulations.

It was moved and seconded

(1) *That a letter be sent to the Minister of Transport requesting that:*

## Public Works & Transportation Committee

Wednesday, July 18, 2012

---

- (a) *the proposed Railway-Roadway Grade Crossings Standards be revised to be engineering guidelines, to allow for a risk-based approach that provides flexibility for owners of railway crossings, including road authorities, to address any identified safety concerns in light of limited financial resources and technical constraints;*
  - (b) *a dedicated program be established to provide adequate funding support to owners of railway crossings, including municipalities, for any upgrades required to meet the new guidelines; and*
- (2) *That a copy of the above letter be sent to all Richmond Members of Parliament and Lower Mainland municipalities affected by the proposed Regulations for support of the above request.*

CARRIED

### 8. MANAGER'S REPORT

#### (i) *Night Market Traffic Conditions*

Mr. Wei commented on the Duck Island Night Market's traffic conditions, noting that it has been consistently improving. He stated that staff have been working closely with the Night Market operator and the River Rock Casino to address these concerns. In reply to a query from Committee, Mr. Wei advised that the Night Market has seen crowds ranging from 5,000 to 11,000 visitors a night.

Discussion ensued regarding commercial operations on 3<sup>rd</sup> Avenue in Steveston and the feasibility of a loading area.

#### (i) *Alexandra District Energy Utility*

Mr. Irving stated that the Alexandra District Energy Utility is operational and awaiting to provide services to two developments. Also, he noted that staff anticipate a formal opening in September 2012.

### ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (5:22 p.m.).*

CARRIED

## Public Works & Transportation Committee

Wednesday, July 18, 2012

---

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, July 18, 2012.

---

Councillor Linda Barnes  
Chair

---

Hanich Berg  
Committee Clerk





# City of Richmond

## Report to Committee

*To CAO - July 10 2012*

**To:** Community Safety Committee  
**From:** Andrew Nazareth  
General Manager, Business and Financial Services  
**Re:** Bylaw Amendments - Scrap Metal Dealers

**Date:** May 31, 2012  
**File:** 12-8060-02-09/Vol 01

### Staff Recommendation

1. That Business Licence Bylaw No. 7360, Amendment Bylaw No. 8919, that provides for Business Licence requirements for scrap metal dealers and recyclers and various housekeeping amendments, be introduced and given first reading.
2. That Business Regulation Bylaw No. 7538, Amendment Bylaw No. 8920, that removes requirements relating to scrap metal dealers, be introduced and given first reading.

Andrew Nazareth  
General Manager, Business and Financial Services  
(604-276-4095)

Att. 3

REPORT CONCURRENCE			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Law	<input checked="" type="checkbox"/>		
RCMP	<input checked="" type="checkbox"/>		
Community Safety	<input checked="" type="checkbox"/>		
<b>REVIEWED BY TAG SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b> 

## Staff Report

### Origin

On November 24, 2011 the Province passed legislation pertaining to Metal Dealers and Recyclers and in May of 2012, introduced regulations to support the legislation. The legislation and regulations come into force on July 23, 2012. This report addresses this legislation and regulations as they relate to City of Richmond Business Licence and Regulation Bylaws. In addition, this report and accompanying Amendment Bylaws introduce minor housekeeping amendments to these bylaws.

### Analysis

#### *Scrap Metal Dealers*

With the introduction of the Provincial Metal Dealers and Recyclers Act and related Regulations, Scrap Metal Dealers (or Metal Dealers and Recyclers under the provincial legislation) will be regulated under an overall provincial program.

When Richmond City Council first introduced regulations on Scrap Metal Dealers in 2007, part of those regulations focused on the recording and reporting of information to local law enforcement. The Provincial regulatory regime is similar to the City's Bylaw focus and will continue to draw upon the resources of local police authorities (i.e. Richmond RCMP) to inspect and enforce the regulations to address scrap metal theft. An information package on the Provincial Program is appended.

As to not duplicate or conflict with the Provincial program, the proposed accompanying Bylaw Amendments will sever the City's regulatory regime over Scrap Metal Dealers effectively relying on the Provincial legislation and regulations to regulate and control the activities of Metal Dealers and Recyclers.

The requirements in the current City Bylaw for Scrap Metal Dealers to record and report information also apply to Pawnbrokers' and Second-hand Dealers. The proposed amendment bylaw deletes references to Scrap Metal Dealers leaving only Pawnbrokers' and Second-hand Dealers to comply with those recording and reporting provisions.

The Provincial program has set January 23, 2013, as the deadline for Metal Dealers and Recyclers to be registered with the Province to carry out this nature of business. Implementation of amendments to Richmond's Business Licence Bylaw to impose specific licensing requirements for those businesses is proposed to take effect at the same time. Staff will contact the affected businesses prior to the Provincial deadline to require them to apply / re-apply for their Richmond Business Licence as a Metal Dealer and Recycler and require ongoing proof of registration under the provincial program.

City staff will continue to monitor the scrap metal industry and support Community Safety efforts in responding to public complaints and if necessary, propose means for dealing with issues or shortcomings of the Provincial Act or Regulations.

### *Housekeeping Amendments*

The housekeeping amendments proposed for the Business Licence Bylaw will delete reference to the repealed Zoning Bylaw No. 5300 and update those references to the new Richmond Zoning Bylaw No. 8500.

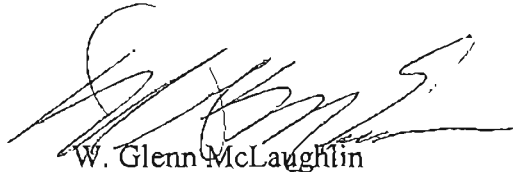
In addition, a housekeeping amendment to the Business Licence Bylaw is proposed to delete the reference under Section 2.2 to a Dog Kennel (Hobby) establishment that has since ceased operation.

### **Financial Impact**

There is no financial impact to the City.

### **Conclusion**

With the introduction of the Provincial Metal Dealers and Recyclers Act and related Regulations, this report recommends that two City Bylaws be amended to recognize the new Provincial oversight of metal dealers and recyclers.



W. Glenn McLaughlin  
Chief Licence Inspector & Risk Manager  
(604-276-4136)

WGM:wgm



---

**Business Licence Bylaw No 7360,  
Amendment Bylaw No. 8919**

The Council of the City of Richmond enacts as follows:

1) **Business Licence Bylaw No. 7360**, as amended, is further amended:

a) at PART TWO: SPECIAL BUSINESS LICENCE APPLICATION REQUIREMENTS by adding the following after section 2.1.30:

**“2.1.31 Metal Dealer or Recycler**

2.1.31.1 A **metal dealer or recycler** must provide, to the **Licence Inspector** when applying for a **licence**, a copy of a registration issued pursuant to the *Metal Dealers and Recyclers Act*, S.B.C. 2012, c. 22, as amended or replaced from time to time.

2.1.31.2 Upon each renewal of the registration referred to in section 2.1.31.1, a **metal dealer or recycler** must provide a copy of the renewal registration to the **Licence Inspector** within thirty (30) days of renewal.

2.1.31.3 A **metal dealer or recycler** must promptly notify the **Licence Inspector** in writing if its Provincial registration or renewal registration is suspended or cancelled for any reason.

b) at section 3.6 by deleting the paragraph relating to **Scrap Metal Dealer** in its entirety and substituting the following, in alphabetical order:

**“Metal Dealer or Recycler**, which means a “metal dealer or recycler” under the *Metal Dealers and Recyclers Act*, S.B.C. 2012, c. 22, as amended or replaced from time to time.”

c) at section 3.6 by deleting the paragraph relating to **Second Hand Dealer** in its entirety and substituting the following:

**“Second Hand Dealer**, which means a person who carries on the business of purchasing, selling, procuring or offering for sale used or second-hand items whether on a wholesale or retail basis, or who operates the premises of a second-hand dealer, and includes, without limitation:



- (a) an auto wrecker who carries on the business of purchasing automobiles and automobile parts and components for the purpose of reselling as parts or components for reuse or as junk;
- (b) a junk dealer;
- (c) a person who keeps a store, shop, or other place of business for the purpose of carrying on a second-hand dealer operation; and
- (d) a person who, while licensed or required to be licensed for any business other than the businesses referred to in this Bylaw, purchase or store second-hand items either as a principal or as an agent;
- (e) a person who carries on the business of retailing or wholesaling used property limited to
  - (i) antiques;
  - (ii) used books, papers, magazines, vinyl records or long-playing records;
  - (iii) used clothing, footwear, costume jewellery, knickknacks, used furniture or houseware items such as dishes, pots, pans, cooking utensils and cutlery,

but does not include:

- (f) a person who deals in recyclable materials for the sole purpose of recycling to avoid waste, such as bottles, cans, plastics, glass, cardboard, paper or other recyclable materials;
- (g) a person who holds a valid licence issued by the Province of British Columbia to deal in used motor vehicles; or
- (h) a **metal dealer or recycler**.

- d) by deleting section 2.2 in its entirety;
- e) at sections 1.6, 2.1.21.3(a)(iii), 2.1.21.4(a)(iii), 2.4.1(f)(iii) and (iv), section 3.8 in the reference to **Home Occupation**, and section 7.1 in the definition of **BED & BREAKFAST ESTABLISHMENT**, by deleting the words “**Zoning and Development Bylaw**” and substituting with “**Zoning Bylaw**”; and
- f) at section 7.1, by deleting the definition of **ZONING AND DEVELOPMENT BYLAW** in its entirety and substituting the following:

“**ZONING BYLAW** means Richmond Zoning Bylaw 8500, as it may be amended or replaced from time to time.

- 2) Sections 1(a) to (c) of this Bylaw come into force and effect on January 23, 2013.

3) This Bylaw is cited as “**Business Licence Bylaw No. 7360, Amendment Bylaw No. 8919**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
CORPORATE OFFICER

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



**Business Regulation Bylaw No 7538,  
Amendment Bylaw No. 8920**

The Council of the City of Richmond enacts as follows:

1) **Business Regulation Bylaw No. 7538**, as amended, is further amended:

- a) by deleting the title for Part Nineteen and substituting the following and making the corresponding change to the Table of Contents:

**“PART NINETEEN: SECOND HAND DEALER AND PAWN BROKER  
REGULATION”**

- b) at section 19.1 by deleting the definitions of **JUNK**, **SCRAP METAL** and **SECOND-HAND ITEM** and substituting the following, in alphabetical order:

**“JUNK** means used or old **property** including scrap rubber, rubber tires, metal, bottles, glass, broken glass, paper, sacks, wire, ropes, rags, machinery, or waste, and property of similar nature commonly found in a junk shop.

**REGULATED METAL** means a “regulated metal” under the *Metal Dealers and Recyclers Act*, S.B.C. 2012, c. 22, as amended or replaced from time to time.

**SECOND-HAND ITEM** means any good, chattel, ware, merchandise, article or thing that is **purchased**, sold, procured, offered for sale, or taken in **pawn**, except **regulated metal**.”

- c) by deleting paragraphs 19.2(b)(viii) and (ix) in their entirety;
- d) at paragraph 19.4(b) by deleting the reference to “6900 Minoru Boulevard” and substituting “11411 No. 5 Road”;
- e) at paragraph 19.9 by adding the following after (d):

“(e) **purchase**, sell, keep or take in **pawn** any **regulated metal**.”

- f) by deleting paragraphs 19.11(a) and (b) and substituting the following:

“(a) other than in relation to a **purchase** of **junk**:

- (i) at least 30 days after the date that a transaction has been recorded electronically in accordance with this Part, or
  - (ii) at least 45 days after the date that a transaction has been recorded manually in accordance with this Part;
- (b) in relation to a purchase of **junk**:
  - (i) at least 7 days after the date that a transaction has been recorded electronically in accordance with this Part, or
  - (ii) at least 21 days after the date that a transaction has been recorded manually in accordance with this Part; or”
- g) by deleting paragraph 19.12(a) and substituting the following:
  - “(a) a purchase of a **second-hand item**, including without limitation, **junk**, from another **second-hand dealer** or **junk dealer** who apparently has complied with section 19.10 and 19.11 of this Bylaw, or, if in another jurisdiction, any lawful requirements applicable to that **second-hand dealer**,”
- h) by deleting paragraph 19.12(c) and substituting the following:
  - “(c) a purchase of **junk** from another **junk dealer**, or manufacturer, wholesale dealer, or distributor, any of whom carry on business under a valid licence, where the **junk dealer** has been invoiced for payment by a date later than the periods established in section 19.11 (b) of this Bylaw; or”
- i) at PART TWENTY-SIX: INTERPRETATION by deleting the definition of **SECOND HAND ITEMS** in its entirety; and
- j) at PART TWENTY-SIX: INTERPRETATION by deleting the definitions of **SCRAP METAL DEALER** and **SECOND HAND DEALER** and substituting the following, in alphabetical order:

<b>“METAL DEALER OR RECYCLER</b>	means a “metal dealer or recycler” under the <i>Metal Dealers and Recyclers Act</i> , S.B.C. 2012, c. 22, as amended or replaced from time to time
<b>SECOND HAND DEALER</b>	means a person who carries on the business of <b>purchasing</b> , selling, procuring or offering for sale used or <b>second-hand items</b> whether on a wholesale or retail basis, or who operates the premises of a <b>second-hand dealer</b> , and includes, without limitation:

- (a) an auto wrecker who carries on the business of **purchasing** automobiles and automobile parts and components for the purpose of reselling as parts or components for reuse or as junk;
  - (b) a **junk dealer**;
  - (c) a person who keeps a store, shop, or other place of business for the purpose of carrying on a **second-hand dealer** operation; and
  - (d) a person who, while licensed or required to be licensed for any business other than the businesses referred to in this Bylaw, **purchase** or store **second-hand items** either as a principal or as an agent;
  - (e) a person who carries on the business of retailing or wholesaling used property limited to
    - (i) antiques;
    - (ii) used books, papers, magazines, vinyl records or long-playing records;
    - (iii) used clothing, footwear, costume jewellery, knickknacks, used furniture or houseware items such as dishes, pots, pans, cooking utensils and cutlery,
- but does not include:
- (f) a person who deals in recyclable materials for the sole purpose of recycling to avoid waste, such as bottles, cans, plastics, glass, cardboard, paper or other recyclable materials;
  - (g) a person who holds a valid licence issued by the Province of British Columbia to deal in used motor vehicles; or
  - (h) a **metal dealer or recycler**."

2) This Bylaw is cited as "**Business Regulation Bylaw No. 7538, Amendment Bylaw No. 8920**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

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

**INFORMATION PACKAGE**  
***METAL DEALERS AND RECYCLERS ACT***

May 9, 2012

**TABLE OF CONTENTS**

Overview of the <i>Metal Dealers and Recyclers Act</i> . . . . .	1
Regulated Metal and Registration of Metals Dealers and Recyclers . . . . .	2
Registration Deadline for Metal Dealers and Recyclers . . . . .	3
Collection of Seller's Information . . . . .	3
Stolen Property . . . . .	4
Description of Regulated Metal Purchased . . . . .	4
Daily Report to Police . . . . .	5
Cash Transactions . . . . .	5
Exemptions . . . . .	5
Photo Identification . . . . .	6
Protection of Seller's Personal Information . . . . .	7
Compliance . . . . .	8
Contact Information . . . . .	11

This information is also available on the ministry's website at: <http://www.pssg.gov.bc.ca/metalrecycling/>

**OVERVIEW OF THE *METAL DEALERS AND RECYCLERS ACT***

Metal theft has been a public safety problem in BC by interfering with telephone services, emergency communications, transportation systems, and leaving live wires which threaten repair workers and other people with electrocution. To deter these thefts, the Province passed the *Metal Dealers and Recyclers Act* in November 2011 and the law will come into effect on July 23, 2012 by Order-in-Council. The Act requires metal dealers and recyclers to fulfill certain responsibilities which are available for reviewing on our website at: <http://www.pssg.gov.bc.ca/metalrecycling/>.

The Act requires metal dealers and recyclers who purchase regulated metal to register with the Province. As well, a person will be unable to sell regulated metal unless they provide their driver's licence or BC Identification Card to the dealer or recycler and explain the origin of the metal.

Metal dealers and recyclers must record information about the seller and a description of the regulated metal. Metal dealers and recyclers must also provide a summary report of the purchase to police on the same day of the sale. If the dealer's or recycler's report matches a description of reported stolen property, police must obtain a court order to access all the information the dealer or recycler has collected about the purchase.

If a metal dealer or recycler conducts business in a jurisdiction that has municipal bylaws governing the sale of regulated metal, the provincial *Metal Dealers and Recyclers Act* will take precedence. Dealers and recyclers should check with their municipalities to confirm if provisions of the bylaw are still applicable.

## **REGULATED METAL AND REGISTRATION OF METAL DEALERS AND RECYCLERS**

Businesses purchasing "regulated metal" must register with the province. "Regulated metal" includes items substantially made of "non-ferrous metal" that do not contain significant amounts of iron, such as:

- aluminum
- copper, including brass and bronze
- lead
- magnesium
- nickel
- zinc

Businesses that purchase the following specific items as scrap metal must also register with the Province:

- wire or piping used by a public utility to transmit electricity, telephone services or cable television signals
- metal traffic control lights, signals and signs
- street lighting poles, wiring and fixtures
- sewer grates and manhole covers
- metal guardrails and handrails
- metal grave markers, funeral vases, memorial plaques and monuments
- new scrap metal from a construction site or a manufacturing process

Not all non-ferrous metal is regulated under the *Metal Dealers and Recyclers Act*. Below is a list of items which are excluded from the Act. If a metal dealer or recycler deals exclusively in these items, they do not need to be registered and if a registered dealer or recycler purchases these items, they do not need to collect information about the sale:

- metal cans
- food containers
- beverage containers
- paint containers
- Domestic or household products normally recycled to avoid waste



## REGISTRATION DEADLINE FOR METAL DEALERS AND RECYCLERS

Metal dealers and recyclers of regulated metal must register with the province no later than January 23, 2013. Unless they register, metal dealers and recyclers will not be able to make legal purchases of regulated metal. There is no fee for registering, and registration must be renewed every three years.

To register, download the application form from the Ministry of Justice, Security Programs Division website at: <http://www.pssg.gov.bc.ca/metalrecycling/>

Complete the registration application form and forward it to the Security Programs Division.

By mail:

Security Programs Division  
PO Box 9217 Stn Prov Govt  
Victoria BC V8W 9J1

By courier:

Security Programs Division  
2-914 Yates St  
Victoria BC V8V 3M2  
*Please note: there is no public access to this building.*

By fax: 250 387-4454

As an attachment to an e-mail: [sgspdsec@gov.bc.ca](mailto:sgspdsec@gov.bc.ca)

## COLLECTION OF SELLER'S INFORMATION

Effective July 23, 2012, a person will be unable to sell regulated metal unless they provide information to the metal dealer or recycler.

Metal dealers or recyclers who purchase regulated metal must record, in Form A, information listed below. Form A can be downloaded from the Ministry of Justice, Security Programs Division web-site at: <http://www.pssg.gov.bc.ca/metalrecycling/>

### Personal information of seller

At the time of sale, the person must provide:

- a valid driver's licence with a photograph of the individual, or
- a valid BC Identification Card with a photograph of the individual
- full name, current address and telephone number
- the origin of the regulated metal

No other documentation (e.g., such as a passport or military card) will be accepted for identification purposes.

#### Information about motor vehicle

If the seller uses a motor vehicle to deliver the regulated metal, the metal dealer or recycler must record the following information of the motor vehicle:

- paint colour
- make and model of the motor vehicle
- licence plate number
- province or state that issued the plate

#### If person does not own the regulated metal

If the person who delivers the regulated metal is not the owner, the person who is doing the delivery must provide the metal dealer or recycler with his or her following information:

- full name
- current address
- telephone number

#### Proof of Ownership

A person must provide proof of ownership when selling:

- metallic wire that has had insulation or casing removed from it (burned wire)
- regulated metal that has marks indicating ownership by:
  - a local authority (e.g., municipality, regional district, school district)
  - a public utility or similar entity that distributes electricity, telephone services or cable television signals through wire or piping (e.g., BC Hydro, Telus)

## STOLEN PROPERTY

The *Metal Dealers and Recyclers Act* requires dealers and recyclers or any of their employees, to immediately contact the police if they believe they are in possession of stolen metal.

## DESCRIPTION OF REGULATED METAL PURCHASED

Metal dealers or recyclers who purchase regulated metal from a person must also record information in Form A. This information includes:

- the specification code established by the Institute of Scrap Recycling Industries Inc. A copy of this code can be viewed at the institutes website:  
[http://www.isri.org/iMIS15\\_Prod/AsiCommon/Controls/Shared/FormsAuthentication/Login.aspx?ReturnUrl=%2fIMIS15\\_PROD%2fISRI%2f\\_Member\\_Services%2fFor\\_Members%2fISRI%2f\\_Member\\_Services%2f\\_For\\_Members.aspx](http://www.isri.org/iMIS15_Prod/AsiCommon/Controls/Shared/FormsAuthentication/Login.aspx?ReturnUrl=%2fIMIS15_PROD%2fISRI%2f_Member_Services%2fFor_Members%2fISRI%2f_Member_Services%2f_For_Members.aspx)
- a description of the metal purchased (for example, ¼ inch outer diameter copper pipe)
- weight of metal purchased
- total purchase value of the metal
- distinguishing marks or features e.g., a company logo or name

## DAILY REPORT TO POLICE

### Report to Police

Metal dealers and recyclers who purchase regulated metal must complete Form B and send the form as a daily report to police. This form can be downloaded from the Ministry of Justice, Security Programs Division website at: <http://www.pssg.gov.bc.ca/metalrecycling/>

Local police authorities will provide information on whether they want the daily report emailed, faxed, or sent to a website.

Metal dealers and recyclers may forward this form to police at any time, provided it is received by the police authority before the end of the day on which the regulated metal was purchased. If there is a technical problem with sending the form, dealers or recyclers must deliver the information to their local police before noon on the next day, regardless of whether that day is a holiday or not a regular business day.

If for any reason a metal dealer or recycler must amend information contained in Form B, they must immediately notify the local police authority of the change.

### Customer Code

Metal dealers and recyclers must protect the identity of the seller in the report to police by assigning a customer code. The code is developed by taking the first 3 letters of the surname of the seller as recorded on their driver's licence or BC Identification Card, and the last 3 number, letters, or character's of the person's driver's licence or BC Identification Card.

For example, John Tucker sells regulated metal and has a BC Driver's Licence with the number 1234567. The customer code for John Tucker will be "TUC567".

If the local police authority decides there is a need for them to know the identity of the seller, they must obtain a court order to access the person's information that was collected in Form A.

## CASH TRANSACTIONS

There is a cash limit of \$50 when purchasing regulated metal from a person. Any amount over \$50 must be paid by cheque.

## EXEMPTIONS

### Commercial Accounts

Metal dealers and recyclers may have commercial accounts when they regularly purchase regulated metal from a business. Dealers and recyclers will not have to record information for these purchases, provided the dealer or recycler does the following:

- Establishes an account with each commercial entity for the purpose of purchasing regulated metal on an ongoing basis. Such businesses cannot be a mobile metal dealer.

- Keeps a current list of all these commercial entities.
- Creates and maintains a record of the information listed below for each commercial entity:
  - The full name and business address of the commercial entity.
  - The registration number assigned to the commercial entity under the *Excise Tax Act* (Canada).
  - The full name and phone number of a representative of the commercial entity.
  - The date, total value, and description of the predominant type of regulated metal purchased for each transaction of regulated metal with the commercial entity.

### **Mobile Metal Dealers or Recyclers**

“Mobile metal dealers or recyclers” are dealers or recyclers of regulated scrap metal who conduct their businesses from a motor vehicle and do not have a physical business location. Mobile metal dealers and recyclers are not required to register under the *Metal Dealers and Recyclers Act* and are not required to collect information when purchasing or collecting regulated metal.

However, mobile metal dealers and recyclers are required to sell their regulated metal to a registered metal dealer or recycler. The dealer or recycler will collect the personal information of the mobile dealer or recycler and record a description of the regulated metal. The dealer or recycler will forward the purchase information in Form B to the police.

## **PHOTO IDENTIFICATION**

The *Metal Dealers and Recyclers Act* requires metal dealers and recyclers to make an effort to ensure the driver’s licence or BC Identification Card presented by the seller has not been tampered with or forged. The following guidelines will assist in deciding if a licence or identification card is forged or altered:

- Making sure the photo looks like the person presenting the driver’s licence or identification card.  
Checking the physical description on the licence or identification card with the person presenting the identification.
- Making sure the licence has not expired.
- Watching the person for signs of nervousness when producing the identification.
- Looking for holograms, as this is expensive for forgers to reproduce.
- Feeling the driver’s licence or identification card for any rough edges where it may have been altered or checking for flimsiness of the card’s material.
- Looking at the quality of the text. Forged or tampered documents may have fuzzy text or text that is not straight.
- When in doubt, asking for a second or third piece of photo identification to double check information, especially the person’s signature.
- Asking questions to verify the seller’s identity (for example, asking what is their middle name, etc).

## PROTECTION OF SELLER'S PERSONAL INFORMATION

Metal dealers and recyclers are governed by the provincial *Personal Information and Protection Act* (PIPA) and are responsible for protecting the personal information collected from a seller. Laws that are required to be followed in protecting personal information collected for the purposes of the *Metal Dealers and Recyclers Act* and include:

### Collection of Personal Information

On or before collecting the person's personal information, informing the person that their personal information is being collected under the *Metal Dealers and Recyclers Act* and explaining how it will be used. Dealers and recyclers may want to explain the assignment of the customer code that protects a person's identity in the daily report to police. It is important not to collect more personal information than is required to fulfill the purpose of the *Metal Dealers and Recyclers Act*.

### Usage and Disclosure

Using the personal information only for the purposes of the *Metal Dealers and Recyclers Act* and disclosing the personal information to the police only if they have a warrant. You may not use the information you collected for any other purpose. For example, if you have not told the individual you will be using it for marketing purposes you may not do so. Similarly, you would not disclose the information to a third party in exchange for money.

### Accurate and Complete Personal Information

Ensuring the personal information is correctly and completely recorded. The *Metal Dealers and Recyclers Act* does not authorize the scanning or photocopying of a person's driver's licence or BC Identification Card. You have a legal obligation under the PIPA to ensure personal information is accurately and correctly recorded and inspectors have the authority to conduct audits to ensure this is done.

### Protecting the Security of Personal Information

Using a password if the personal information is kept in an electronic form and a lock where paper copies of Form A are filed or other reasonable security arrangements to protect against unauthorized use or disclosure of personal information collected.

### Retention

Keeping the personal information for only as long as it is necessary. The *Metal Dealers and Recyclers Act* requires that the information be retained for one year. If your business needs and legal requirements have been met you may want to securely destroy personal information before it becomes a security risk.

### Resources

The BC Information and Privacy Commissioner has an online tool to help businesses protect the personal information of customers. The *Securing Personal Information: A Self-Assessment Tool for Organizations* is an

online questionnaire and analysis tool that helps small and medium-sized businesses to see how well they are protecting personal information. You can access this tool via the commissioner's website: [www.oipc.bc.ca](http://www.oipc.bc.ca)

The Office of the Chief Information Officer is available to assist with questions and has additional information about a business's responsibilities under PIPA and can be reached as follows:

Ministry of Labour, Citizens' Services and Open Government  
Knowledge and Information Services

Web-site: [http://www.cio.gov.bc.ca/cio/priv\\_leg/index.page?](http://www.cio.gov.bc.ca/cio/priv_leg/index.page?)  
Privacy Help Line: 250 356-1851  
Email: [CPIAADMIN@gov.bc.ca](mailto:CPIAADMIN@gov.bc.ca)  
Fax: 250 356-1182

## COMPLIANCE

### Inspectors

Inspectors with the Security Programs Division have been appointed to conduct inspections for compliance with the *Metal Dealers and Recyclers Act*, its regulation, or with the terms and conditions of a metal dealer's or recycler's registration.

During normal business hours, an inspector may do any of the following:

- Enter and inspect a metal dealer's or recycler's business premises.
- Inspect, audit or examine any record, goods or other thing on the dealer's or recycler's premises.
- Request the production of a document or any other thing for inspection.
- Remove a record or any other thing for review and copying. If the inspector removes a record or item, the inspector must provide a receipt.
- Remove and retain a record or any other thing that may be required as evidence.
- Question a person.

### Violation Tickets

The inspector has the authority to issue a violation ticket if she or he has a reason to believe a person or business has contravened the *Metal Dealers and Recyclers Act*, its regulation, or the terms and conditions of a registration. Fines range from \$100 to \$500 depending upon the contravention.

The following is a summary of the fines:

**Schedule of Fines for Contraventions  
Metal Dealers and Recyclers Act**

Provision	Contravention	Fine	Victim Surcharge Levy	Ticketed Amount
Section 2 (a)	Fail to present prescribed identification	\$250	\$38	\$288
Section 2 (b)	Fail to present prescribed identification	\$250	\$38	\$288
Section 2 (b)	Fail to provide required information	\$250	\$38	\$288
Section 3 (1)	Purchase of metal from person who does not provide the required identification or information	\$500	\$75	\$575
Section 3 (2) (a)	Fail to take reasonable measures to ensure identification has not been altered or defaced	\$250	\$38	\$288
Section 3 (2) (b)	Fail to take reasonable measures to ensure identification was issued by issuing agency to the person	\$250	\$38	\$288
Section 3 (2) (c)	Fail to take reasonable measures to ensure identification is not forged or fraudulent	\$250	\$38	\$288
Section 3 (3) (a)	Purchase, without proof of ownership, metallic wire that reasonably appears to have had insulation or casing removed	\$500	\$75	\$575
Section 3 (3) (b)	Purchase, without proof of ownership, regulated metal with identifying marks of ownership by a local authority, public utility or prescribed entity	\$500	\$75	\$575
Section 5 (1) (a)	Fail to assign a customer code	\$500	\$75	\$575
Section 5 (1) (b)	Fail to record required information at time of transaction	\$500	\$75	\$575
Section 5 (2)	Fail to collect and record required information at time of transaction	\$500	\$75	\$575
Section 6	Fail to provide transaction information to local police authority within prescribed period of time or in prescribed manner and form	\$500	\$75	\$575
Section 7 (a)	Fail to record and maintain transaction information in prescribed manner and form	\$500	\$75	\$575
Section 7 (b)	Fail to keep transaction information on business premises for at least one year	\$500	\$75	\$575
Section 8	Carry on business as metal dealer or recycler without registration	\$500	\$75	\$575
Section 25 (1) (b)	Fail to comply with a term or condition of registration	\$100	\$15	\$115
Section 25 (2) (a)	Provide false or misleading information when required or authorized by the Act	\$500	\$75	\$575
Section 25 (2) (b)	Provide false or misleading information when applying for registration	\$500	\$75	\$575

Section 25 (2) (c)	Provide false or misleading information when requested, ordered or directed by the registrar or an inspector to provide information	\$500	\$75	\$575
Section 25 (4)	Obstruct, impede or refuse to admit an inspector	\$500	\$75	\$575

### Schedule of Fines for Contraventions

#### Metal Dealers and Recyclers Regulation

Provision	Contravention	Fine	Victim Surcharge Levy	Ticketed Amount
Section 7 (3)	Fail to notify local police authority of change to transaction information	\$500	\$75	\$575
Section 11	Payment in cash for regulated metal if value greater than \$50	\$250	\$38	\$288
Section 13 (3)	Fail to keep required list of commercial entities	\$500	\$75	\$575

### Administrative Penalties

The inspector may decide to refer a contravention to the Registrar of Metal Dealers and Recyclers. The registrar can hold a hearing with the metal dealer or recycler which may be in writing or in person. After considering the information provided by the dealer or recycler, the registrar may decide to impose an administrative penalty.

The maximum administrative penalty for an individual is \$5,000 and for a business entity \$50,000. When determining the administrative penalty amount, the registrar must consider the following:

- If enforcement action has been issued to the person or business for similar contraventions.
- The gravity and magnitude of the contravention.
- Whether the person or business repeated or continued the contravention.
- Whether the contravention was deliberate.
- If the person or business derived economic benefit from the contravention.
- The person's or business's efforts (if any) to correct the contravention.

### Offences

The *Metal Dealers and Recyclers Act* and its supporting regulation identify which contraventions are classified as offences. In these situations, the inspector will issue a "long form" charge and refer the matter to Crown Counsel to decide if the matter should be heard by the court. If a hearing is held and the court decides an individual has committed an offence, the person may be liable to a fine of not more than \$10,000 or imprisonment for not longer than 6 months or both. If the court decides a business entity has committed an offence, the business entity may be liable to a fine of not more than \$100,000.

### Police

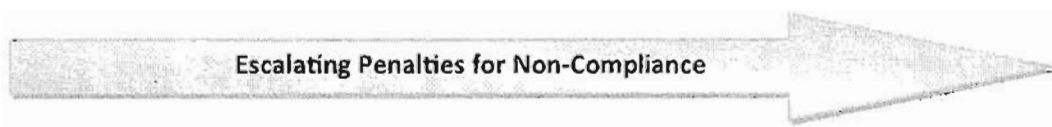
Police have the authority to issue violation tickets for contravention of the *Metal Dealers and Recyclers Act* and to issue "long form" charges.



### Progressive Sanctions

The chart below demonstrates how penalties escalate for non-compliance.

	Violation Tickets	Administrative Fines	Offence Penalties
Penalty Details	Tickets between \$100 to \$500 (depending on the offence)	Up to \$5,000 for an individual; up to \$50,000 for a business entity.	Upon conviction, up to \$10,000 or 6 months in jail, or both for an individual; and up to \$100,000 for a business entity.
Issuer	Provincially appointed inspectors or police officers.	The Registrar of Metal Dealers and Recyclers.	The court system.



### CONTACT INFORMATION

The *Metal Dealers and Recyclers Act* is administered by the Ministry of Justice, Security Programs Division. If you have questions about the Act, please contact the ministry's Compliance and Enforcement inspector for your area:

**Manager, Compliance and Enforcement**

Stephen Hitchcock – 250 387-2658

**Region 1 Vancouver, Gulf Islands, and Powell River**

Tony Webb – 250 387-3282

**Region 2 Coquitlam, Port Coquitlam, Richmond, Delta, Ladner, Tsawwassen, Port Moody**

Daryl Watson – 604 572-9187

**Region 3 Kamloops, Kelowna, Vernon and east to Cranbrook, south to Grand forks, north to Revelstoke**

Brad Berrow – 250 861-7670

**Region 4 Langley, Fort Langley, Abbotsford and the Fraser Valley, Mission, Maple Ridge, Pitt Meadows**

Shawn Matthews – 604 572-8469

- Region 5** Pemberton, Whistler, Squamish, Sechelt, Sunshine Coast, West Vancouver, North Vancouver, Burnaby and New Westminster  
Arliss Trenholm – 604 572-8623
- Region 6** Surrey and White Rock  
Nidhan Rikhia – 604 572-8423
- Region 7** Vancouver City  
Iain McLellan – 604 572-8437
- Region 8** Cache Creek north to and including Prince George  
Shawn Matthews – 604 572-8469
- Region 9** West of Prince George to Prince Rupert and Haida Gwaii  
Daryl Watson – 604 572-9187
- Region 10** North of Prince George to Fort St John / Dawson Creek / Fort Nelson  
Tony Webb – 250 387-3282

You may also contact the Security Program Division as follows:

**By phone:**

Victoria 250 387-6981  
Vancouver 604 660-2421  
Toll Free *Until May 30, 2012:*  
call Enquiry BC at 1 800 663-7867, and ask to be transferred to 250 387-6981  
*After May 30, 2012:*  
1 855 587-0185

**By fax:** 250 387-4454

**By email:** [sgspdsec@gov.bc.ca](mailto:sgspdsec@gov.bc.ca)

**By mail:** Security Programs Division  
PO Box 9217 Stn Prov Govt  
Victoria BC V8W 9J1

**By courier:** Security Programs Division  
2-914 Yates St  
Victoria BC V8V 3M2

*Please note: there is no public access to this building.*

Staff are available during regular business hours: Monday to Friday 8:30 am - 4:30 pm.



# City of Richmond

## Report to Committee

*TOEP July 10 2012*

**To:** General Purposes Committee  
**From:** W. Glenn McLaughlin  
Chief Licence Inspector & Risk Manager  
**Re:** Ceili's Irish Pub (Richmond) Ltd.  
5991 Alderbridge Way

**Date:** June 26, 2012  
**File:** 12-8275-30-001/2012-  
Vol 01

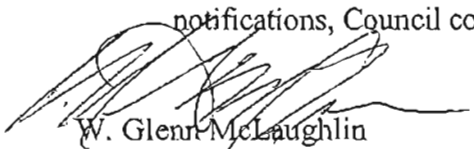
---

### Staff Recommendation

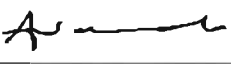


That a letter be sent to the Liquor Control and Licensing Branch advising that:

1. The application by Ceili's Irish Pub (Richmond) Ltd., to amend their hours of liquor service *from* Monday through Thursday 11:30 a.m. to 1:30 a.m. and Friday through Sunday Noon to 2:00 a.m. *to* Monday through Sunday 9:00 a.m. to 2:00 a.m., be supported.
2. Council comments on the prescribed considerations are:
  - a. There is little potential for additional noise if the application is approved; and
  - b. The amendment would not pose a negative impact on the community based on the lack of comments received from the public.
3. Council comments on the view of residents were gathered as follows;
  - a. Property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application and provided with instructions on how community concerns could be submitted; and
  - b. Signage was posted at the subject property and three public notices were published in a local newspaper. The signage and notice provided information on the application and instructions on how community comments or concerns could be submitted.

Based on the lack of negative responses from residents and businesses in the nearby area, save for one letter received, and the lack of responses received from the community through notifications, Council considers that the application is acceptable to a majority of residents.

  
W. Glenn McLaughlin  
Chief Licence Inspector & Risk Manager  
(604-276-4136)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 
REVIEWED BY CAO	INITIALS: 

## Staff Report

### Origin

The Provincial Liquor Control and Licensing Branch (LCLB) issues licences in accordance with the Liquor Control & Licensing Act and Regulations.

This report deals with an application submitted by Ceili's Irish Pub (Richmond) Ltd. (the Applicant) operating from premises located at 5991 Alderbridge Way for the following:

- to amend their hours of liquor service *from* Monday through Thursday 11:30 a.m. to 1:30 a.m. and Friday through Sunday from Noon to 2:00 a.m. *to* Monday through Sunday 9:00 a.m. to 2:00 a.m.

Local government is given opportunity to provide comments and recommendations to the LCLB with respect to liquor licence applications and amendments. For an amendment to an existing licence, the process requires local government to provide a Council resolution that addresses the following review criteria:

- the potential for noise if the application is approved and,
- the impact on the community if the application is approved.

### Background

A pub has been operating at 5991 Alderbridge Way under the business name of The Foggy Dew Irish Pub since a business licence was issued in 1998. The Applicant was approved to transfer the business licence in March of 2012 and subsequently changed the operating name to Ceili's Irish Pub (Richmond) Ltd.

The premises are attached to the Executive Inn owned by Sayan Investments Ltd., who has sub-let the pub operation to the Applicant. The pub is a 172-seat facility with an outside patio area for 19 patrons. In addition to the hotel component of the building there are a number of commercial business units at ground level and residential apartment towers to the north and east.

The Applicant states that they are requesting the amendment to the hours of operation in order to allow them to open their facility for brunch service and for the showing of sports events that occur in different time zones and may start as early as 9:00 a.m. local time. The Applicant also indicates that the change of hours will enable them to be consistent with other liquor primary licences operating in Richmond.

Apart from 2 private clubs with 9:00 a.m. opening hours and a number of establishments at YVR, the next earliest opening liquor primary establishments in Richmond are a number of *Neighbourhood Pubs* with an opening time of 10:00 a.m.

## Regulatory Criteria

### *Noise Impact on the Community*

The location is surrounded by a mix of commercial and high-density residential uses. The lack of material negative feedback from the occupants in the area indicates residents do not expect the proposal to generate any additional noise or traffic other than the street noise generally associated with closing time dispersals.

### *Views of nearby residents, businesses and property owners*

To satisfy LCLB requirements, the City's review process requires that the public be notified of the liquor licence amendment application and be given an opportunity to express any concerns related to the proposal.

The City's process for reviewing applications for liquor related permits is prescribed by the Development Application Fees Bylaw 7984 which under section 1.9.1 calls for:

1.9.1 Every applicant seeking approvals from the City in connection with:

(b) any of the following in relation to an existing licence to serve Liquor:

- (i) addition of a patio
- (ii) relocation of a licence
- (iii) change of hours; or
- (iv) patron participation

must proceed in accordance with subsection 1.9.2.

1.9.2 Pursuant to an application under subsection 1.9.1, every applicant must:

- (b) post and maintain on the subject property a clearly visible sign which indicates the intent of the application; and
- (c) publish a notice in at least three consecutive editions of a newspaper that is at least weekly in the area affected by the application

In addition to the advertised public notice requirements set out in Section 1.9.2, staff have adapted from a prior bylaw requirement, the process of the City sending letters to businesses, residents and property owners within a 50-metre radius of the establishment (Attachment 1). This letter provides details of the proposed liquor licence application and requests the public to communicate any concerns to the City.

There are 10 property parcels within the consultation area. On May 24, 2012, letters were sent to 218 businesses, residents and property owners to gather their views on the application. As of June 26, 2012, one letter of dissent was received. The resident's concerns were that;

- property damage has occurred by drunken patrons leaving the pub
- broken glass and liquor bottles have been found around the building
- longer hours will only result in more drunken patrons

There were no responses received from the community as a result of the newspaper publications.

The following table is a summary of the application data and dates:

ITEM	DETAILS
City of Richmond Application Received	May 17, 2012
Type	Amendment – Hours of operation under Liquor Licence No. 300760
Location	5991 Alderbridge Way
Proposed Hours of Liquor Sales	Monday to Sunday, 9 a.m. to 2 a.m.
Zoning	Downtown Commercial
Business Owner	Ceili's Irish Pub (Richmond) Ltd., Mark Reid, owner
Date Sign Posted	May 15, 2012
Newspaper Publication Dates	May 16, 18, 23, 2012
Letters to residents/businesses	May 24, 2012

The public consultation period for the application ended on June 25, 2012.

### **Non-Regulatory Criteria**

#### *Other Agency Comments*

As part of the review process, staff requested comments from Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue and the City's Building Permit and Business Licence Departments. These agencies and departments generally provide comments on the compliance history of the Applicant's operations and premises.

No objections were received to the application from the departments contacted.

### **Financial Impact**

None.

## Conclusion

Following the public consultation period, staff have reviewed the application and considered it in light of the legislated review criteria.

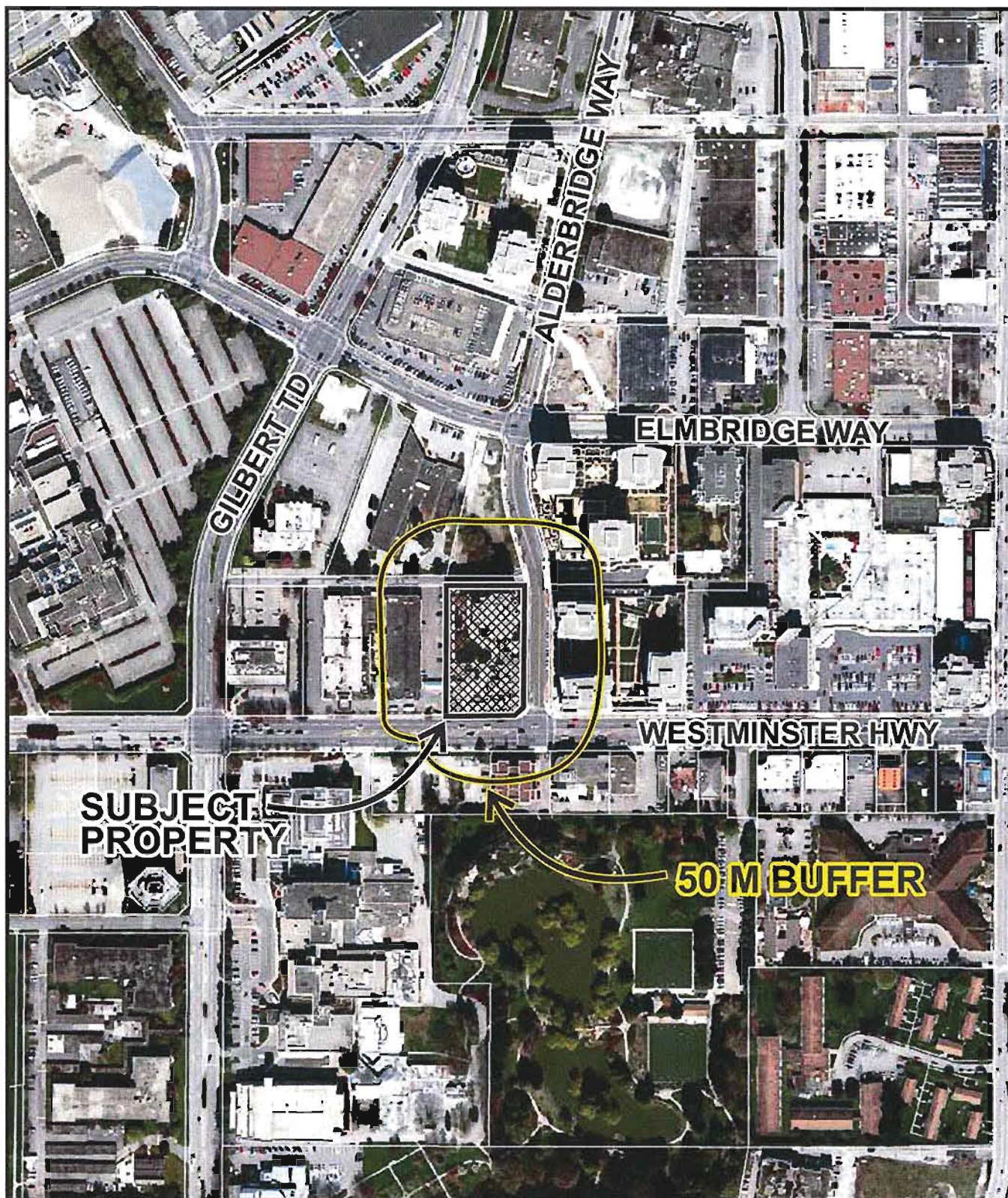
Given that there was no objections to the proposal from the various agencies consulted and given only a single letter of dissent was received from all the public consultations carried out, staff recommend that Council provide a Resolution to LCLB supporting the application for Ceili's Irish Pub (Richmond) Ltd., to amend their hours of liquor service to Monday through Sunday from 9:00 a.m. to 2:00 a.m.



Joanne Hikida  
Supervisor, Business Licence  
(604-276-4155)

JMH:jmh





5991 Alderbridge Way

Original Date: 06/13/12

Amended Date:

Note: Dimensions are in METRES







# City of Richmond

## Report to Committee

To GP-July 16 2012

To: General Purposes Committee

Date: June 27, 2012

From: Andrew Nazareth  
General Manager, Finance and Corporate Services

File: 03-0925-02-01/2012-  
Vol 01

Re: **Permissive Tax Exemption Policy and Administrative Procedure Amendments**

### Staff Recommendation

That Property Tax Exemption Policy 3561 and Property Tax Exemptions – Guidelines Administrative Procedure 3561.01 be amended, as set out in Attachment 2 of the report dated June 27, 2012 from the General Manager, Finance and Corporate Services entitled “Permissive Tax Exemption Policy and Administrative Procedure Amendments”.

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

REPORT CONCURRENCE			
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Law		<input checked="" type="checkbox"/>	
<b>REVIEWED BY SMT SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b> 

## Staff Report

### Origin

In order to ensure properties granted permissive exemption continue to meet the requirements of sections 220 and 224 of the Community Charter and Council Policy 3561 and Administrative Procedure 3561.01 (see Attachment 1), staff conducted site visits to all properties listed in Bylaw 8793, presented to Finance Committee on October 3, 2011.

### Analysis

For the 2012 tax year, over 100 properties have received full or partial permissive exemptions on the land and/or improvements. These exemptions equate to more than \$3.2 million in Municipal taxes. The properties owned or used by the City make up approximately \$2.6 million of the total exempted value. Approximately \$600,000 in permissive exemptions are provided to churches, schools, religious and charitable properties.

City staff recently performed site visits as part of a full review on all the properties that have received a permissive exemption for the 2012 taxation year. As expected, most properties are currently abiding by the conditions that qualify them to receive the exemption. Most of the representatives that assisted during the visits were very informative and cooperated fully in providing the required blue prints and details of usage. It was found that many of the religious organizations provide free meals, activities, programs and/or educational courses for the betterment of the community and the citizens regardless of creed or race.

During the review, staff discovered inconsistencies between the City's records and the records from the BC Assessment database. To ensure that the data used for the 2013 tax year is complete and accurate, administrative adjustments will be communicated to BC Assessment.

Staff have also identified manses that have been exempted under the permissive exemption bylaw. These manses do not meet the criteria identified in the City's Administrative Procedure 3561.01 under section 3 as "*only that space used for public worship*". As a result, they are deemed to be taxable and will be included in the list of items to be deleted from the 2013 Permissive Exemption Bylaw. The 2013 Permissive Exemption Bylaw will be brought forward to the Finance Committee later this year. Using the 2012 tax rates, these adjustments will reduce the total permissive exemption amount by approximately \$22,000.

The attached schedule identifies places of public worship that contain daycares, pre-schools and out-of-school services. These are taxable usages that do not meet the City's Administrative Procedure 3561.01 under section 2 "*for those halls not used for gain*" but may be providing needed services and benefits to the community. Several businesses are operated by the religious organizations and charge subsidized rates for their services. A number of organizations also rent their facilities (gymnasium, halls, etc.) to external parties on a regular basis as well as holding regular bingo games to raise funds. Most of these rentals are as a result of the religious groups' lack of understanding of the requirements for tax exemption. Many organizations also explain their need to rent/lease space or provide fund-raising activities due to the overall declining numbers of their congregation and the decrease in the amount of donations collected to support the operational cost of the facilities. Although there are some very well attended religious

organizations in the City, this declining trend applies to the majority. Estimated taxes exempted for these properties is approximately \$11,518 as per the attached schedule.

There are two options that the City may consider regarding portions of places of public worship that are used for gain:

Option 1: Amend the 2013 Permissive Exemption bylaw to make all leased properties within places of public worship taxable. This information must be communicated to the religious organizations as soon as possible so that they have time to prepare for the tax increase. Depending on the tax impact, it may affect the delivery of some of the services such as childcare or wellness.

Option 2: Amend Council Policy Administrative Procedure 3561.01 to explicitly exempt the following portions of a place of public worship:

- i. *halls used by the religious organization or leased to a third party for sport and wellness activities or the operation of daycares, pre-schools or out-of-school services; and*
- ii. *land or halls held by the religious organization and used for fund raising events which are managed by the organization.*

This will assist in providing much needed childcare services and recreational options to the community. The portion of the place of public worship leased for activities other than those listed above will not qualify for permissive exemption.

Staff recommend Option 2 to ensure that there continues to be options for affordable childcare and wellness services in the City.

### **Financial Impact**

The estimated financial impact is \$11,518 in additional property tax revenue if Option 1 is chosen. There is no financial impact if Option 2 is chosen since the property is already exempt of taxes.

### **Conclusion**

Staff recommend that Council approve Option 2 by amending Council Policy Administrative Procedure 3561.01 to permit permissive tax exemptions for portions of places of public worship used for childcare and wellness services. Further amendments are recommended for Council Policy 3561 to make it clear that permissive tax exemptions will only be provided to land and improvements owned or held by a charitable, philanthropic or other not-for-profit organizations if certain additional requirements are met. This has been the case since 2005.

June 27, 2012

- 4 -

Following Council's decision, a letter will be sent to all religious organizations explaining the permissive exemption criteria and how changes in use will affect exemption status.

A handwritten signature in blue ink, appearing to be 'Ivy Wong', with a large loop at the end.

Ivy Wong  
Manager, Revenue  
(604-276-4046)

IW:

Schedule of Permissive Exemption Anomalies

Property Owner	Civic Address	Calculated Non-exempted Municipal Taxes (Total)	Notes
Anglican Church Hall	10111 Bird Rd	335.98	Pre-school operated by external party
Beth Tikvah	9711 Geal Rd	302.40	Daycare operated by external party
Bethany Baptist Church	22680 Westminster Hwy	1,494.08	Daycare and Out-of-school services operated by Church
Bethany Baptist Church	22680 Westminster Hwy	894.14	Gym rented out to external party
Brighthouse United Church	8151 Bennett Rd	200.25	Daycare operated by Church
Brighthouse United Church	8151 Bennett Rd	136.78	Pre-school operated by Church
Brighthouse United Church	8151 Bennett Rd	100.15	Daycare operated by external party
Christian Reformed Church of Richmond	9280 No. 2 Rd	204.71	Pre-school operated by external party
Conference of the World Mennonite Churches of BC	11571 Daniels Rd	626.76	Gym rented out to external party
Cornerstone Christian Academy	12011 Blundell Rd	129.79	Out-of-school service operated by external party
Emmanuel Christian	10351 No. 1 Rd	109.08	Drop-in centre for child care operated by Church
Fraserview Mennonite Brethren	11295 Mellis Dr	277.85	Gym rented out to external party
Gilmore Park United Church	8080 No. 1 Rd	2,059.25	Daycare operated by external party
Governing Council of The Salvation Army	8280 Gilbert Rd	41.24	Playground
India Cultural Centre of Canada	8800 No. 5 Rd	55.50	Playground
Lutheran Church Hall	6340 No. 4 Rd	736.68	Daycare operated by external party
North Richmond Alliance Church	9140 Granville Ave	102.57	Pre-school operated by external party
Richmond Alliance Church	11371 No. 3 Rd	366.55	Montessori operated by external party
Richmond Faith Fellowship	11960 Montego St	548.73	Montessori operated by external party
Richmond Pentecostal Church	9300 Westminster Hwy	790.83	Pre-school, daycare & out-of-school care operated by Church
Science of Spirituality Inc.	11011 Shell Rd	20.53	Playground
South Arm United Church	11051 No. 3 Rd	328.64	Pre-school operated by external party
St. Gregory Armenian Apostolic Church of BC	13780 Westminster Hwy	15.21	Playground
Steveston Buddhist Temple	4360 Garry St	42.01	Gym used for Bingo
The Convention of Baptist Churches of BC	8140 Saunders Rd	41.39	Playground
The Parish of St. Anne's - Steveston B.C.	4071 Francis Rd	951.48	Pre-school operated by external party
Trustees of Richmond Congregation of Presbyterian Church	7111 No. 2 Rd	144.62	Daycare operated by external party
Trustees of Steveston Congregation of United Church of Canada	3720 Broadway St	198.48	Montessori operated by external party
Trustees of West Richmond Gospel Hall	5651 Francis Rd	41.27	Playground
United Church Hall	8711 Cambie Rd	221.30	Daycare operated by external party
		<b>11,518.23</b>	



(Current)

Attachment 1

# City of Richmond

# Policy Manual

Page 1 of 1

Adopted by Council: Sept. 26/77

Amended: Sept. 27/04

**POLICY 3561**

File Ref: 0925-00

## **PROPERTY TAX EXEMPTIONS**

### **POLICY 3561:**

It is Council policy that:

Council grants permissive property tax exemptions for churches, private schools, hospitals and charities as stated in sections 220 and 224 of the *Community Charter*.

Commencing with the 2005 tax year, Charitable Property tax exemption will be allowed only for properties which meet the requirements of:

1. Sections 220(1)(i) or 224(2)(j) or 224(2)(k) **and** section 224(2)(a) of the *Community Charter*, or
2. Section 224(2)(a) **and** the interest in municipal buildings of a non-profit organization specified by the council that the non-profit organization uses or occupies as a licensee or tenant of the municipality.

The extent of these exemptions is to be stated in an administrative procedure issued by the Director of Finance.

(Treasury Department)





## **ADMINISTRATIVE PROCEDURE 3561.01:**

### **Determination of Extent of Exemption**

To receive a permissive exemption, an organization must first qualify for a statutory exemption.

1. Churches - In addition to the Statutory Exemption, churches shall receive one parking space (250 sq. ft.) for each five seats.
2. Church Halls - For those halls not used for gain:
  - a) land upon which the building stands;
  - b) one parking space (250 sq. ft.) for each 50 square feet of floor space.
3. Church Manse - Only that space used for public worship:
  - a) the exemption shall be calculated proportionately to the square footage of the area used and the land on which the building sits as it relates to the overall square footage of the manse;
  - b) a manse on a separate parcel of land "owned" by the church shall enjoy the same exemption as a).
4. Church General - Maximum area excluding land on which the exempt building stands shall not exceed two acres.
5. Private Schools - In addition to the Statutory Exemption, private schools shall receive 300 sq. ft. of playground area for each enrolled student.
6. Hospitals - Will receive a full exemption for all hospitals licenced under the Hospital Act or Community Care Facility Act.
7. Charitable and Recreation - Will receive full exemptions if they qualify under the appropriate section of the Municipal Act.

PLEASE NOTE THAT SECTION 7 OF THIS ADMINISTRATIVE PROCEDURE MUST BE AMENDED FOR THE 1996 TAX YEAR IN ORDER TO MEET THE REQUIREMENTS OF THE AMENDMENT MADE TO THE POLICY BY COUNCIL ON OCT. 11/94.



**Proposed Amendments:** bolded, italicized and underlined.

**POLICY 3561:**

It is Council policy that:

Council grants permissive property tax exemptions for places of public worship, private schools and hospitals as stated in sections 220 and 224 of the *Community Charter*.

For land and improvements owned or held by a charitable, philanthropic or other not-for-profit corporation, permissive tax exemptions will be allowed only for properties which meet the requirements of:

1. Sections 220(1)(i) or 224(2)(j) or 224(2)(k) **and** section 224(2)(a) of the *Community Charter*, or
2. Section 224(2)(a) **and** the interest in municipal buildings of a non-profit organization specified by the council that the non-profit organization uses or occupies as a licensee or tenant of the municipality.

The extent of these exemptions is to be stated in **Administrative Procedure 3561.01**.

{Treasury Department}



**Proposed Amendments:** bolded, italicized and underlined.

## ADMINISTRATIVE PROCEDURE 3561.01:

### Determination of Extent of Exemption

To receive a permissive exemption, an organization must first qualify for a statutory exemption.

1. **Place of Public Worship** - In addition to the Statutory Exemption, places of public worship shall receive one parking space (250 sq. ft.) for each five seats.
2. **Place of Public Worship** Halls - For those:
  - a) halls not used for gain;
  - b) **halls used by the religious organization or leased to a third party for sport and wellness activities or the operation of daycares, pre-schools or out-of-school services;**
  - c) **land or halls held by the religious organization and used for fund raising events which are managed by the organization;**
  - d) land upon which the building stands;
  - e) one parking space (250 sq. ft.) for each 50 square feet of floor space.
3. **Place of Public Worship** Manse - Only that space used for public worship:
  - a) the exemption shall be calculated proportionately to the square footage of the area used and the land on which the building sits as it relates to the overall square footage of the manse;
  - b) a manse on a separate parcel of land "owned" by the **place of public worship** shall enjoy the same exemption as a).
4. **Place of Public Worship** General - Maximum area excluding land on which the exempt building stands shall not exceed two acres.
5. Private Schools - In addition to the Statutory Exemption, private schools shall receive 300 sq. ft. of playground area for each enrolled student.
6. Hospitals - Will receive a full exemption for all hospitals licenced under the Hospital Act or Community Care Facility Act.
7. Charitable and Recreation - Will receive full exemptions if they qualify under the appropriate section of the **Community Charter**.





# City of Richmond

## Report to Committee

To GP - July 16 2012

**To:** General Purposes Committee

**Date:** June 27, 2012

**From:** Victor Wei, P. Eng.  
Director, Transportation

**File:** 01-0153-04-01/2012-  
Vol 01




**Re:** Semi-Annual Report from City Representatives to the Vancouver International  
Airport Aeronautical Noise Management Committee (YVR ANMC)

### Staff Recommendation

1. That the report dated June 27, 2012 from the Director, Transportation and the memorandum from the City of Richmond citizen representatives to the YVR ANMC be received for information.
2. That the City explore with the Vancouver Airport Authority the opportunity to partner on the presentation of its "Fly Quiet Awards."
3. That having fulfilled their mandate, the members of the Richmond Airport Noise Citizens Advisory Task Force be thanked by the City for their contributions.

Victor Wei, P. Eng.  
Director, Transportation  
(604-276-4131)

Att. 2

REPORT CONCURRENCE			
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>	
Policy Planning .....		<input checked="" type="checkbox"/>	
		<b>CONCURRENCE OF GENERAL MANAGER</b>	
			
<b>REVIEWED BY SMT SUBCOMMITTEE</b>		<b>INITIALS:</b>	<b>REVIEWED BY CAO</b>
			

## Staff Report

### Origin

In June 2010, Council endorsed a revised reporting structure for the City's two appointees to the YVR ANMC whereby the appointees would provide updates directly to the General Purposes Committee on the agenda items discussed at previous quarterly YVR ANMC meetings. Following the last update in July 2011, this report provides:

- a memorandum prepared by the City's appointees on the YVR ANMC (see **Attachment 1**);
- an overview of the agenda items discussed at the quarterly YVR ANMC meetings held between September 2011 and June 2012; and
- an update on the status of the recommendations of the Richmond Airport Noise Citizens Advisory Task Force (the Task Force).

### Analysis

#### 1. Agenda Items Discussed at YVR ANMC Meetings - September 2011 through June 2012

##### 1.1 Ground Run-Up Enclosure

YVR's ground run-up enclosure (GRE) for propeller engines, the first in Canada, became operational on January 25, 2012. Based on acoustical verification tests, the facility has reduced noise levels by 50 per cent (approximately 11 dBA) from previous conditions with some areas receiving greater than 20 dBA reductions. Operating procedures require use of the facility during the following time periods:



Official Opening of the GRE: January 2012

- between 10:00 pm and 6:00 am on weekdays;
- between 10:00 pm and 10:00 am on weekends; and
- when the procedure will take longer than 20 minutes during the day.

During the period between January 25, 2012 and March 30, 2012, Vancouver Airport Authority (VAA) staff report that there were a total of 511 propeller engine run-ups (all power settings) conducted on the south side of the airport. Of these, 50 per cent (255) were idle, 36 per cent (184) were above-idle and 14 per cent (72) were full power. Of the 256 above-idle and full power run-ups, approximately 80 per cent were conducted in the GRE. With respect to night-time usage, 90 per cent of all above-idle and 100 per cent of all full power run-ups have occurred in the GRE.

VAA staff report that the GRE is working as designed while advising that noise from engine run-ups will still be audible to residents in the community, especially those located in close proximity to the airport property. VAA staff further advise that pre-flight checks, which are conducted prior to the aircraft starting service and require a test of the engine and systems, may be mistaken for non-compliant engine run-ups. Pre-flight checks in the early morning hours are related to

cargo operations using propeller aircraft and it is not uncommon for a single operator to pre-flight multiple aircraft before they enter service. As pre-flight checks are a regulatory requirement for operators, the VAA does not intend to restrict or introduce procedures as to how operators should conduct these checks that ensure aviation safety.

## 1.2 Control Zone Procedures Review Working Group

Formed in 2010 with members from the VAA, Transport Canada and NAV CANADA, the Working Group has focused on the following topics that have a noise management component:

- Transit Routes Over the Airport: in order to comply with safety regulations associated with missed approach procedures (MAPs) whereby a defined envelope of clear airspace must be maintained should an arriving aircraft have to abort a landing, the altitude of overhead transit routes used by float planes traveling between Vancouver and Victoria will be increased from 2,500 feet to 3,500-4,000 feet. The new procedures, anticipated to be published in Spring 2012, will not only improve safety but also reduce noise as aircraft will be flying at a higher altitude while over Vancouver and Richmond.
- Stanley One Departure for Non-Jet Aircraft: this departure route became effective in May 2011 for Runway 08L/R and is anticipated to become effective for Runway 26L/R by Spring 2012. The route has the effect of positioning departing non-jet aircraft that are turning south further east over the less populated residential and more agricultural areas of Richmond as well as requiring the aircraft to be at a higher elevation (1,000 feet rather than 500 feet) before initiating the turn.

## 1.3 Float Plane Noise Mitigation

VAA staff and their consultant met with all major float plane operators to establish recommended operating procedures, which include:

- preferential float plane paths for westbound departures and eastbound arrivals (when wind conditions permit) including following Westminster Highway for arrivals;
- reducing engine RPM and minimizing the use of 2-blade propellers in favour of 3-blade propellers, which are less noisy;
- planning approaches to use minimal reverse when possible;
- requiring all operators to provide prior notification of arrival to ensure that they are aware of the operating procedures; and
- in general, avoiding arrival and departure routes over Richmond when possible.

As part of the implementation strategy for the recommended procedures, the VAA is currently seeking publication of these procedures and intends to create an educational program to promote the practices more broadly to the float plane community.

## 1.4 Runway End Safety Area

Currently, there is no standard for airports in Canada regarding the length required for a runway end safety area (RESA), which is an area off the end of a runway primarily to be used when an aircraft over- or undershoots the runway on landing. Once Transport Canada issues a national standard regarding the dimensions of the RESA, which is anticipated in late 2012, the VAA intends to

examine and assess options for extending the runways to: (1) meet the standard only; versus (2) also providing a useable area (e.g., for take-offs by larger aircraft). The analysis of the options will include an assessment of the noise exposure associated with each option.

### 1.5 Airside Capacity Study

The north runway is used primarily as an arrivals runway but can be used for departures when demand approaches capacity, such as during peak traffic periods, in order to reduce delays. As the last Airside Capacity Study was undertaken in 2000, the VAA will be undertaking an update of the study in 2012 to reflect significant changes in airline schedules, fleet mix, airfield layout, and operating procedures. Per the 2000 study, current guidelines identify the airfield as being at capacity when traffic levels reach the following thresholds:

- Arrivals or Departures: 35-40 movements during any given 60-minute period; and
- Total Arrivals and Departures: 60-70 movements during any given 60-minute period.

The results of the study update will be used to determine new trigger points for the use of the north runway for departures.

### 1.6 2011 Aeronautical Noise Management Report

The number of noise concerns received by the VAA in 2011 continued a downward trend since the recent peak in 2009. Potential factors contributing to this trend include:

- the introduction of WebTrak in 2009, which is on-line tool that allows the community to see real-time flight and noise data; and
- the upgrade of older aircraft with newer and quieter aircraft.

**Table 1: Noise Complaints to VAA for 2011**

<b>Municipality/Area</b>	<b>#</b>	<b>%</b>
Surrey	165	21
Vancouver	190	24
South Delta	165	21
Richmond	117	15
North Delta	51	6
Burnaby	36	5
Other/Unknown	63	8
<b>Total</b>	<b>787</b>	<b>100</b>

A total of 787 noise concerns were logged in 2011, which is a 36 per cent decrease from 2010 and a 63 per cent decrease from 2009. Consistent with past years, most concerns are associated with over-flights (79 per cent) and departures (11 per cent). As shown in Table 1, complaints from Richmond residents accounted for 15 per cent of the total received, which is similar to past years.

Data for 2011 from the VAA's network of 20 noise monitoring terminals (NMT), including seven in Richmond, indicate that recorded noise levels at all locations have remained steady with the exception of NMT#12 (located on Sea Island adjacent to a run-up location and the threshold of Runway 08R), which recorded an increase due to run-up and runway activities.

In 2011, the Airport Authority continued to offer Noise Information Seminars for the general public where participants are given an overview of noise management practices at YVR and a tour of the airfield. While sessions were offered for the months of March, July, October, and November in 2011, only one seminar was held in March due to low registration.



## 1.7 Review of YVR ANMC Terms of Reference

The VAA intends to review the terms of reference, meeting structure and membership of the YVR ANMC in 2012. The review will not change the role and scope of the YVR ANMC, which is to discuss, analyze and provide advice on or make recommendations through the VAA about aeronautical noise generated from operations associated with YVR. The Committee will also remain consultative in nature. Current Committee membership is comprised of representatives from the following groups:

- airlines and aircraft operators plus industry associations;
- air navigation services (NAV CANADA);
- citizen representatives for the Cities of Richmond, Vancouver and Surrey plus the Corporation of Delta;
- federal, provincial and municipal governments plus community of First Nations; and
- health authority and Vancouver International Airport Authority.

VAA staff advise that as the City appoints one staff and two citizen representatives to the YVR ANMC, which is equivalent to or more than other cities represented, the review will not expand the number of City representatives on the Committee.

## 2. YVR “Fly Quiet Awards”

As described in Attachment 1, the City’s appointees on the YVR ANMC suggest that the City consider partnering with the Vancouver Airport Authority on the presentation of its “Fly Quiet Awards” to demonstrate the City’s appreciation of the aviation community’s commitment to minimizing aeronautical noise. These awards were established in 2005 to promote positive noise management practices and good airmanship, and spark friendly competition amongst operators. The awards are presented at the annual YVR Chief Pilot’s Meeting and recognize operators in three categories (wide-body jet, narrow-body jet and propeller/rotary wing aircraft) based on their annual operations noise level and good standing with respect to YVR’s Noise Abatement Procedures.

Staff support this recommendation as the City’s potential participation would provide a tangible representation of the community to the airline operators and thus serve to reinforce the importance of continually striving to reduce aeronautical noise impacts on all communities that surround the airport.

## 3. Status Update on the Recommendations of the Richmond Airport Noise Citizens Advisory Task Force

**Attachment 2** provides the complete status of the 22 Task Force recommendations as of June 2012 and incorporates updates provided by each of the major stakeholders (i.e., VAA, NAV CANADA and Transport Canada) with respect to the 18 recommendations that relate to the management of airport and aircraft operations. The remaining four recommendations are directed to Council.

As described in Section 1, progress continues to be made on several initiatives of the YVR ANMC that overlap with and contribute positively to the intent of the 18 Task Force recommendations directed to the major stakeholders. Table 2 summarizes staff’s assessment of the level of completion of the recommendation as indicated in Attachment 2.

**Table 2: Level of Completion of Task Force Recommendations Directed to Agencies**

Rec #	Area and Focus	Comments
Fully Complete	1, 3, 4 1992 YVR Environmental Assessment Panel Report: completion of recommendations	All initiatives arising from the Minister's response to the YVR EAP recommendations have been completed
	6, 7, 8 Ground Run-Up Enclosure (GRE): construction and enforcement system	GRE is in operation and new reporting procedures have been developed
	12 Night Operations: use of reverse thrust	Procedure published in 2010
	14 Flights Operating over West Richmond: new departure route for non-jet aircraft	Procedure published in 2011
	17 Governance and Noise Management: expand membership of YVR ANMC	Pending Council decision re future of Task Force plus membership expanded to include float plane operators
In Progress	5 Float Plane Operations: new procedures to minimize noise impacts	Substantially complete per new initiatives described in Section 1.3
	9 Night Operations: curfew periods proposed by Task Force	Subject to on-going review by VAA of guidelines for approval of night-time operations
	11 Night Operations: publication of list of curfew exemptions	Partially complete as VAA publishes data on night-time operations on its website
	13 Flights Operating over West Richmond: new procedures to better define and regulate existing noise sensitive area	Partially complete per initiatives described in Sections 1.2 and 1.3
	16 Governance and Noise Management: VAA to hold an annual public meeting	Substantially complete as VAA holds annual meeting plus offers noise information seminars for the public
Response Received (Specific Recommendation not implemented)	2 1992 YVR Environmental Assessment Panel Report: regional airport development plan	Transport Canada advises that responsibility rests with VAA and other regional airports
	10 Night Operations: program to eliminate curfew exemptions	VAA advises that no program to reduce the number of night flights is forthcoming
	15 Flights Operating over West Richmond: new publication to highlight new procedures	Not published as specific recommendations were not implemented
	18 Governance and Noise Management: establish independent noise monitor agency	Transport Canada advises that it provides regulatory oversight and can enforce violations of noise abatement procedures

Overall, a majority of the Task Force recommendations have been or are being addressed. Of the four recommendations directed to Council, two are complete (Recommendations 20 and 22, which address distribution of the report) and two are pending Council's consideration of this report (Recommendations 19 and 21, which address the future of the Task Force and the establishment of a permanent advisory committee).

#### **4. Future of the Task Force and Need for a Permanent City Aeronautical Noise Advisory Committee**

Given that the YVR ANMC already exists and has broad representation from all relevant agencies, including those that have the authority to make meaningful changes to operating procedures to minimize aeronautical noise, staff do not recommend establishing a separate City airport noise advisory committee that would operate in relative isolation. Moreover, since June 2010 when the Task Force completed all of its major work items upon the presentation of its final report to Council, the City's representatives to the YVR ANMC have become the guardians

of the Task Force recommendations and have demonstrated a clear commitment to providing on-going monitoring and advancement of the recommendations.

Accordingly, as progress continues to be made on the Task Force recommendations through the collective actions of the YVR ANMC as well as the specific action items of the VAA to support its *2009-2013 Noise Management Plan*, staff therefore recommend that the Task Force be disbanded and that the contributions of the members towards improving the quality of life of Richmond residents via the mitigation of aeronautical noise be formally acknowledged.

#### **Financial Impact**

None.

#### **Conclusion**

The VAA and the YVR ANMC collectively continue to make progress on addressing the Task Force recommendations as there is considerable overlap between the work plan of the VAA to support its *2009-2013 Noise Management Plan*, the current joint initiatives of the YVR ANMC and the intent of the Task Force recommendations. This alignment of objectives coupled with the able stewardship of the City's representatives to the YVR ANMC suggests that steady progress towards substantial completion of the intent of the Task Force recommendations will continue for the foreseeable future.



Joan Caravan  
Transportation Planner  
(604-276-4035)

**To:** General Purposes Committee  
City of Richmond

**From:** Haydn Acheson, City of Richmond Citizen VANMC Representative  
Margot Spronk, City of Richmond Citizen VANMC Representative

**Date:** June 26, 2012

## **2012 Status Report: Vancouver Aeronautical Noise Management Committee**

### **City of Richmond Appointee Background**

Haydn Acheson was first appointed to the Vancouver Airport Noise Management Committee In January 2009, and re-appointed in January 2011 for a two year term. Haydn brings his experience as an airline pilot and a senior airline executive to the table. Currently Haydn is President and General Manager at the Coast Mountain Bus Company, and he lives in the Richmond neighbourhood of Terra Nova.

The 2011-12 term is the second VANMC appointment for Margot Spronk. Margot was previously NAV CANADA's General Manager for the Vancouver Flight Information Region, and worked as an air traffic controller at the Vancouver Area Control Centre. Margot lives in Steveston.

We believe that our backgrounds give us the subject matter expertise to understand the complex issues surrounding airport operations, as viewed through the lens of our determination to maintain and enhance Richmond's liveability.

### **Past Year at the Vancouver Aeronautical Noise Management Committee**

Since our last report, the Vancouver Aeronautical Noise Committee met 3 times: September 21, 2011, December 14, 2011 and March 7, 2012.

### **Highlights**

- Most significant was the official opening of the GRE (Ground Run up Enclosure) on January 11, 2012. Now in daily use, this world class facility has been well received by aircraft operators, and provides an average noise reduction of 15 dB. The GRE is oriented to provide Richmond residents with the greatest benefit; however the community is not completely insulated from run up noise by the structure.
- The changes to floatplane transit altitudes recommended by the tripartite Control Zone Procedures Working Group (VAA, NAV CANADA, Transport Canada), were published on April 5, 2012. Floatplanes flying over Richmond are now be required to fly at 3500 feet or above, (depending on direction of flight and runway in use) a minimum of 1000' higher than the previous regulation. This has resulted in an overall reduction in over flights as some operators must fly at lower altitudes and are routed off shore. The decrease in over flights, and the higher altitudes of those that remain should have a beneficial effect on noise in the community.

## **Vancouver Airport Statistical Trends**

Vancouver International Airport turned 80 in 2011, and was named best airport in North America for the third year in a row by Skytrax. Runway operations were up 1% in 2011, and passengers were up almost 2%, showing a subtle shift towards larger aircraft.

## **Richmond-Specific Noise Trends**

- 117 noise complaints were made by 81 Richmond residents in 2011, compared to 196 complaints and 116 complainants in 2010, a 40% decrease.
- However, in the first quarter of 2012 there was an uptick of complaints from Richmond. This increase is primarily due to an upsurge in run up complaints—10 in this quarter, as opposed to 1 in Q1 of 2011. Reasons for this are unknown.
- Richmond has 10 Noise Monitoring Terminals located throughout the community. The average sound level of all aircraft related noise events recorded is unchanged over the past 3 years.
- Night-time traffic over the past 5 years remains steady at around 3% of day-time operations.
- The number of approved maintenance run ups increased from 4114 in 2010 to 5701 in 2011.

## **Areas for Concentration in 2012-2013**

We will continue to monitor and contribute to the following initiatives:

- Review of the Terms of Reference for the Aeronautical Noise Management Committee.
- Noise implications of the pending Transport Canada standards for Runway End Safety Areas.
- Development of a training module for flying training schools to raise awareness of noise within the pilot community.
- Continue to monitor progress on Noise Task Force Recommendations.

## **Recommendation to the General Purposes Committee**

That the City of Richmond consider partnering with the Vancouver Airport Authority on the **Fly Quiet Awards**, to show the City's appreciation of the aviation community's commitment to being good neighbours. These awards are presented at the annual YVR Chief Pilot's Meeting to the airlines that are not in violation of noise abatement procedures, have the lowest average noise level and fly regularly at YVR.

We are appreciative of the opportunity to work with the City of Richmond and the Vancouver Airport Authority on the environmental noise portfolio, and look forward to helping make a difference to the citizens of Richmond in how airport noise is felt and perceived as we complete our 2011/2012 term.

Sincerely,

Haydn Acheson

Margot Spronk



## Richmond Airport Noise Citizens Advisory Task Force: Status of Recommendations

Recommendation			Status Updates from Key Stakeholders as of June 2012	Assessed Level of Completion
1992 Vancouver International Airport Environmental Assessment Panel (YVR EAP) Report	1	That the appropriate agencies coordinate a response that clearly and comprehensively advises which of the recommendations of the 1992 YVR EAP, as endorsed by the Minister of Transport of the day, have been implemented and to what degree.	<ul style="list-style-type: none"> <li>VAA states that all VAA requirements of the Minister of Transport approval of the north runway were met prior to its opening</li> <li>Transport Canada states that all recommendations have been completed</li> </ul>	Complete
	2	In particular, that Transport Canada or other appropriate agencies provide a detailed report on the progress of an airport development plan for the Lower Mainland (metro Vancouver) region and initiatives with Abbotsford International Airport as per YVR EAP Recommendations 21 and 22.	<ul style="list-style-type: none"> <li>Transport Canada states that since the introduction of the National Airport Policy in 1994, airport operations in the Lower Mainland have been transferred to local entities, which have assumed responsibility for development and planning of these airports in co-operation with the VAA</li> </ul>	Response Received  (Specific Recommendation Not Implemented)
	3	That the responses as requested in Recommendations 1 and 2 include a detailed implementation plan for all outstanding recommendations approved, endorsed and required by the Minister of Transport of the day.	<ul style="list-style-type: none"> <li>Transport Canada states that all initiatives arising from the Minister's response to the YVR EAP recommendations have been completed</li> </ul>	Complete
	4	That VAA demonstrate how the YVR Aeronautical Noise Management Committee meets the intent of YVR EAP Recommendations 2 and 3.	<ul style="list-style-type: none"> <li>VAA states that the YVR ANMC fully meets the intent of the Minister of Transport's response to YVR EAP Recommendations 2 and 3</li> <li>Transport Canada states that it is satisfied that the current operation of the YVR ANMC complies with the Minister of Transport's response to the recommendations</li> </ul>	Complete
Float Plane Operations	5	That VAA, NAV CANADA and other appropriate agencies introduce and publish new procedures for float plane operations to minimize noise impacts that include requiring:	<ul style="list-style-type: none"> <li>VAA states that specific Task Force recommendations are not feasible but significant action has been taken to address float plane noise (see Section 1.3)</li> </ul>	In Progress  (Intent of Recommendation Substantially Complete)
	(a)	Float planes to use the north part of the Middle Arm of the Fraser River and/or the channel north of Swishwash Island.	<ul style="list-style-type: none"> <li>VAA advises that routing not feasible due to exposure to wake turbulence from aircraft using the south runway</li> </ul>	
	(b)	No flights over built-up areas below 1,000 ft until on final descent for landing.	<ul style="list-style-type: none"> <li>VAA advises that restriction not feasible as raising altitude to 1,000 ft would place float planes in conflict with other aircraft operating from the south runway at similar altitudes</li> </ul>	
	(c)	No powered float plane operations, including docking or ramping, on or adjacent to the Middle Arm of the Fraser River between 10:00 pm and 7:00 am.	<ul style="list-style-type: none"> <li>VAA advises that less than 1% of operations in 2010-2011 occurred before 7:00 am</li> <li>VAA will not implement procedure as early morning operations are typically departures by aircraft repositioning to Vancouver Harbour after overnighling at YVR for maintenance</li> </ul>	

## Richmond Airport Noise Citizens Advisory Task Force: Status of Recommendations

Recommendation			Status Updates from Key Stakeholders as of June 2012	Assessed Level of Completion
Aircraft Maintenance & Engine Run-Up Operations	6	That VAA install a proper Ground Run-up Enclosure (GRE), as a high priority capital project, to be used for all aircraft engine maintenance run-ups.	<ul style="list-style-type: none"> <li>GRE officially opened and operating procedures for use of GRE established in January 2012</li> </ul>	Complete
	7	That until a GRE is operational, VAA discontinue the granting of approval for engine run-ups between 10:00 pm and 7:00 am in airport areas and during wind conditions where the resulting noise is likely to affect residents living on the south side of the Middle Arm of the Fraser River.	<ul style="list-style-type: none"> <li>Recommendation no longer applicable as GRE now operational</li> <li>VAA advises that no further action is planned</li> </ul>	Complete
	8	That VAA implement an effective reporting, monitoring and enforcement system to better manage noise issues resulting from operations on the south side of the airport.	<ul style="list-style-type: none"> <li>VAA established new reporting procedures to document and report unapproved engine run-ups to Transport Canada in May 2010</li> <li>VAA advises that no reports of suspected non-compliant run-ups have been received since July 2011</li> </ul>	Complete
Night Operations	9	That VAA or other appropriate agencies implement the following curfew periods at YVR:		
	(a)	Non-noise certified jet aircraft shall not operate at any time.	<ul style="list-style-type: none"> <li>VAA advises that this regulation is already in place</li> </ul>	Complete
	(b)	All ICAO Annex 16 Chapter 2 aircraft shall not operate between 11:00 pm and 7:00 am.	<ul style="list-style-type: none"> <li>VAA advises that guidelines for approving operations between midnight and 7:00 am are reviewed on an on-going basis</li> <li>VAA reiterates that YVR is a 24-hour airport and if there is demand for night-time services, then VAA will ensure that the airport can serve and accommodate those needs</li> </ul>	In Progress
	(c)	All ICAO Annex 16 Chapter 3 aircraft shall not operate between midnight and 6:30 am.		
	(d)	All ICAO Annex 16 Chapter 4 aircraft may operate at any time for an initial two year trial period to allow for an assessment of the impact on the Richmond community.		
	(e)	All other aircraft shall not operate between midnight and 7:00 am.		
	10	That VAA or other appropriate agencies develop a program to eliminate the number of curfew exemptions granted over the next three years.	<ul style="list-style-type: none"> <li>VAA advises that no program to reduce the number of night flights is forthcoming</li> </ul>	Response Received (Specific Recommendation Not Implemented)
	11	That VAA or other appropriate agencies publish a quarterly list of all curfew exemptions granted, including a reason for each exemption granted.	<ul style="list-style-type: none"> <li>VAA advises that the data on the number of aircraft operating during night-time hours can be found in the VAA's annual noise reports, which are posted on the YVR website</li> </ul>	In Progress
	12	That VAA or other appropriate agencies require aircraft to use idle-only reverse thrust at all times on all runways. <i>(This reverse thrust restriction already exists on the north runway and should be applied to the south runway).</i>	<ul style="list-style-type: none"> <li>Procedure implemented and published in 2010</li> </ul>	Complete

## Richmond Airport Noise Citizens Advisory Task Force: Status of Recommendations

Recommendation			Status Updates from Key Stakeholders as of June 2012	Assessed Level of Completion
Flights Operating Over West Richmond	13	That NAV CANADA or other appropriate agencies revise existing and develop new procedures for VFR (Visual Flight Rules) aircraft to better define and regulate the existing Noise Sensitive Area over Richmond as identified on Vancouver Terminal Area (VTA) charts to include:		In Progress  (Intent of Recommendation Partially Complete: see Sections 1.2 and 1.3; Specific Recommendation will not be implemented)
	(a)	Restrict and limit use of the airspace over West Richmond below 2,500 ft.	<ul style="list-style-type: none"> <li>VAA advise that the restriction is not feasible as West Richmond is in close proximity to the airport; aircraft operating in this area are in the process of landing and take-off and therefore must operate at low altitudes</li> <li>Proposed limit would significantly reduce airport/airspace efficiency and capacity</li> </ul>	
	(b)	Amend the published VFR arrival routes for all aircraft, including float planes and helicopters, landing westbound on Runways 26L and 26R, on helipads, or on the Middle Arm of the Fraser River to include: <ol style="list-style-type: none"> <li>Revoke the current "Richmond Square" VFR checkpoint and replace it with a new checkpoint near the Blundell Road overpass on the east side of Highway 99.</li> <li>Amend the "Coal Pile Arrival" route to utilize the new Blundell Overpass checkpoint with the route proceeding from the YVR VOR to north of the George Massey Tunnel and then remaining east of Highway 99 to Blundell Road.</li> <li>Require aircraft to remain at an altitude of not below 1,500 ft until final descent for landing.</li> </ol>	<ul style="list-style-type: none"> <li>VAA advise that amendment is not feasible as it would place slower moving aircraft in the stream of faster moving aircraft already operating east of the airport resulting in an unacceptable hazard due to significant impacts to separation and sequencing of air traffic</li> <li>As VFR routes are not precise, aircraft using the suggested new checkpoint would likely result in overflights of other communities (e.g., Ladner) and thus merely a relocation rather than a reduction in aircraft noise, which is contrary to VAA policy</li> </ul>	
	(c)	Float planes arriving from the north should use a standard circuit for landing westbound on the Middle Arm of the Fraser River but be required to maintain an altitude of at least 1,000 ft on the downwind leg as per Recommendation 5b, and be restricted from turning base until east of the Richmond General Hospital.	<ul style="list-style-type: none"> <li>VAA advise that routing is not feasible as float planes arriving and departing must remain below aircraft operating from the main runways</li> </ul>	
	(d)	For VFR aircraft, including float planes and helicopters, departing eastbound from Runway 08L or 08R, from helipads, or from the Middle Arm of the Fraser River eastbound: <ol style="list-style-type: none"> <li>Restrict right turns until climbing to at least 1,000 ft.</li> <li>For aircraft heading south, fly directly to the new Blundell Overpass VFR checkpoint in the area near the Blundell Road / Highway 99 overpass.</li> <li>Remain east of Highway 99 until the George Massey Tunnel.</li> </ol>	<ul style="list-style-type: none"> <li>VAA advise that routing is not feasible as course would place float planes in conflict with aircraft using the main runways and operating at the same altitude</li> <li>The current operating altitude for float planes and helicopters is designed to maintain required separation between these aircraft and those using the runways</li> <li>As with Recommendation 13b, aircraft using suggested new checkpoint would likely result in merely a relocation rather than a reduction in aircraft noise, which is contrary to VAA policy</li> </ul>	



## Richmond Airport Noise Citizens Advisory Task Force: Status of Recommendations

Recommendation			Status Updates from Key Stakeholders as of June 2012	Assessed Level of Completion
Flights Operating Over West Richmond	14	That NAV CANADA and other appropriate agencies cancel the "Richmond One Departure" and require all non-jet aircraft to use only the new "Olympic One Departure."	<ul style="list-style-type: none"> <li>NAV CANADA published the "Stanley One" SID departure (formerly the "Olympic One" SID departure) for non-jet aircraft in May 2011</li> </ul>	Complete
	15	That a new Aeronautical Information Circular (AIC) or Aeronautical Information Publication (AIP) Supplement, whichever version is most suitable, be published in the Canada AIP to highlight the noise issues of Richmond, reinforce the existence of the Noise Sensitive Area and describe the existing and new noise control procedures.	<ul style="list-style-type: none"> <li>Transport Canada states that the formal Noise Abatement Procedures (NAP) for YVR are published in the Canada Flight Supplement, which is the appropriate publication to communicate with pilots landing or taking off at YVR</li> <li>NAP not published as specific recommendations not implemented</li> </ul>	Response Received  (Specific Recommendation Not Implemented)
Governance and Noise Management	16	That the appropriate agencies, such as the YVR Aeronautical Noise Management Committee, hold a public meeting (not just an open house) in each of Vancouver, Richmond, Delta, and Surrey at least once per year (e.g., evenings or weekends) where citizens are free to voice their concerns, and get feedback as appropriate.	<ul style="list-style-type: none"> <li>VAA advises that a public meeting is held annually where citizens have an opportunity to ask questions or state their concerns directly to VAA executives</li> <li>VAA also hosts several noise information seminars each year that are open to residents interested in discussing aeronautical noise issues</li> </ul>	In Progress  (Intent of Recommendation Substantially Complete)
	17	That the YVR Aeronautical Noise Management Committee membership be expanded to include all flight operators, including float plane operators and members of the Task Force or a permanent City aeronautical noise advisory committee, if established by Council.	<ul style="list-style-type: none"> <li>VAA advises that number of City representatives on the Committee will not be expanded</li> <li>Staff recommendation that Task Force be disbanded with no permanent City aeronautical noise advisory committee to be established</li> <li>YVR ANMC membership expanded to include a representative for float plane operators in January 2011</li> </ul>	Complete  (Pending Council Decision)
	18	That the appropriate agencies, such as Transport Canada, establish an independent noise monitor agency with the authority to monitor and enforce noise mitigation measures and penalize noise violators consistent with the intent of YVR EAP Recommendation 3.	<ul style="list-style-type: none"> <li>Transport Canada states that it provides regulatory oversight of Canadian civil aviation</li> <li>With regard to noise abatement procedure violations, Transport Canada's mandate is limited to investigation and regulatory action pursuant to Canadian Aviation Regulation 602.105 only; violations of this regulation can result in penalties of up to \$25,000</li> </ul>	Response Received  (Specific Recommendation Not Implemented)

## Richmond Airport Noise Citizens Advisory Task Force: Status of Recommendations

Recommendation			Status Updates from Staff as of June 2012	Assessed Level of Completion
Recommendations for Richmond City Council	19	That the mandate of the Richmond Airport Noise Citizens Advisory Task Force be extended until all agencies have received, reviewed and reported back on these recommendations, at which time the Task Force recommends that it review the responses and report to Council with its final assessment of those responses, including any further recommendations, if necessary. After presenting this report to Council, the Task Force would not reconvene until the City receives feedback from VAA, NAV CANADA, Transport Canada or other appropriate agencies.	<ul style="list-style-type: none"> <li>Responses received from all agencies</li> <li>Staff recommendation that Task Force be disbanded</li> </ul>	Pending Council Decision
	20	That the recommendations of the Task Force, if approved by Council, be publicized as widely as possible by the City, including presentation(s) to senior levels of government, the media and other interested community organizations.	<ul style="list-style-type: none"> <li>Task Force report disseminated to relevant stakeholders and posted on the City's website in June 2010</li> </ul>	Complete
	21	That if the Task Force is permanently disbanded, that a permanent City aeronautical noise advisory committee be established and its membership include the City of Richmond's appointees to the YVR Aeronautical Noise Management Committee.	<ul style="list-style-type: none"> <li>Staff recommendation that Task Force be disbanded with no permanent City aeronautical noise advisory committee to be established</li> </ul>	Pending Council Decision
	22	That this report be forwarded to Transport Canada, NAV CANADA, the Vancouver Airport Authority, and other agencies and persons as deemed appropriate by Council.	<ul style="list-style-type: none"> <li>Task Force report forwarded to identified agencies in June 2010</li> </ul>	Complete



## City of Richmond

## Report to Committee

*To GP July 16 2012*

**To:** General Purposes Committee

**Date:** July 10, 2012

**From:** Brian Jackson, Director,  
Development Applications

**File:**

**Re:** **City Response: Vancouver Airport Authority (YVR) Proposed Russ Baker Way Shopping Mall**

### Staff Recommendation

That, as per the report, "City Response: Vancouver Airport Authority (YVR) Proposed Russ Baker Way Shopping Mall", dated July 10, 2012, Council request the Vancouver Airport Authority Board to enter into a protocol agreement to better clarify the City's role and scope within YVR's development proposal approval process, particularly regarding non-airport related development proposals.

*Brian Jackson*

Brian J. Jackson, MCIP  
Acting General Manager, Planning and Development  
(604-276-4138)  
Att. 9

BJJ:tc

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF ACTING GENERAL MANAGER	
	Transportation Engineering	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<i>Brian Jackson</i>
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: <i>BJJ</i>	REVIEWED BY CAO	INITIALS: <i>BT</i>

## Staff Report

### Origin

The Vancouver Airport Authority (YVR) has begun the detailed planning process related to its proposal for a large retail outlet mall on the property to the south of the BCIT building on Sea Island. Staff have met twice thus far with YVR representatives, the last meeting was held on Thursday, July 5, 2012. YVR representatives have stated that there will be no development applications submitted to the City of Richmond (i.e., no Rezoning application, no Development Permit, no Building Permit). The purpose of this report is to recommend that Council request the Vancouver Airport Authority Board to enter into a protocol agreement with YVR to better clarify the City's role and scope within YVR's development approval process, particularly regarding non-airport related development proposals.

### Findings Of Fact

#### General

On September 11, 2006, Council commented on YVR's draft 2027 Land Use Plan indicating that regarding:

- "Groundside Commercial" non-airport related uses (e.g., like YVR's proposed Russ Baker Way Shopping Centre), additional information be provided, a business case be required to support the development of non-airport related commercial uses, uses be allowed that are complementary to the downtown in use, form and character, and YVR undertake sound traffic management to ensure that the new uses will not adversely impact Sea Island road network and will use the Canada Line
- "Non Commercial uses" on Sea Island, the City and YVR continue to better integrate Sea Island, Middle Arm and City Centre land uses, transportation, transit servicing.

In YVR's Plan:

- "Groundside Commercial" includes designated commercial land uses without airside system access (e.g., flight kitchens, car rental service facilities, fuel storage facilities and other non-airport related, but airport-compatible commercial development activities)
- "Ground Access & Parking" includes bridges, roads, the Canada Line, public and employee parking, commercial transportation and car rental facilities.

The City also indicated that there is an excellent opportunity for both parties to better coordinate their efforts to achieve an integrated plan for the Middle Arm and the shoreline areas. An integrated plan would promote complementary and effective land uses and high quality amenities, including improved pedestrian and bicycle connections, parks, trails, and environmental quality, particularly along both sides of the Middle Arm.

On June 19, 2008 the Minister of Transport Canada approved YVR's plan titled: "YVR: Your Airport 2027: 20 year Master Plan" without any changes.

#### Proposed YVR Russ Baker Way Shopping Mall

In October, 2009, YVR first proposed a non-airport related shopping mall on Russ Baker Way.

The proposal involves:

- Site Size: 53 acres
- Mall Size: 459,600 sq. ft. (about the size of Lansdowne Mall)
- Mall Focus: The mall focus is to be a luxury designer outlet, increase the region's destination appeal for visitors and travelers, add options for local shoppers to spend in their own community and create jobs
- Mall Benefits: YVR suggests that the proposal will have a number of economic benefits including creating an estimated 1,000 new jobs, providing a new shopping and leisure destination to help keep local dollars within the local economy and boosting surrounding businesses, especially those in the tourism sector
- Timing: Site work is to commence this summer. The proposed mall is to open in phases beginning in the fall of 2014. The first phase of the development will include 97 retail stores. The scheduling for phase two of the development will be confirmed at a later date.
- New traffic signals and direct site access off Russ Baker Way and Gilbert Road (north of the Dinsmore Bridge).

On October 13, 2009, the City and YVR consultants initially discussed the proposal and City staff encouraged airport related uses on the site, a high level of transportation services (e.g. bus, pedestrian, bicycle) and an improved design.

On July 5, 2012 (the latest meeting), staff discussed the proposal and the changes that had been made from the previous meeting. YVR staff presented the proposed development schedule that will start with site preparation this summer. At this meeting, YVR staff handed out the attached site plan which shows a one storey inward-facing retail mall set back from Russ Baker Way and Gilbert Road, with a service road running about the exterior of the building (**Attachment 1**).

### **Analysis**

As this proposal is on Federal land, it is our understanding that, as a corporation of the Federal government, YVR can proceed with the proposal on its own.

City staff consider that the proposal has the following implications for Richmond:

1. Economic Fit: the proposal may not be the best economic fit, as airport-related uses, with less of a traffic impact, should ideally be located on the site. Over time, airport related uses may be found which would better support the Airport and not compete with the retail uses in Richmond's City Centre.
2. Transportation and Mobility: The proposal would generate a significant amount of non-airport related traffic over the existing road and bridge network on both Sea Island and Lulu Island, especially along Russ Baker Way and Gilbert Road. As the traffic related to airport related uses is typically less than retail uses, the proposed development is a concern due to existing limited bridge capacities. As well, YVR will need to demonstrate how transportation services (e.g., public and private shuttle buses, pedestrian, cycling) and transportation demand management (TDM) measures will be effectively provided. The City would also need to review and approve the proposed introduction of traffic signals at site access points on Russ Baker Way and Gilbert Road, as the existing traffic signals along the site frontage are owned by the City.

3. Urban Design: City staff would not recommend approval of any proposal with similar design in the City of Richmond which has a hostile exterior (service road around the entire perimeter "hidden" by fencing) and is located in a sea of parking with unknown signage requirements. Staff believe that the proposal could be improved (with a redesign of the exterior and improved landscaping to "hide" the many acres of parking facing Russ Baker Way).

While YVR appears to have the right to proceed with the proposal and to not submit any development applications to the City, staff still believe that it would be better co-ordinate City and YVR interests during YVR development proposal reviews. As such, City staff recommend that the City and YVR to enter into a protocol agreement to better manage expectations and enable constructive City comments to be made during YVR development proposal reviews, particularly for non-airport related development proposals.

There are two topics for which that YVR may require City approval in developing the property:

1. Extending the City's water line to the development:
  - The water issue is of particular concern because, thus far, Richmond has granted YVR favourable water rates because of the airport-nature of the business. However, with a retail development that competes with other developments in Richmond, the City may want to reconsider the water rate for this new development. The General Manager, Engineering and Public Works will report on this matter separately in the coming months as this issue is discussed with YVR.
  - While YVR is proposing to service the development by extending the City's watermain, the extension may not necessarily be City owned and the City wouldn't necessarily charge the developer directly for ongoing service: the City would still only be charging YVR and YVR in turn would charge the developer.
2. The introduction of new traffic signals (which are owned and controlled by the City) (also see above).

These topics are being investigated and staff will report back further on these issues.

(Note: With this proposal, YVR is proposing to provide storm and sanitary services to the development from its own infrastructure).

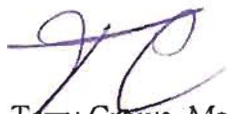
As the above arrangements will not always be the case, any protocol should address the range of methods by which all services are and may be provided.

#### **Financial Impact**

None.

## **Conclusion**

YVR can develop its federal Sea Islands lands without City approval. To better co-ordinate City and YVR interests during YVR development proposal reviews, City staff recommend that Council request the Vancouver Airport Authority Board to enter into a protocol agreement to better clarify the City's role and scope within YVR's development proposal approval process, particularly non airport related development proposals.



Terry Crowe, Manager,  
Policy Planning (4139)

TTC:cas

**Attachment 1:** YVR Proposed Russ Baker Way Shopping Mall





CNCL - 124

# PRELIMINARY TRAFFIC PLAN





# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** June 22, 2012

*To: Planning Mtg., July 17, 2012*

**From:** Brian J. Jackson  
Director of Development

**File:** RZ 09-506904

**Re:** Application by Hollybridge Limited Partnership for Rezoning at 5440  
Hollybridge Way from Industrial Business Park (IB1) to Residential/Limited  
Commercial (RCL3)

### Staff Recommendation

1. That Bylaw No. 8879, which makes minor amendments to the "RCL3" zone specific to 5440 Hollybridge Way and rezones that property from "Industrial Business Park (IB1)" to "Residential/Limited Commercial (RCL3)", be introduced and given first reading.
2. That the child care contribution for the rezoning of 5440 Hollybridge Way (RZ 09-506904) be allocated entirely (100%) to the Child Care Development Reserve Fund created by Reserve Fund Establishment Bylaw No. 7812, unless Council directs otherwise prior to the date of the owner's payment, in which case the payment shall be deposited as directed by Council.

*Brian Jackson*

Brian J. Jackson  
Director of Development

BJ:spc  
Att.

### FOR ORIGINATING DEPARTMENT USE ONLY

ROUTED TO:	CONCURRENCE	CONCURRENCE OF ACTING GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>Brian Jackson</i>
Child Care	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Environmental Sustainability	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Public Art	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Real Estate	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Hollybridge Limited Partnership has applied to the City of Richmond to rezone 5440 Hollybridge Way in the City Centre's Oval Village from Industrial Business Park (IB1) to Residential/Limited Commercial (RCL3) to permit the construction of a high-rise, high-density, mixed-use development. (**Attachments 1 & 2**) More specifically, the subject rezoning provides for the subdivision of the subject site into two lots separated by a new public street (Pearson Way) and the construction of a 44,567.2 m<sup>2</sup> (479,733 ft<sup>2</sup>) development including:

- 3,608.4 m<sup>2</sup> (38,342 ft<sup>2</sup>) of pedestrian-oriented, street-front commercial; and
- 41,049.2 m<sup>2</sup> (441,864 ft<sup>2</sup>) of mid- and high-rise residential, including 586 dwellings of which 557 are market residential units and 29 are affordable (low-end market rental) housing units secured via the City's standard Housing Agreement.

### Findings of Fact

Details of the subject development are provided in the attached Development Application Data Sheet. (**Attachment 5**)

### Surrounding Development

The subject site, which is occupied by a large, multi-tenant warehouse, is situated in the Oval Village – a transitional City Centre area designated for high-density, mixed-use development complementary to the Richmond Oval and the Village's waterfront location. Development in the vicinity of the subject site includes:

- To the North: Across the former CP Rail corridor is property recently rezoned by Oval 8 Holdings Ltd. (ASPAC Developments, RZ 09-450962) for a five-phase, high-density, mixed use development including the construction of the new alignment of River Road (within the former CPR corridor) and the establishment of Pearson Way, which will be extended south by the subject developer to bisect 5440 Hollybridge Way.
- To the East: Across Gilbert Road is a mix of older warehouses, light industrial uses, and a few newer medium/high-density residential buildings. North of the former CPR corridor the CCAP designates lands for future park, while to the south the area is designated for medium-density, mid-rise residential development. Most recently, an application by Onni for rezoning at 7731 and 7771 Alderbridge Way (RZ 11-5985209), which includes the southeast corner of the Gilbert Road/River Road intersection directly east of the subject site, was approved after Public Hearing for the construction of four 6-storey, wood-frame buildings containing 660 dwellings, the eastward extension of new River Road, and various other infrastructure improvements and amenities..
- To the West: Across Hollybridge Way from the subject site is the Hollybridge drainage canal and Riparian Management Area (RMA) that, together with adjacent lands, are slated for development as a linear park by Onni, the developer of the fronting high-rise, high-density, mixed-use development.

To the South: Abutting the south side of the subject site is the City-owned Richmond Winter (curling) Club property, beyond which is Lansdowne Road and a site undergoing rezoning review (Cressey, RZ 12-602449).

### **Related Policies & Studies**

Development of the subject site is affected by the City Centre Area Plan (CCAP) and related policies (e.g., affordable housing, child care, Aircraft Noise Sensitive Development). An overview of these policies, together with the developer's proposed response, is provided in the "Analysis" section of this report.

### **Consultation & Public Input**

The subject rezoning is consistent with the Official Community Plan (OCP) and CCAP. City policies on consultation with the Richmond School District No. 38 and Vancouver International Airport do not apply to the subject application as no OCP amendment is proposed. The statutory Public Hearing will provide local property owners and other interested parties with the opportunity to comment on the application. In addition, the following consultation has been undertaken:

- a) Public Art Committee: The developer met with the Committee on a preliminary basis in May 2012, to review public art opportunities in respect to the subject site. The Committee was supportive of the subject development and identified two priority locations for public art, including a key City Centre "gateway" at the site's northeast corner and a portion of the City Centre Public Art Plan's proposed "art walk" along Lansdowne Road at its southwest corner.
- b) Child Care Advisory Committee: Staff conferred with the Committee in May 2012, in regard to anticipated child care need in and around the Oval Village. Input provided by the Committee has been taken into account in respect to the subject application.

### **Staff Comments**

Based on staff's review of the subject application, including the developer's preliminary Transportation Impact Analysis (TIA) and other studies, staff are supportive of the subject rezoning, provided that the developer fully satisfies the Rezoning Considerations set out in **Attachment 7**. In addition, staff note the following:

- a) Pearson Way Implementation: The CCAP requires that the developer dedicate a new street, Pearson Way, across the subject site, subdividing it into two lots. Richmond typically requires that any road dedication required in respect to the rezoning of a property is complete prior to rezoning adoption; however, existing lease agreements on the subject property prevent the demolition of the site's existing warehouse until mid-2013, thus, making it desirable to delay the dedication of Pearson Way until after rezoning adoption. To facilitate this, the Rezoning Considerations in respect to the subject rezoning require that prior to rezoning adoption, the developer must satisfy the following:
  - Register a blanket right-of-way on title and post a Letter of Credit, requiring that the warehouse is demolished prior to Development Permit issuance or December 31, 2013, whichever is first, and permitting the City, if in its sole discretion it deems it to be necessary, to undertake demolition of the existing building at the developer's sole cost;

- Grant a Public Rights of Passage right-of-way securing the Pearson Way alignment, including an option for the City to purchase via dedication;
- Register “no development” covenant(s) on title restricting Development Permit issuance for any portion of the development until the warehouse is demolished and the road is dedicated; and
- Register a “no build” covenant on title restricting Building Permit issuance until the developer enters into a Servicing Agreement (secured via a Letter of Credit) for the design and construction of Pearson Way, to the satisfaction of the City, and providing for the completion of Pearson Way in advance of occupancy of any portion of the subject site.

### Analysis

Hollybridge Limited Partnership has made application to rezone a 20,425.4 m<sup>2</sup> (5.05 ac) warehouse/office property at 5440 Hollybridge Way to permit the construction of three residential towers containing 44,567.2 m<sup>2</sup> (479,733 ft<sup>2</sup>) and 586 dwelling units, together with various amenities. The City Centre Area Plan (CCAP) designates the Oval Village for pedestrian-oriented, medium/high-density, residential and mixed-use development, with an emphasis on projects that support City objectives for the establishment of the Richmond Oval and Middle Arm waterfront as a “world class” destination for sport, wellness, recreation, and culture. The subject development is notable for being the fourth rezoning application in the Oval Village and the second on the inland side of new River Road. This, together with the subject development’s large size, City Centre “gateway” location near the Dinsmore Bridge, proximity to the Oval, and frontages on River Road’s designated retail “high street” and the Lansdowne “art walk” make it important to the success of the Oval Village’s emerging urban community. Moreover, staff’s review of the proposed development shows it to be consistent with City policy and supportive of CCAP objectives for the Oval Village, as per the following:

- Village Centre Bonus (VCB) Amenity Contributions:** The CCAP designates the subject site and surrounding Oval Village properties as a VCB area for the purpose of encouraging voluntary developer contributions towards child care by permitting a commercial density bonus of up to 1.0 FAR where a developer constructs at least 5% of the bonus floor area as turnkey child care space. ASPAC, via its recent rezoning north of the subject site (RZ 09-460962), has committed to providing a 464.5 m<sup>2</sup> (5,000 ft<sup>2</sup>) turnkey child care facility for approximately 50 children; however, that facility may not be constructed for several years and, based on the amount and rate of growth in the area and recent input from Richmond’s Child Care Advisory Committee, staff believe that the City should be taking steps to secure a second child care in or around the Oval Village before more VCB-designated sites (i.e. child care density bonus sites) are redeveloped. On this basis, staff recommend and the developer has agreed to the following:
  - ***Child Care:*** The developer proposes to make a voluntary contribution of \$874,000 to facilitate the construction of a City Centre City-owned child care facility (i.e. not-for-profit operator), the value of which contribution is based on the following, as determined to the satisfaction of the City:
    - Construction value of \$450/ft<sup>2</sup>, based on a turnkey level of finish and inclusive of costs related to necessary ancillary uses and spaces (e.g., outdoor play space, parking); and
    - A floor area of 180 m<sup>2</sup> (1,942 ft<sup>2</sup>), based on 5% of the subject development’s maximum permitted VCB floor area, as set out in legal agreements to be registered on title.

Note that staff recommend against the developer constructing a child care on the subject site because its VCB floor area is too small to generate a child care large enough to be operated in a cost-effective manner. Instead, prior to adoption of the subject rezoning, the developer shall make a voluntary cash contribution (100% of which shall be allocated for capital works) to the Child Care Development Reserve Fund or an alternative fund, as determined at the sole discretion of the City, for use in combination with funds/sites provided by other developer(s) in the Oval Village VCB area, to facilitate the construction of a City-owned child care facility. (Note that, if so determined at the sole discretion of the City, the facility may be used on an interim basis for an alternative community amenity if the operation of a City-owned child care facility is not immediately feasible/warranted.)

- **Density Bonus Limit:** As noted above, the subject development's VCB floor area is small. This is due to the developer selecting to use only +/-0.2 FAR bonus density, rather than the full 1.0 FAR permitted under the CCAP and Zoning Bylaw (based on the developer's understanding that the subject development cannot reasonably sustain a greater amount of commercial use). Covenants and/or legal agreements will be registered on the subject site to restrict the subject development's VCB density to approximately 0.2 FAR, in accordance with the amount of the developer's proposed voluntary contribution and CCAP policy.

- b) **Affordable Housing:** In accordance with the Richmond Affordable Housing Strategy, the CCAP applies a density bonus approach for use in regard to rezoning applications to ensure that apartment and mixed-use developments containing more than 80 units shall provide affordable (low-end market rental) housing units, secured via a Housing Agreement, the combined total habitable area of which units comprises at least 5% of the total residential floor area in the building. Under the Strategy, a developer is typically encouraged to disperse the affordable units throughout a building and, in the case of a phased development, to provide 5% affordable housing in each phase. In respect to the subject development, however, in the light of the developer's significant financial contribution to child care proposed for prior to rezoning, staff are supportive of the developer's proposal to provide 100% of the project's affordable housing in its second phase (i.e. thus, deferring affordable housing in respect to phase one, but accelerating the provision of affordable housing in respect to phase three). Furthermore, based on the proposed form and character of the subject development, staff are supportive of the project's affordable housing being consolidated in a stand-alone building fronting Pearson Way, provided that the developer provides additional floor area (over and above the City's basic 5% habitable space requirement) for common areas and ancillary uses made necessary by the developer's proposal to create a stand-alone building (e.g., hallways, lobbies, laundry rooms, indoor amenity space, mechanical rooms). The developer's combined total area of affordable housing proposed for Lot 2/Phase 2, which shall be constructed at the developer's sole cost, is estimated at 2,412.0 m<sup>2</sup> (25,963 ft<sup>2</sup>) as follows.

Affordable Housing "Stand Alone" Building	Floor Area*
Net habitable floor area	2,052.5 m <sup>2</sup> / 22,094 ft <sup>2</sup>
▪ 5% of maximum permitted residential floor area on Lots 1 & 2	29 units
Common area estimate (e.g., circulation, lobby)	289.5 m <sup>2</sup> / 3,116 ft <sup>2</sup>
<b>SUB-TOTAL</b>	<b>2,342.0 m<sup>2</sup> / 25,210 ft<sup>2</sup></b>
Indoor amenity space	70.0 m <sup>2</sup> / 753 ft <sup>2</sup>
▪ OCP minimum requirement for buildings with less than 40 units	
<b>TOTAL</b>	<b>2,412.0 m<sup>2</sup> / 25,963 ft<sup>2</sup></b>

\*Assumes standard Zoning Bylaw floor area ratio (FAR) exemptions.

The number of affordable housing units, together with their types, sizes, unit mix, rental rates, and occupant restrictions shall be in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental Housing (unless otherwise agreed to by the Director of Development and Manager, Community Social Development), as follows:

Unit Type	Estimated Number of Units*	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Bachelor	Nil	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$788	\$31,500 or less
1-Bedroom	18	50 m <sup>2</sup> (538 ft <sup>2</sup> )	\$875	\$35,000 or less
2-Bedroom	9	80 m <sup>2</sup> (861 ft <sup>2</sup> )	\$1,063	\$42,500 or less
3-Bedroom	2	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,275	\$51,000 or less
TOTAL	29	Varies	Varies	Varies

\* Number of units and mix of unit types to be confirmed via the Development Permit approval process for Lot 2.

\*\* May be adjusted periodically as provided for under adopted City policy.

Covenant(s) will be registered on title restricting Development Permit issuance for Lot 2 until the developer enters into a Housing Agreement to the satisfaction of the City.

- c) Public Art: Preliminary consultation with the City's Public Art Committee confirmed that the subject site occupies a strategic public art location, bookended by an important City Centre "gateway" at its northeast (i.e. Dinsmore Bridge approach) and the City Centre Public Art Plan's proposed "art walk" along Lansdowne Road at its southwest. Prior to rezoning, the developer will prepare a detailed public art plan for these two locations based on a voluntary developer contribution of approximately \$340,891, based on \$0.75/ft<sup>2</sup>, exclusive of affordable housing, or as per the rates in effect at the time of Development Permit approval.
- d) Sustainable Development: The CCAP encourages the coordinated planning of private development and City infrastructure with the aim of advancing opportunities to implement environmentally responsible services. Areas undergoing significant change, such as the Oval Village, are well suited to this endeavour. In light of this, staff recommend, and the developer has agreed to the following:
- **District Energy Utility (DEU)**: The developer will design and construct 100% of the subject development to facilitate its connection to a DEU system (which utility will be constructed by others), commencing with the project's first phase.
  - **Leadership in Energy and Environmental Design (LEED)**: The CCAP requires that all rezoning applications greater than 2,000 m<sup>2</sup> in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy (i.e. a preliminary LEED Checklist has been submitted) and will demonstrate this at Development Permit stage and via the Servicing Agreement(s) for the developer's design and construction of street improvements.
  - **Eco-Amenity**: The CCAP encourages the creation of "eco-amenities": community resources that facilitate environmentally responsible living, while contributing to community identity and placemaking. Furthermore, CCAP engineering policies encourage opportunities for pilot projects that integrate infrastructure with natural systems to reduce costs and environmental impacts. In light of this, the developer and staff have

agreed that an eco-amenity in the form of a “rain garden” should be constructed within the subject site, along its Gilbert Road frontage. The garden (i.e. enhanced bio-swale) will be an important landscape feature of the project, and will take the place of some conventional on-site stormwater management systems, without any loss in level of service or increase in the overall cost to the developer. The design of the garden will slow infiltration, help to recharge the water table, and filter run-off from the subject site, thus, improving water quality entering the Fraser River. Moreover, being located along Gilbert Road at a prominent City Centre “gateway”, the garden will enhance public enjoyment of the proposed Gilbert Road greenway and the continuity of its landscape, Richmond’s “garden city” image, and public awareness and enjoyment of natural systems in the urban environment. Detailed design of the rain garden will be undertaken via the Development Permit review and approval process for Lot 1, in coordination with the design of the Gilbert Road greenway.

- **6900 River Road (Heritage/ESA Woodlot & Park):** The City-owned lot at 6900 River Road, adjacent to Gilbert Road, is designated as a park, heritage woodlot, and Environmentally Sensitive Area (ESA). Any development in the vicinity of 6900 River Road, including the subject development, must be considered from the perspective of its potential impacts on the long-term viability of the park’s heritage landscape and environmental resources (e.g., shading, drainage or water table changes), and in some cases a Heritage Alteration Permit may be required. While no significant impacts on 6900 River Road are anticipated as a result of the subject development, prior to rezoning adoption, covenants will be registered on 5440 Hollybridge Way restricting Development Permit issuance until the developer demonstrates to the satisfaction of the City that:
  - Potential impacts are minimized; and
  - In the event of identified impacts, a strategy for mitigation and/or compensation is prepared by an accredited arborist and/or environmental professional and legal agreements and/or security are provided for the strategy’s implementation.
- **Tree Protection:** Richmond’s Tree Protections Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm (DBH (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer’s proposal satisfies the City policy, as per the following table.

Bylaw-Size Trees (20 cm DBH min.)	Existing Trees	Trees Retained	Trees Relocated	Trees Proposed for Removal & Replacement		
				# Trees Removed	Replacement Trees	Deciduous Min. Caliper / Coniferous Min. Height
On-Site (Deciduous)	11	0	0	11	22	4 @ 6 cm / 14 @ 9 cm / 4 @ 10 cm
On-Site (Coniferous)	12	0	0	12	24	2 @ 4 m / 8 @ 5 m / 6 @ 5.5 m / 8 @ 6 m
On-Site (Cedar hedge)	+/-57	0	0	+/-57	57	Low-growing hedge
Off-Site (Gilbert Road)	1	1	0	Tree protection required for City tree as per City bylaw		
<b>Total</b>	<b>81</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>103</b>	-

The existing cedar hedge along the common property line of 5440 Hollybridge Way and the Richmond Winter Club site shall be replaced with a new evergreen hedge incorporating a minimum of 57 trees and extending along the Winter Club’s proposed Pearson Way frontage and out to Gilbert Road. The purpose of the new hedge is to screen views to/from the Winter Club property until that site is redeveloped and screening is no longer desired (i.e. due to new landscaping and/or architectural features)

Landscape design and installation of the hedge shall be managed, to the satisfaction of the Director of Development and Senior Manager, Parks via Development Permit and/or Servicing Agreement processes, as applicable.

- ***Flood Management Strategy:*** The CCAP encourages measures that will enhance the ability of developments to adapt to the effects of climate change (e.g., sea level rise). To this end, the Plan encourages City Centre developers to build to the City's recommended Flood Construction Level of 2.9 m geodetic and minimize exemptions, wherever practical. The developer has agreed to comply and proposes that all habitable spaces will have a minimum elevation of 2.9 m geodetic, except for entry lobbies and commercial along/near Hollybridge Way, which will have a minimum elevation of 0.3 m above the crown of the fronting street (as permitted under City policy).
  - ***Aircraft Noise Sensitive Development (ANSD):*** The subject site is situated within ANSD "Area 2", which permits ANSD uses (e.g., residential, child care), except single-family houses, provided that a restrictive covenant is registered on title, acoustics reports are prepared at Development Permit and Building Permit stages identifying appropriate noise attenuation measures and confirming their implementation, and various building design features are incorporated, including air conditioning or equivalent. The required covenant(s) will be registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required.  
(Attachment 3)
- e) **Infrastructure Improvements:** The City requires the coordinated design and construction of private development and City infrastructure with the aim of implementing cost-effective solutions to serving the needs of Richmond's rapidly growing City Centre. In light of this, staff recommend, and the developer has agreed to, the following:
- ***Road Network Improvements:*** As per the CCAP, at the developer's sole cost the subject development shall provide for various road dedications and statutory right-of-ways (e.g., Pearson Way, Hollybridge Way widening), the extension of bike routes and pedestrian walkways (including temporary frontage improvements beyond the frontage of the subject site in respect to Zoning Bylaw Transportation Demand Management parking relaxation incentives), and the installation of amenities (e.g., transit shelter). The design of all required transportation improvements shall be completed to the satisfaction of the City prior to rezoning adoption. The developer's construction of the required improvements, secured via Letters of Credit, shall be managed via the City's Servicing Agreement (SA) process, as follows;
    - Servicing Agreement #1: Prior to rezoning, the developer shall enter into a first SA, secured via a Letter(s) of Credit, for the construction of pedestrian improvements along the site's River Road frontage and road works within Gilbert Road (excluding works behind the curb). Construction shall be complete prior to occupancy of any portion of Lot 1.
    - Servicing Agreement #2: Prior to Building Permit issuance for Lot 1 (east), the developer shall enter into a second SA, secured via a Letter(s) of Credit, for the construction of Pearson Way (excluding the full frontage of Lot 2), pedestrian improvements along the site's Gilbert Road frontage, a temporary walkway along the



Richmond Winter Club's Gilbert Road frontage, the realignment of Hollybridge Way, a new signalized intersection at Hollybridge Way/Pearson Way and the completion of other Lot 1 frontage works. Construction shall be complete prior to occupancy of Lot 1.

- Servicing Agreement #3: Prior to Building Permit issuance for Lot 2 (west), the developer shall enter into a final SA, secured via a Letter(s) of Credit, for the completion of Lot 2's River Road, Hollybridge Way, and Pearson Way frontages. Construction must be complete prior to occupancy of Lot 2.
- **Engineering Improvements:** The developer shall be responsible for the design and construction of required water, storm sewer, and sanitary sewer upgrades, undergrounding of private utilities, coordination of required works with Metro Van's trunk sewer, and related improvements, as determined to the satisfaction of the City. The design of all required engineering improvements shall be completed to the satisfaction of the City prior to rezoning adoption. The developer shall be required to enter into Servicing Agreements for the construction of the required engineering works, secured via Letters of Credit, as follows:
  - Servicing Agreement #1: Prior to rezoning adoption, all required engineering works, except those located within the proposed Pearson Way right-of-way; and
  - Servicing Agreement #2: Prior to Building Permit issuance for any portion of Lot 1/Phase 1 (west of Pearson Way), all required engineering works within the Pearson Road right-of-way.
  - Servicing Agreement #3: No works are required (except as may arise due to special circumstances identified via the Development Permit approval process for Lot 2).

All engineering works must be complete to the satisfaction of the City prior to occupancy of any portion of Lot 1/Phase 1.

- f) **Development Phasing:** Covenant(s) will be registered on the subject site to ensure that the phasing of public works and amenities (e.g., construction of roads, park, affordable housing contributions, residential amenity spaces) are appropriately coordinated with the construction of the developer's market housing.
- g) **Form of Development:** The developer proposes to construct a high-rise, high-density residential development over ground floor retail on a prominent site located near the Richmond Oval, the Dinsmore Bridge "gateway", and the City's proposed Lansdowne Road "art walk". The site is bounded by three important streets, Gilbert Road, new River Road (former CPR corridor), and Hollybridge Way, and will be subdivided by a fourth, Pearson Way. In addition, the site fronts on the Oval Village's proposed pedestrian-oriented retail "high street" (River Road) and has major greenway routes designated for both its Gilbert Road and Hollybridge Way frontages. The developer's proposed form of development, which is a combination of streetwall-type buildings and three towers, generally conforms to the CCAP and its Development Permit (DP) Guidelines and is well-suited to the demands and opportunities of its site. In particular, the development has successfully demonstrated:
  - A strong urban concept providing for a high-density, pedestrian-friendly environment;

- Variation in building height, including two 15-storey towers at the site's "landmark" corners and one 10-storey "mid-block" tower, that together help to provide for upper-level views across the site for on-site residents and neighbours, skyline interest, and sun access to usable rooftop spaces and the River Road "high street";
- A mid-rise building typology that suggests a "series of buildings", which serves to break up the development's large scale, contribute towards visually engaging streetscapes, and create opportunities to develop a distinctive and varied retail character at grade; and
- A strong landscape strategy, especially in the treatment of the development's podium roofs and the site's Gilbert Road frontage, the latter of which incorporates a rain garden that, in combination with public "greenway" features, contributes towards a distinctive, park-like character complementary to Gilbert Road's "gateway" role and the City's adjacent heritage woodlot at 6900 River Road.

Development Permit (DP) approval to the satisfaction of the Director of Development for the first phase of the subject development (Lot 1, east of Pearson Way) will be required prior to rezoning adoption. The required DP for Lot 1 shall include a "master plan" for the development of both Lots 1 and 2, to guide future DP review and approval of Lot 2. Where the DP "master plan" process identifies form of development and/or related issues requiring legal agreements or other measures in respect to Lot 2 (e.g., covenant restricting mid-block tower height, form of affordable housing stand-alone building), any such requirements shall be satisfied by the developer prior to DP issuance for Lot 1.

At DP stage, among other things, design development is encouraged to:

- Refine the individual characters of the project's three towers, together with their interfaces with the fronting streets, the development's mid/low-rise massing, and the skyline;
- Ensure that the project's large tower floorplates do not appear blocky;
- Provide for an attractive residential interface with the street, especially where building setbacks are minimal as at the proposed affordable housing building;
- Explore opportunities to create vibrant retail streetscapes that contribute to the animation, pedestrian-amenity, and commercial success of the development and its surroundings;
- Refine the rain garden concept in respect to its form and character, together with the potential environmental role of this and other project features in respect to CCAP "eco-amenity" and related "green building" objectives;
- Refine the rooftop landscape concept, taking into consideration, among other things, how the lower 2-storey portions of the project's podium frontages can best "fit" with the development's taller forms; and
- Address how best to coordinate the parking/loading areas and access points on both lots so as to minimize impacts on the streetscape and neighbours.

- h) Zoning Bylaw Amendment: The CCAP identifies new roads that are to be secured as voluntary developer contributions via Richmond's development approval processes. In cases where such roads are not eligible for financial compensation via the Development Cost Charge (DCC) program, such as in the case with Pearson Way, the CCAP permits those roads to be dedicated without any reduction the developer's buildable floor area. In order to implement the CCAP policy in respect to Pearson Way, as part of the subject rezoning, minor amendments are proposed to the RCL3 zone specific to 5440 Hollybridge Way.
- i) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute approximately \$113,630, based on \$0.25 per buildable square foot, to the City's community planning reserve fund.

### **Financial Impact or Economic Impact**

- a) Land Acquisition: The CCAP requires that the developer reconfigure the existing intersection of Lansdowne Road at Hollybridge Way and dedicates a new street, Pearson Way, across the subject site. The alignment of the required road improvements encroaches onto the City-owned Richmond Winter Club lot (5540 Hollybridge Way), thus, making it necessary for the developer to acquire 297.7 m<sup>2</sup> (0.07 ac) of the City lot for dedication as road. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the land, which is to be based on business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
- b) Child Care: The subject rezoning proposes that the developer voluntarily contributes funds towards the Child Care Development (100% capital) Reserve Fund or an alternative fund, as determined by the City, to help facilitate the construction, by others, of an off-site child care facility in or around the Oval Village. The City will seek to work with future developers in the Oval Village area to secure a potential location for a child care facility, the construction of which facility could be paid for in part by the subject developer's voluntary contribution. Any proposal for a future child care, together with applicable business terms, funding opportunities, and rezoning/development considerations, shall be determined to the satisfaction of the City and will be brought forward for consideration by Council in a future report.

### **Conclusion**

The subject development is consistent with Richmond's objectives for the subject property and the Oval Village, as set out in the CCAP, the City Centre Transportation Plan, the City Centre Public Art Plan, and related policies. The developer's proposed voluntary contribution towards the Child Care Development (100% capital) Reserve Fund or an alternative fund to help facilitate the

construction of a City-owned child care in or around the Oval Village is timely given the area's rapid growth; and, the developer's proposed stand-alone affordable housing building will contribute towards a more inclusive community by enhancing the area's housing choices. Overall, the subject development is a well-planned, attractive development that will contribute to the livability and amenity of the Oval Village and broader City Centre area. On this basis, staff recommend support for the subject rezoning and related bylaws.

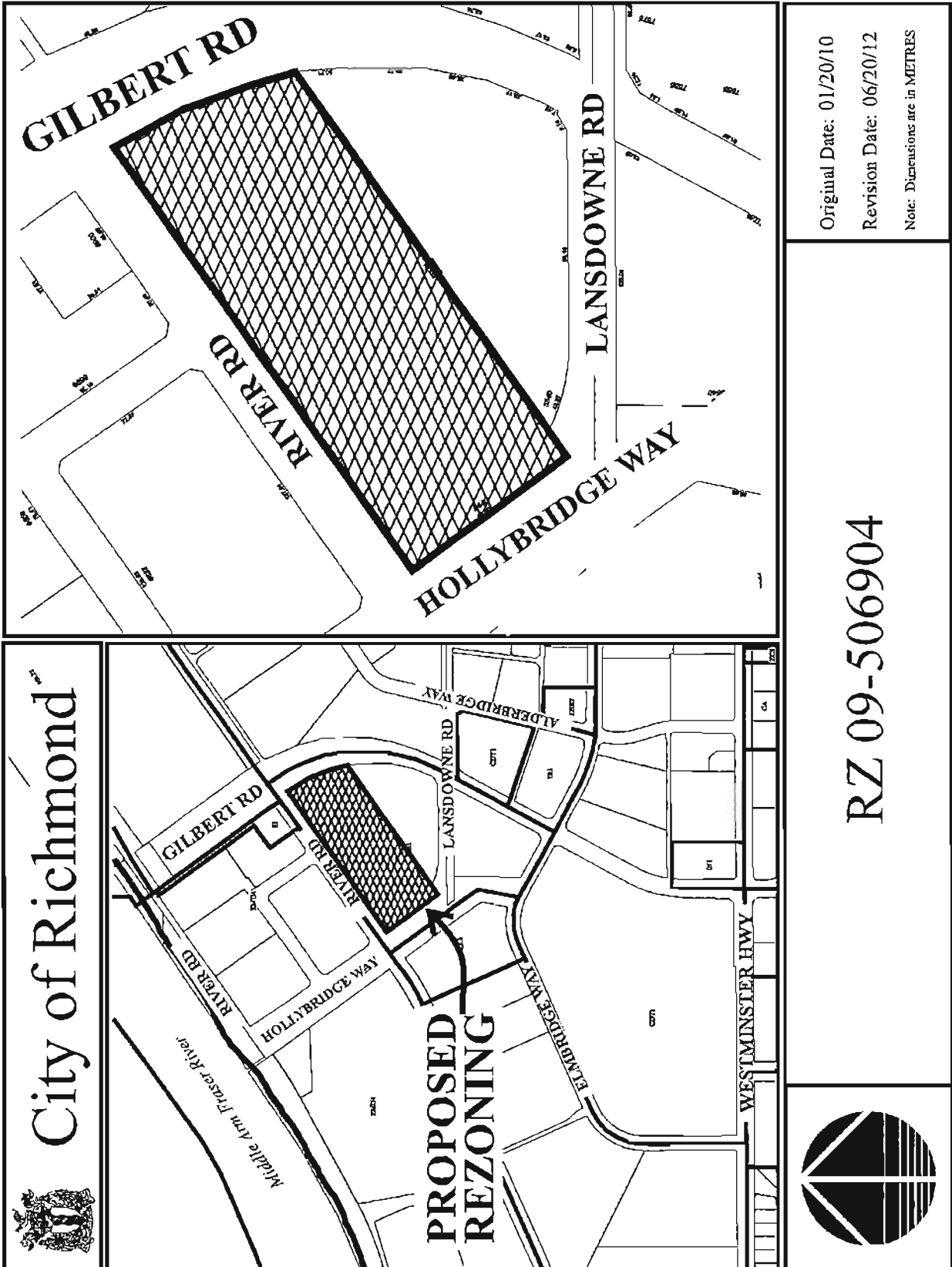


Suzanne Carter-Huffman  
Senior Planner/Urban Design

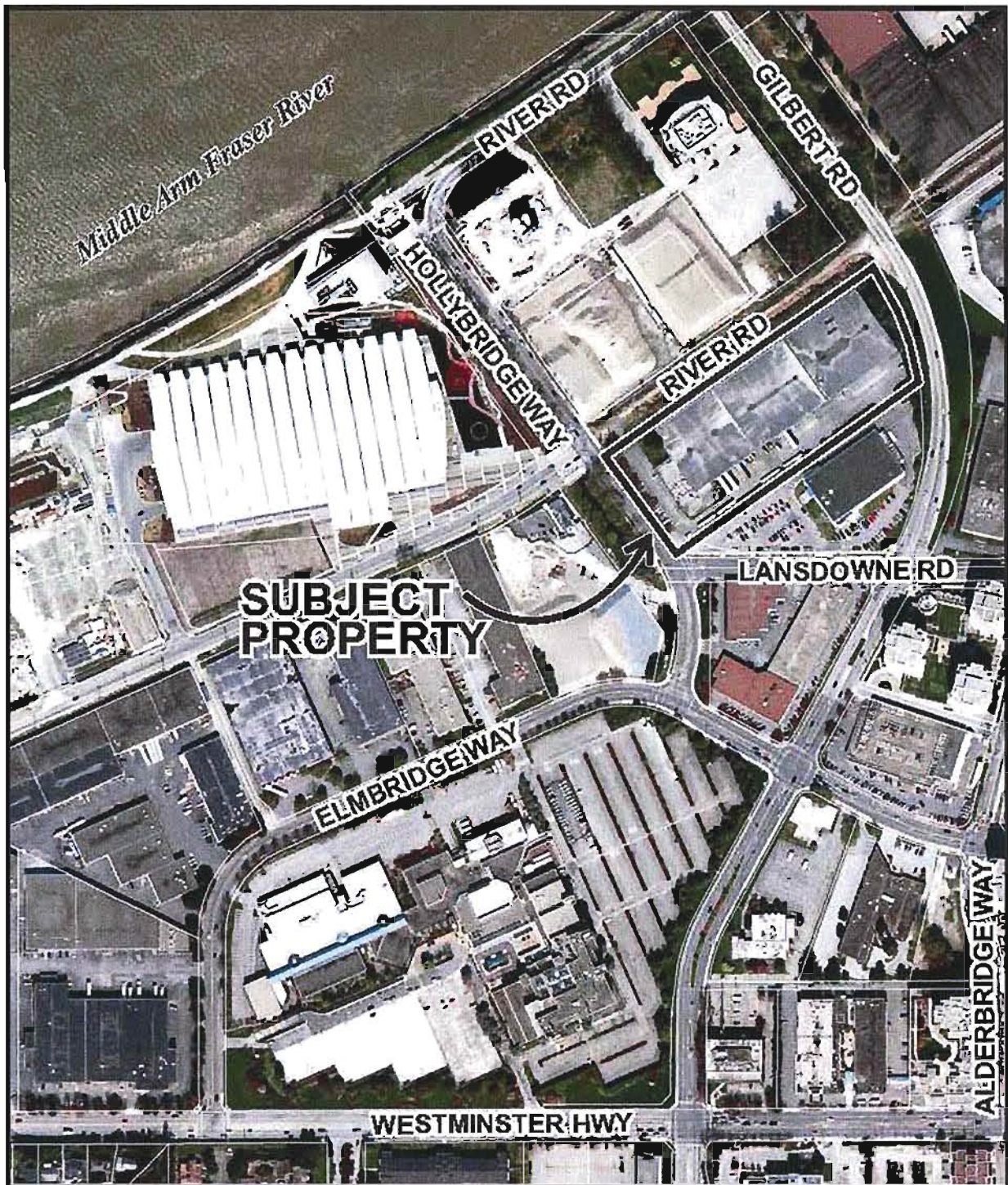
SPC:cas

**Attachments**

1. Location Map
2. Aerial Photograph
3. Aircraft Noise Sensitive Development (ANSI) Map
4. City Centre Area Plan Specific Land Use Map: Oval Village (2031)
5. Development Application Data Sheet
6. Development Concept
7. Rezoning Considerations, including the following schedules:
  - A. Preliminary Disposition Plan for City-Owned Land at 5540 Hollybridge Way (Winter Club)
  - B.1 Preliminary Subdivision Plan (including the Ultimate Pearson Way Dedication)
  - B.2 Detail of Preliminary Subdivision Plan at Hollybridge Way
  - C.1 Preliminary Right-of-Way Plan for Interim Pearson Way
  - C.2 Preliminary Right-of-Way Plan excluding Pearson Way
  - D. Preliminary Functional Road Plan
  - E. Preliminary Phasing Plan





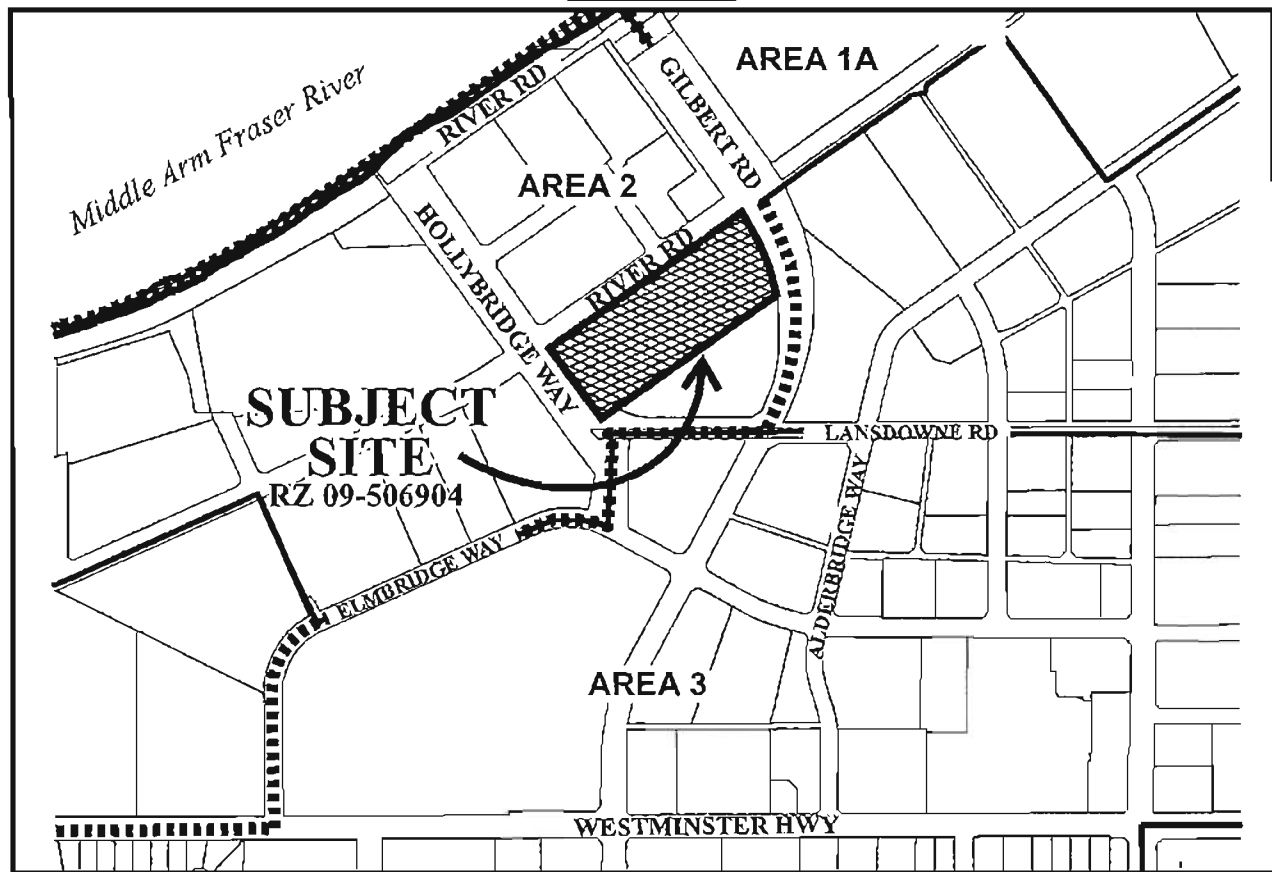


RZ 09-506904

Original Date: 01/21/10

Amended Date: 06/20/12

Note: Dimensions are in METRES



### LEGEND

**Aircraft Noise Sensitive Development Policy (ANSD) Areas**  
(see Aircraft Noise Sensitive Development Policy Table)

**No New Aircraft Noise Sensitive Land Uses:**

**AREA 1A** - New Aircraft Noise Sensitive Land Use Prohibited.

**AREA 1B** - New Residential Land Uses Prohibited.

**Areas Where Aircraft Noise Sensitive Land Uses May be Considered:**  
Subject to Aircraft Noise Mitigation Requirements:

**AREA 2** - All Aircraft Noise Sensitive Land Uses (Except New Single Family) May be Considered (see Table for exceptions).

**AREA 3** - All Aircraft Noise Sensitive Land Use Types May Be Considered.

**AREA 4** - All Aircraft Noise Sensitive Land Use Types May Be Considered.

**No Aircraft Noise Mitigation Requirements:**

**AREA 5** - All Aircraft Noise Sensitive Land Use Types May Be Considered.

■■■■■■■ **Objective:** To support the 2010 Olympic Speed Skating Oval  
- Residential use: Up to 2/3 of the buildable square feet (BSF);  
- Non-residential use: The remaining BSF (e.g., 1/3)



## Aircraft Noise Sensitive Development Location Map

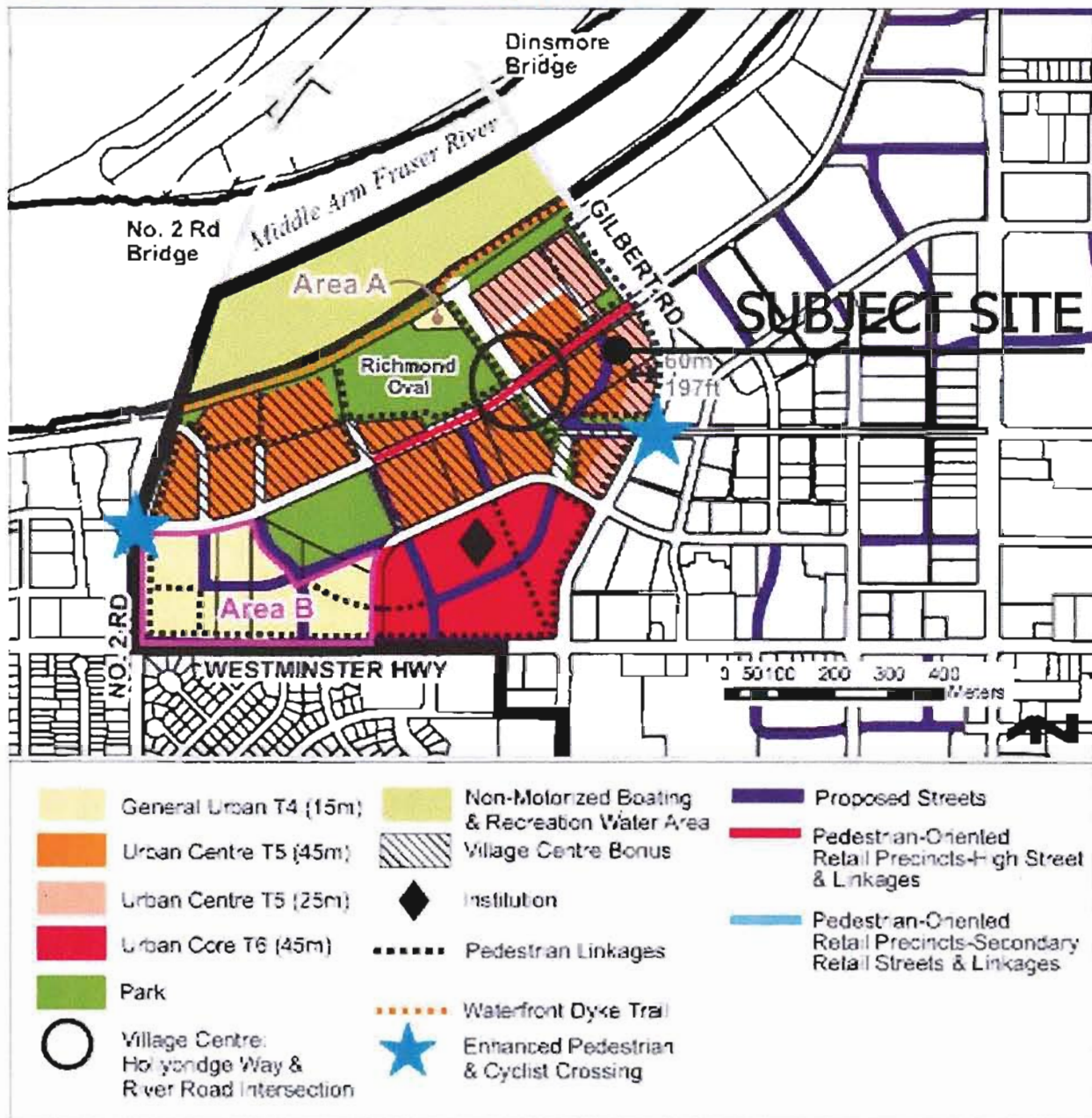
Original Date: 01/21/10

Amended Date: 06/20/12

Note: Dimensions are in METRES



## Specific Land Use Map: Oval Village (2031)

Bylaw 5585, 8701  
2011/10/24





City of  
Richmond

## Development Application Data Sheet

Planning and Development Department

**RZ 09-506904**

Address: 5440 Hollybridge Way, together with a portion of 5540 Hollybridge Way (Richmond Winter Club)

Applicant: Hollybridge Limited Partnership

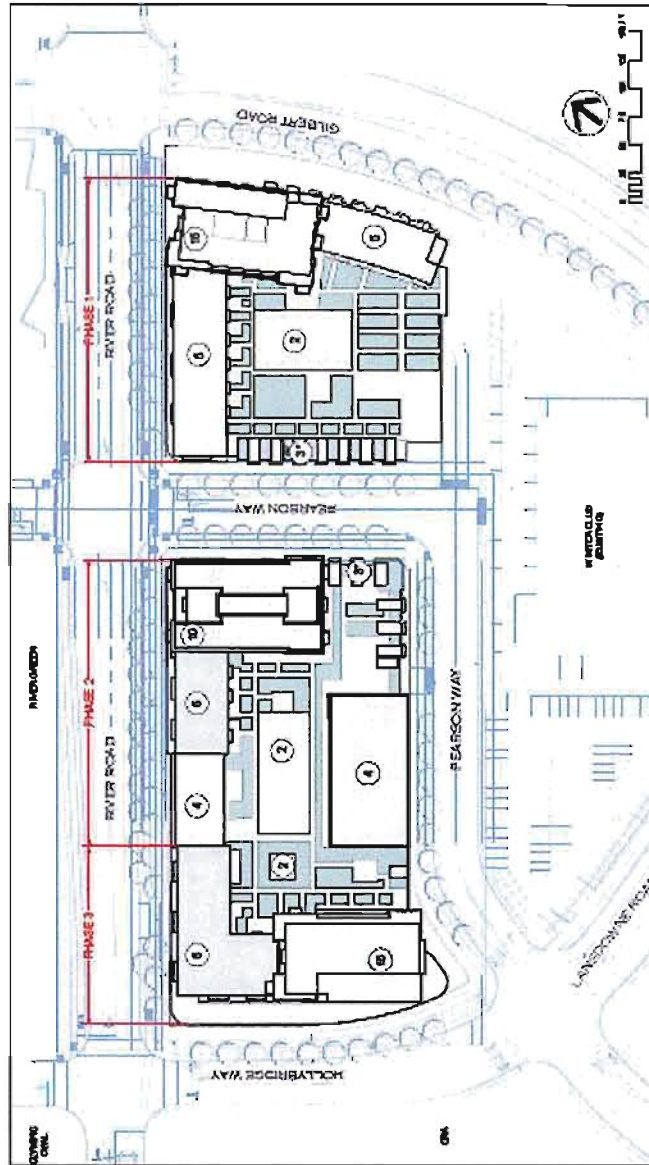
Planning Area(s): City Centre (Oval Village)

	Existing	Proposed
Owner	<ul style="list-style-type: none"> <li>0815024 B.C. Ltd.</li> <li>City of Richmond (Richmond Winter Club)</li> </ul>	<ul style="list-style-type: none"> <li>Hollybridge Limited Partnership</li> </ul>
Site Size (m <sup>2</sup> )	<ul style="list-style-type: none"> <li>5440 Hollybridge Way: 20,425.4 m<sup>2</sup></li> <li>Part of Winter Club: 297.7 m<sup>2</sup></li> <li>Total: 20,723.1 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Dedicated City Roads: 4,061.4 m<sup>2</sup></li> <li>Building Site: 16,661.7 m<sup>2</sup>; however, "net development site" for calculating buildable floor area is 20,524.6 m<sup>2</sup> (i.e. including a dedicated, CCAP "minor street")</li> </ul>
Land Uses	<ul style="list-style-type: none"> <li>Warehouse &amp; office</li> </ul>	<ul style="list-style-type: none"> <li>High-rise residential towers over ground floor commercial uses, together with a "stand-alone" affordable housing building</li> </ul>
OCP	<ul style="list-style-type: none"> <li>Mixed Use</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
City Centre Area Plan (CCAP) Designation	<ul style="list-style-type: none"> <li>Urban Centre T5 (45 m &amp; 25 m): 2 FAR</li> <li>Village Centre (commercial) Bonus: 1 FAR</li> <li>Pedestrian-Oriented Retail @ River Road</li> <li>Greenways @ Hollybridge Way &amp; Gilbert Road</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
OCP Aircraft Noise Sensitive Development Policy (ANSO)	<ul style="list-style-type: none"> <li>"Area 2": ANSD uses are permitted, provided that a covenant, noise mitigation, and air conditioning or equivalent are provided</li> <li>Residential uses are limited to 2/3 of maximum buildable floor area (as per CCAP designation)</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
Zoning	<ul style="list-style-type: none"> <li>Industrial Business Park (IB1)</li> </ul>	<ul style="list-style-type: none"> <li>Residential/Limited Commercial (RCL3), including a text amendment to permitting floor area to be calculated on a dedicated "minor street" (as per CCAP policy)</li> </ul>

Proposed Development	Lot 1 & Stage 1	Lot 2 & Stage 2	Total
RESIDENTIAL	15,437.0 m2	25,612.0 m2	41,049.2 m2* / 586 units <i>*excluding amenity space</i>
a) <i>Market Housing (MH)</i>			
▪ MH units & common areas	15,437.0 m2 223 units	23,270.0 m2 334 units	38,707.2 m2* / 557 units <i>*excluding amenity space</i>
▪ MH indoor amenity space @ 2 m2/unit for 200+ units	(446.0 m2)	(668.0 m2)	
b) <i>Affordable Housing (AH) "Stand Alone" Building</i>			
▪ AH net unit area @ 5% of combined total maximum permitted residential floor area on Lots 1 & 2	-	2,052.5 m2 29 units	2,342.0 m2* / 29 units <i>*excluding amenity space</i>
▪ AH common areas (e.g., circulation, lobby)	-	289.5 m2	
▪ AH indoor amenity space (OCP: 70 m2 for < 40 units)	-	(70.0 m2)	
▪ AH sub-total including indoor amenity space	-	2,412.0 m2	
COMMERCIAL (100% at grade)	1,101.0 m2	2,417.0 m2	3,518.0 m2
TOTAL (excluding amenity space)	16,538.0 m2	28,029.0 m2	44,567.2 m2* <i>*excluding amenity space</i>

**NOTE:** All floor areas assume standard Zoning Bylaw Floor Area Ratio (FAR) exemptions (e.g., parking, stair shafts).

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	<ul style="list-style-type: none"> <li>Residential: 2.0 FAR max</li> <li>Commercial Bonus: 1.0 FAR max</li> <li>Total: 3.0 FAR max; <u>HOWEVER</u>, net site density may be increased if a CCAP non-DCC road is dedicated</li> </ul>	<ul style="list-style-type: none"> <li>Residential: 2.0 FAR; <u>HOWEVER</u>, 2.463 FAR is permitted on the basis that a CCAP non-DCC road (Pearson Way) is dedicated</li> <li>Commercial Bonus: 0.217 FAR</li> <li>Total: 2.680 FAR</li> </ul>	none
Lot Coverage: Buildings & roof over parking	<ul style="list-style-type: none"> <li>90% max</li> </ul>	<ul style="list-style-type: none"> <li>Lots 1 &amp; 2: +/-79% total</li> </ul>	none
Lot Size	<ul style="list-style-type: none"> <li>4,000 m2 min</li> </ul>	<ul style="list-style-type: none"> <li>Lot 1 (east): 6,823.5 m2</li> <li>Lot 2 (west): 9,834.5 m2</li> </ul>	none
Setback @ Street	<ul style="list-style-type: none"> <li>6 m minimum, but may be reduced to 3 m based on approved design</li> </ul>	<ul style="list-style-type: none"> <li>3 m min</li> </ul>	none
Setback @ Interior Property Line	<ul style="list-style-type: none"> <li>Nil</li> </ul>	<ul style="list-style-type: none"> <li>9.6 m min.</li> </ul>	none
Height	<ul style="list-style-type: none"> <li>RCL3 zone: 47 m geodetic</li> <li>CCAP "typical maximum": 25 m within 60 m of Gilbert Road &amp; 47 m geodetic elsewhere</li> </ul>	<ul style="list-style-type: none"> <li>RCL3 zone: 47 m geodetic</li> <li>CCAP: Exceeds 25 m along Gilbert Road to provide for a "gateway" tower</li> </ul>	none
CCAP Tower Height Variation	<ul style="list-style-type: none"> <li>Tower heights should be varied to contribute to a visually interesting skyline &amp; enhance views through/across the area</li> </ul>	<ul style="list-style-type: none"> <li>Two 15-storey towers at key corners &amp; one 10-storey tower located mid-block</li> </ul>	none
CCAP Tower Floorplate Size	<ul style="list-style-type: none"> <li>Above 25 m: 650 m2 max</li> </ul>	<ul style="list-style-type: none"> <li>Lot 1 (east): 835 m2</li> <li>Lot 2 (west): 835 m2</li> </ul>	Allows for greater tower separation & tower height variation, which enhance views & sunlight penetration with negligible impact on neighbours
CCAP Tower Separation	<ul style="list-style-type: none"> <li>Above 25 m: 35 m min</li> </ul>	<ul style="list-style-type: none"> <li>Between Lot 1 &amp; 2: 73.3 m</li> <li>On Lot 2: 71.0 m</li> </ul>	none
Flood Construction Level	<ul style="list-style-type: none"> <li>2.9 m geodetic minimum for habitable spaces, but may be reduced to 0.3 m above the crown of the fronting street</li> </ul>	<ul style="list-style-type: none"> <li>Dwellings: 2.9 m geodetic min</li> <li>Lobbies &amp; commercial: 0.3 m minimum above the crown of the fronting street</li> </ul>	none
Off-street Parking Spaces: <ul style="list-style-type: none"> <li>Market housing: 1.2/unit</li> <li>Affordable housing: 0.9/unit</li> <li>Commercial: 4.2/100 m2 (including visitor parking)</li> <li>Up to 10% reduction permitted for City-approved Transportation Demand Management (TDM) measures</li> </ul>	<u>Lot 1 (east):</u> <ul style="list-style-type: none"> <li>Market housing: 268</li> <li>Commercial: 46</li> <li>Sub-Total: 314</li> <li>Total less 10% (TDM): 282</li> </ul>	<ul style="list-style-type: none"> <li>282 spaces min.</li> </ul>	none
	<u>Lot 2 (west):</u> <ul style="list-style-type: none"> <li>Market housing: 401</li> <li>Affordable housing: 26</li> <li>Commercial: 102</li> <li>Sub-Total: 503</li> <li>Total less 10% (TDM): 476</li> </ul>	<ul style="list-style-type: none"> <li>476 spaces min.</li> </ul>	none
Amenity Space: Outdoor <ul style="list-style-type: none"> <li>OCP: 6 m2/unit usable space (e.g., play space) <i>plus</i></li> <li>CCAP: 10% of net site area as landscaping</li> </ul>	<u>Lot 1 (east):</u> <ul style="list-style-type: none"> <li>OCP: 1,338 m2</li> <li>CCAP: 682 m2</li> <li>Total: 2,020 m2</li> </ul>	<ul style="list-style-type: none"> <li>Roof/market units: 2,297 m2</li> <li>Ground: 538 m2</li> <li>Total: 2,835 m2</li> </ul>	none
	<u>Lot 2 (west):</u> <ul style="list-style-type: none"> <li>OCP: 2,160 m2</li> <li>CCAP: 984 m2</li> <li>Total: 3,144 m2</li> </ul>	<ul style="list-style-type: none"> <li>Roof/market units: 2,173 m2</li> <li>Roof/affordable units: 737 m2</li> <li>Ground: 304 m2</li> <li>Total: 3,214 m2</li> </ul>	none
Green Roofs	<ul style="list-style-type: none"> <li>CCAP encourages "green roofs" on all lower level roofs not required for outdoor amenity space</li> </ul>	Proposed roof coverage: <ul style="list-style-type: none"> <li>52% amenity space</li> <li>18% inaccessible green roof</li> <li>30% other (i.e. tower roofs)</li> </ul>	none

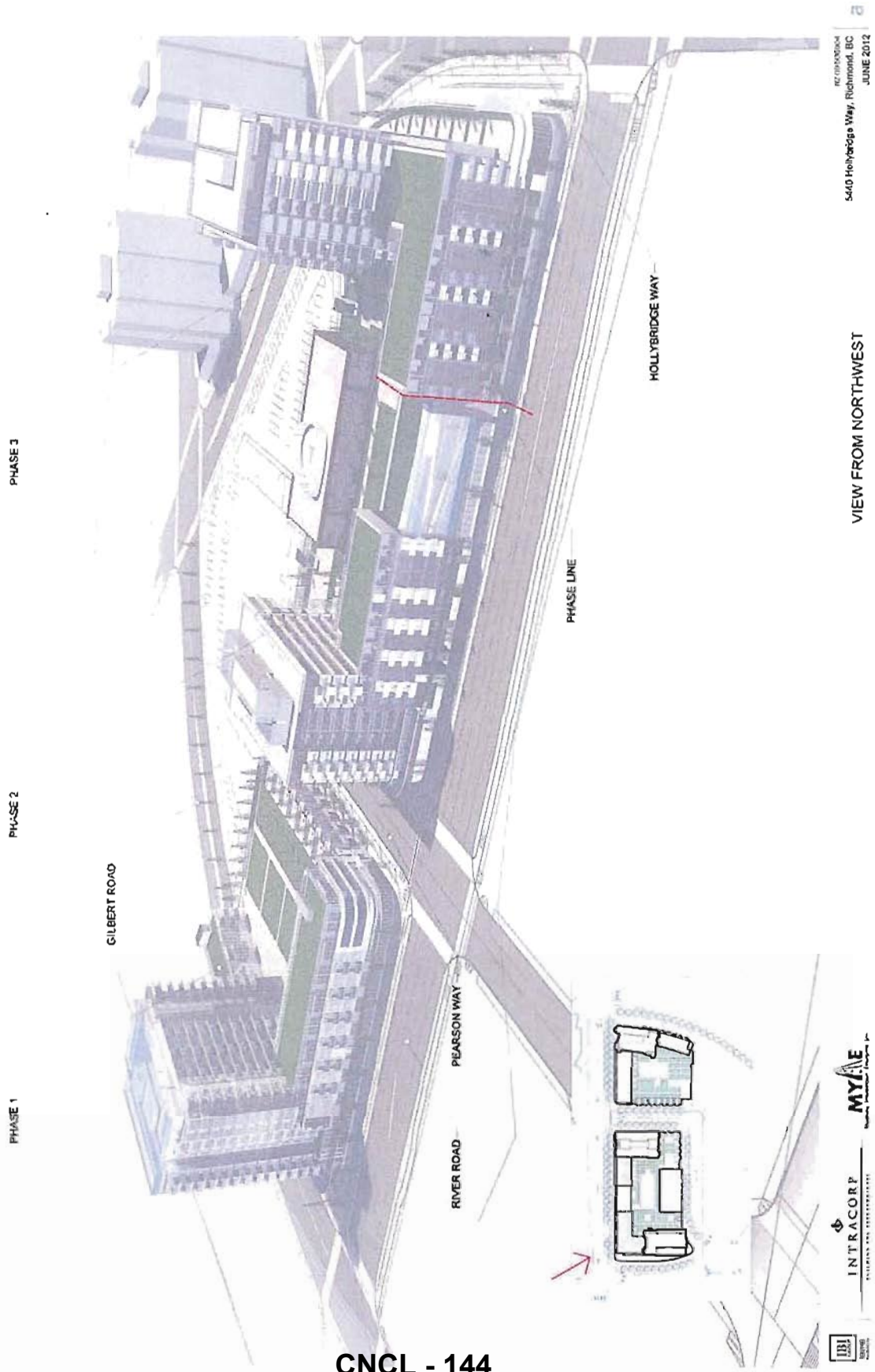


PC LOCATION  
9440 McArthur Way, Richmond, BC  
JUNE 2012

SITE PLAN / LOCATION / CONTEXT

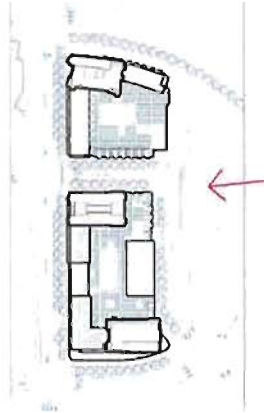
INTRADEP MY/ME

# ATTACHMENT 6 Development Concept



CNCL - 144





PHASE 1—

PHASE 2—

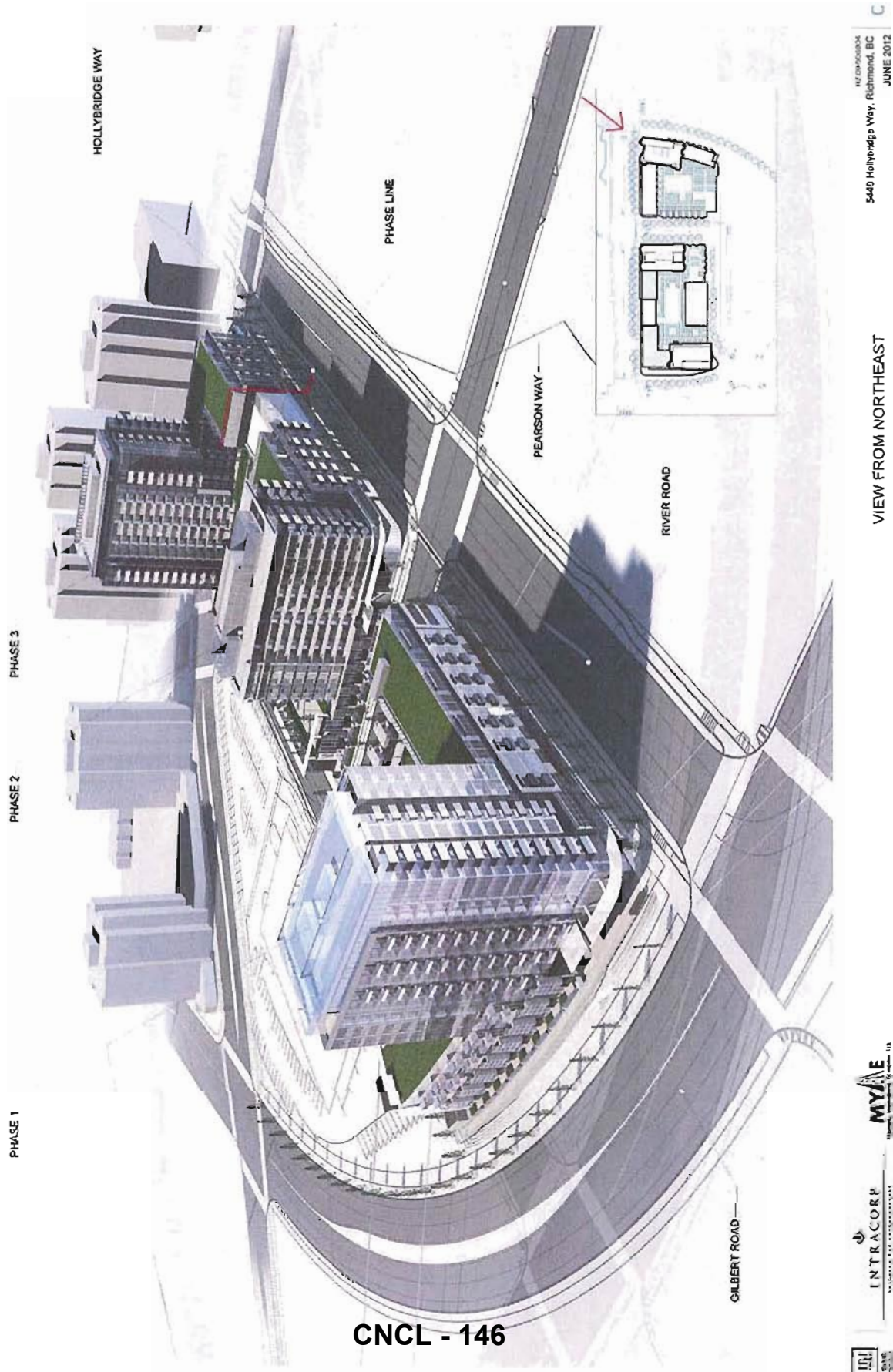
PHASE 3—



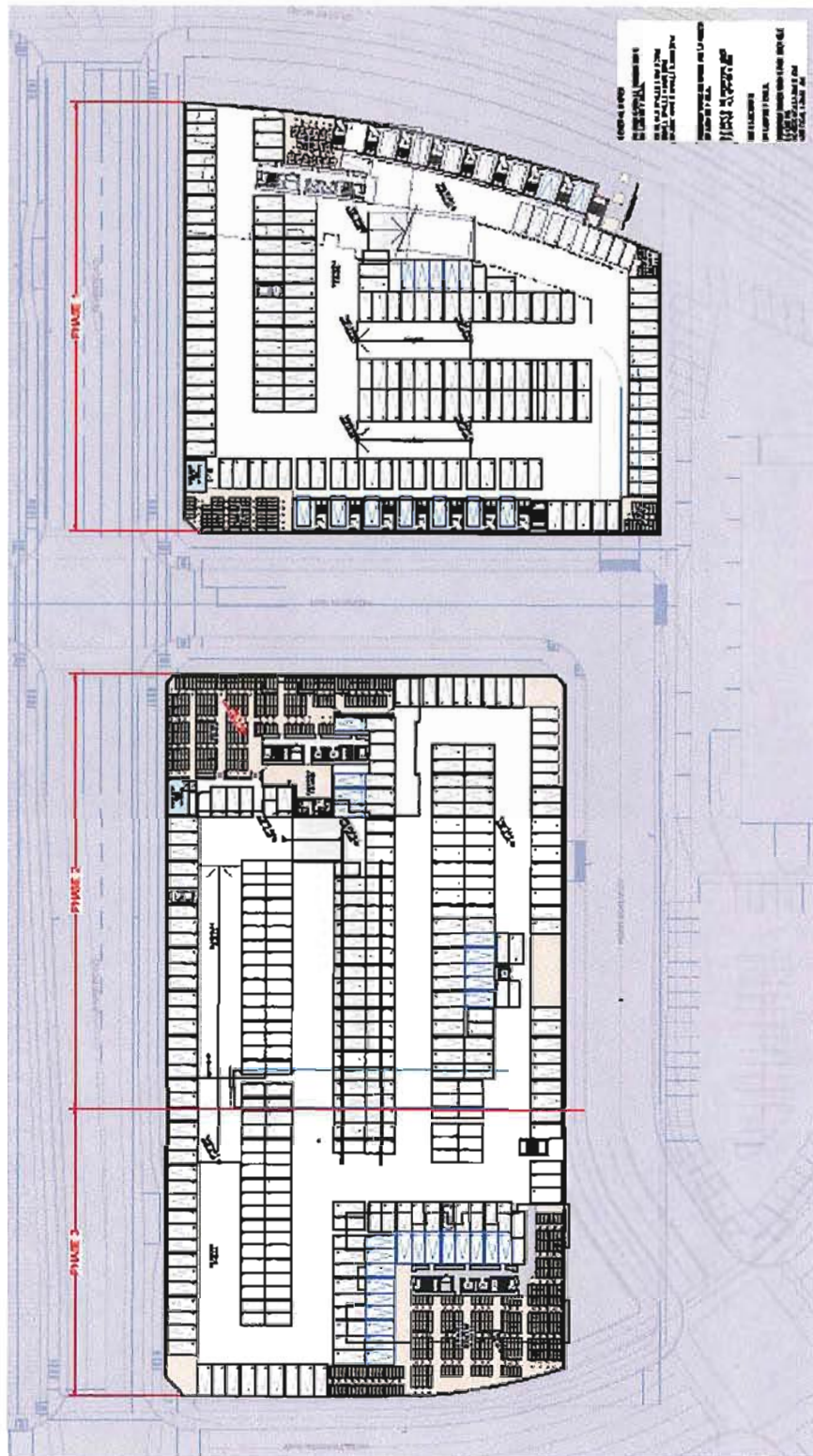
CNCL - 145

5440 Hollybridge Way, Richmond, BC  
JUNE 2012

VIEW FROM SOUTHEAST



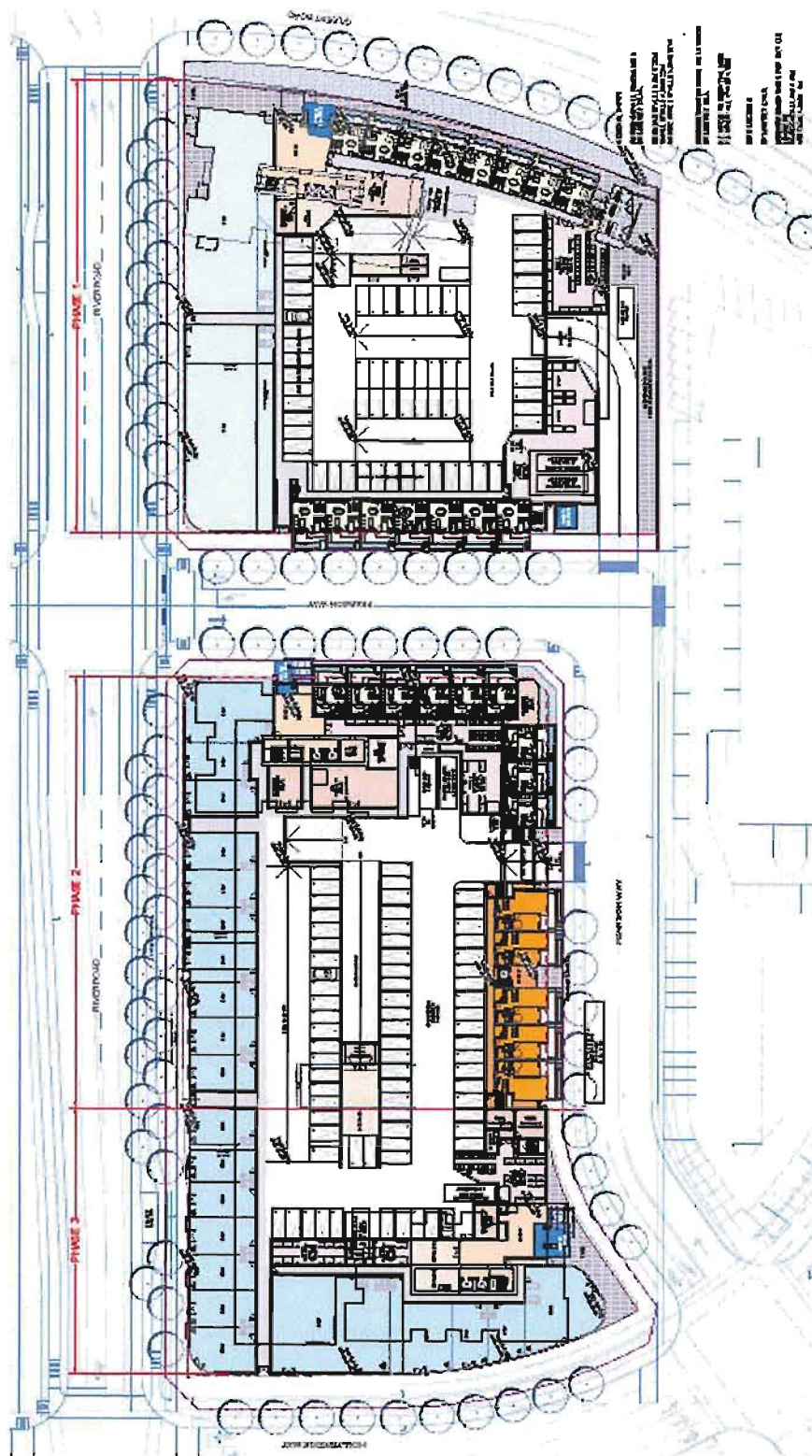




6440 Highway 100, Richmond, BC  
JUNE 2002

P01 (BELOW GRADE)

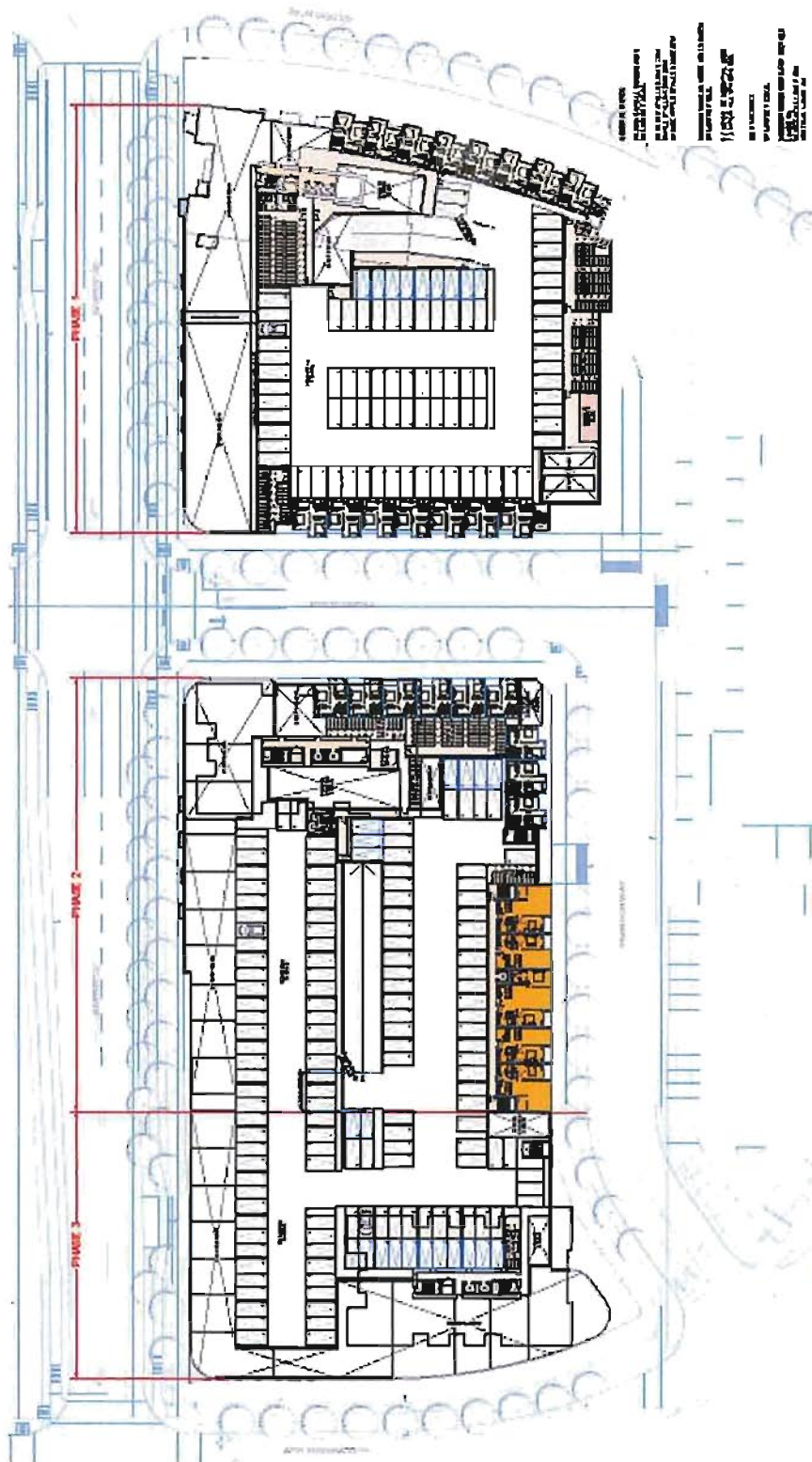




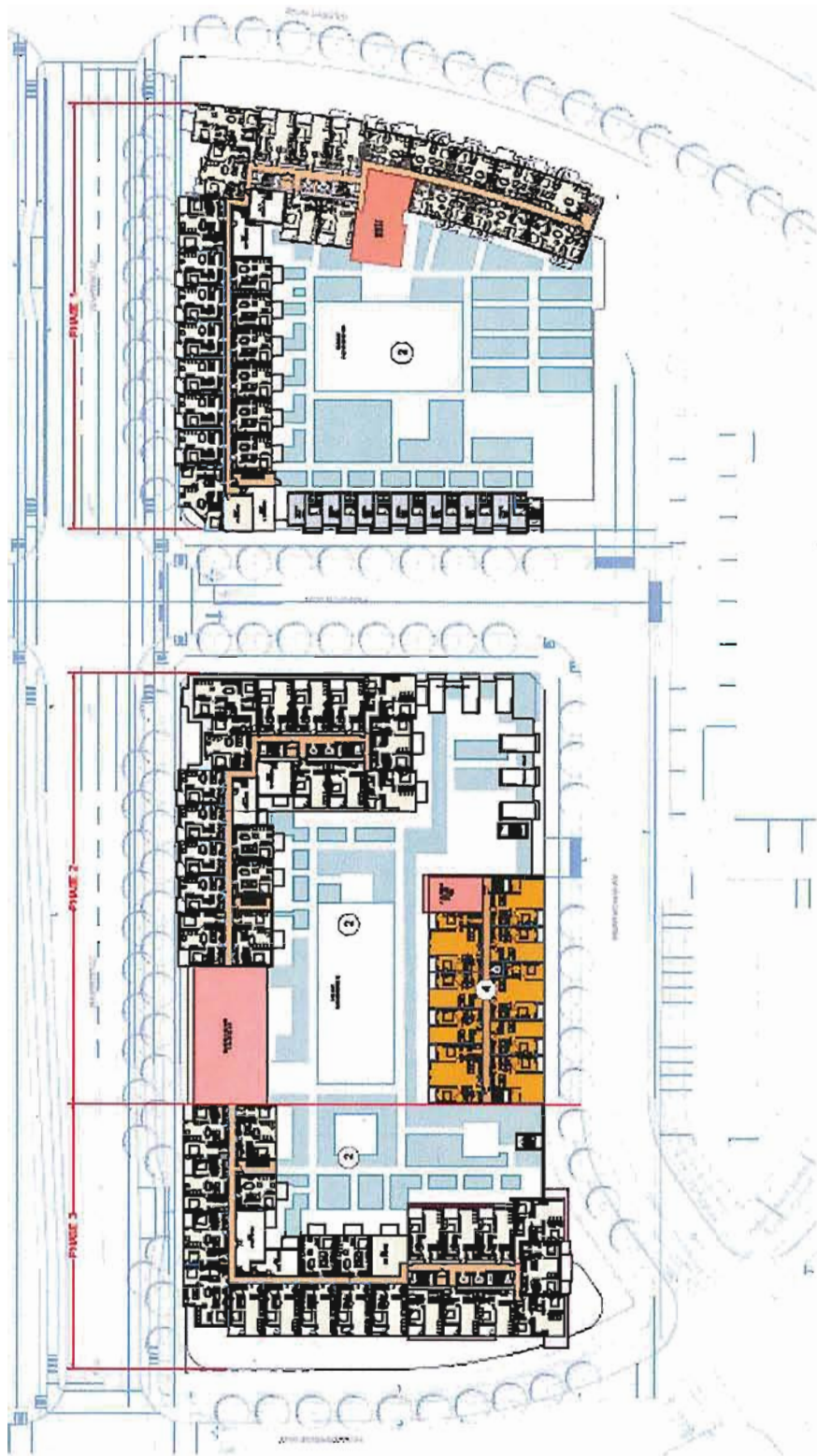


6440 Hollibaugh Way, Richmond, BC  
JUNE 2012



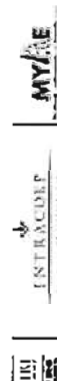


# ATTACHMENT 6 Development Concept



DATE: JUNE 2012  
BY: [Signature]  
FOR: [Signature]

LEVEL 3 (PODIUM)



# ATTACHMENT 6 Development Concept



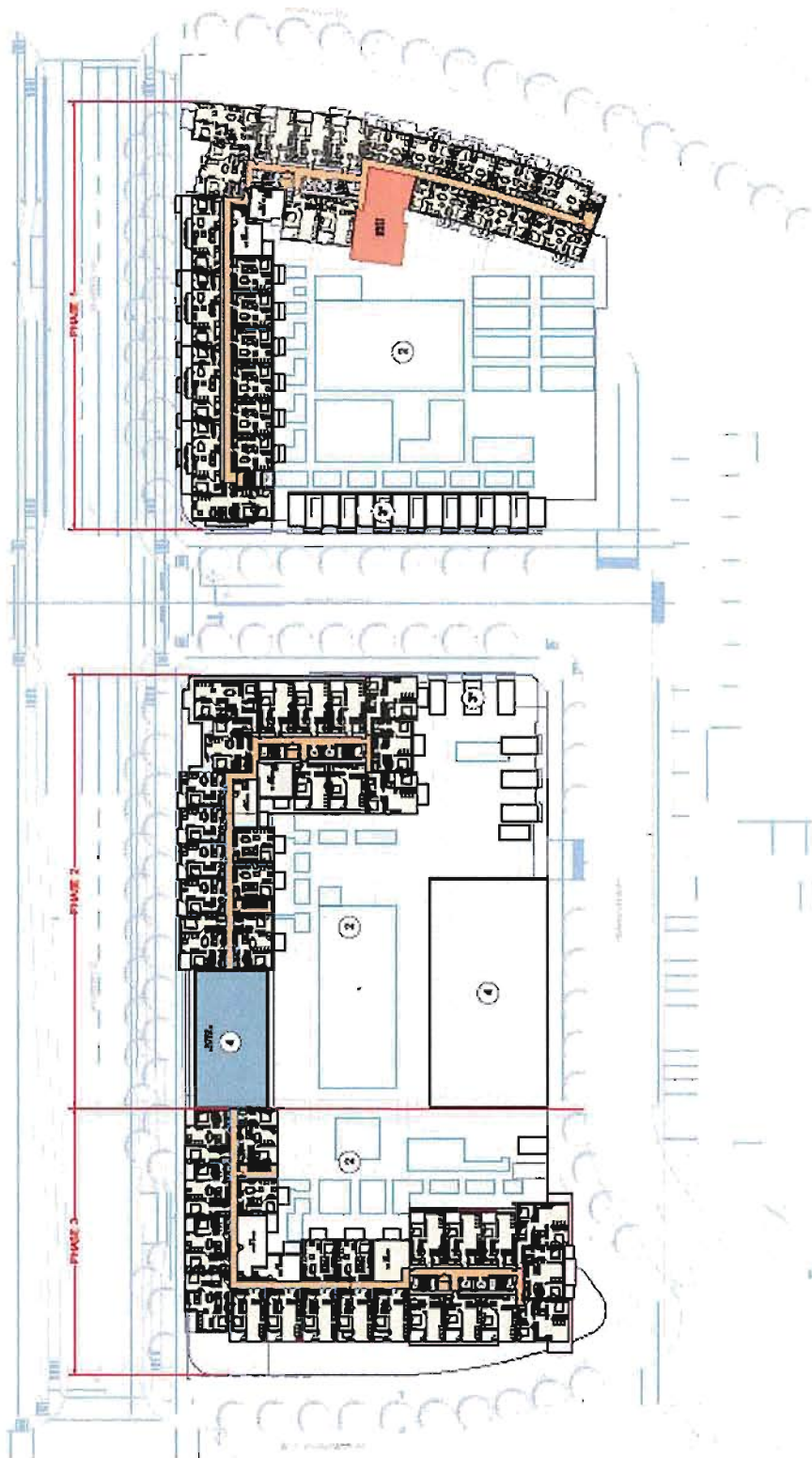
0440 Holbrook Way, Richmond, BC  
JUNE 2012

LEVEL 4





# ATTACHMENT 6 Development Concept



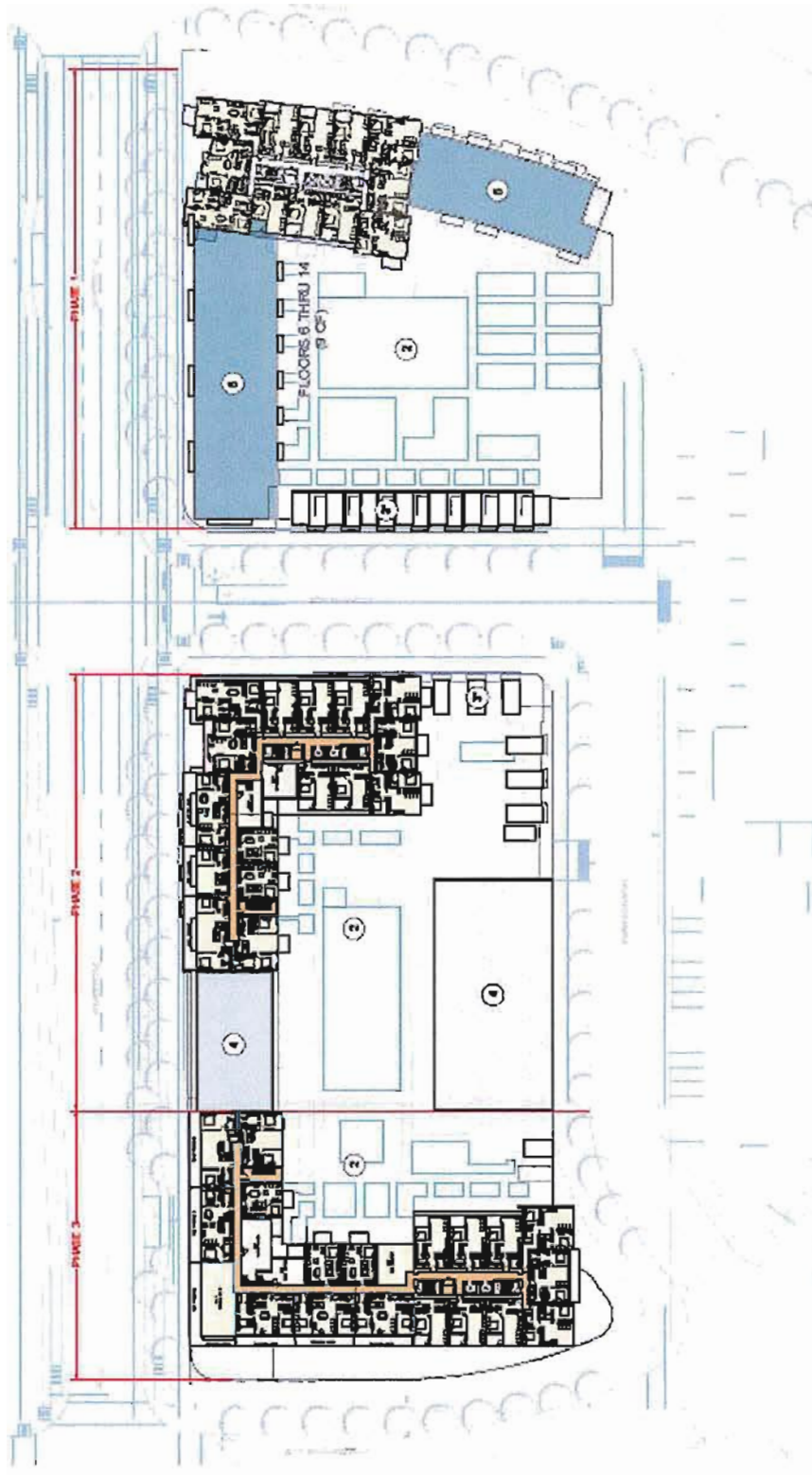
31  
6440 Hildredge Way, Richmond, BC  
JUNE 2019

LEVEL 5



# ATTACHMENT 6

## Development Concept



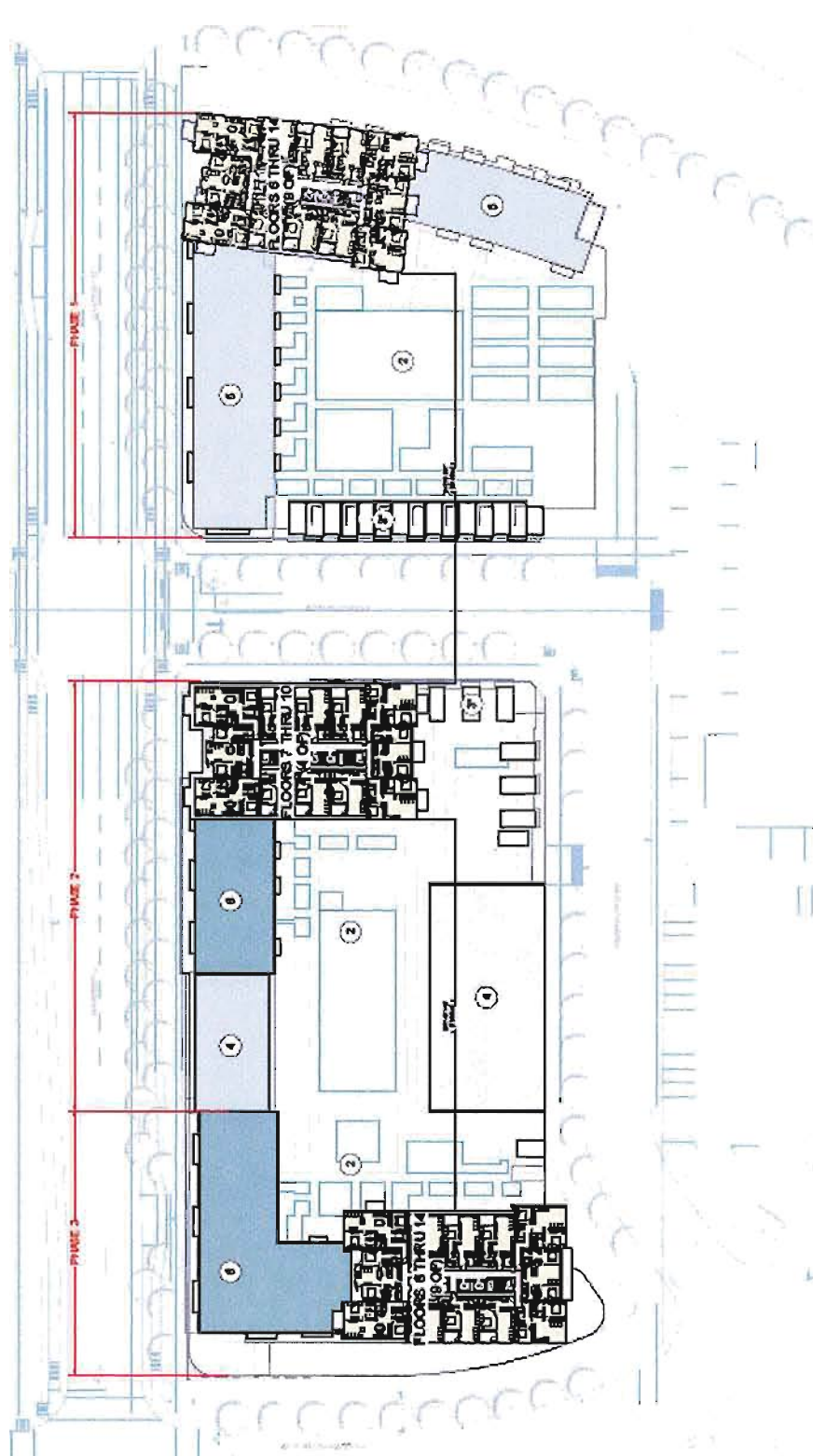
6440 HWY 104 W. REYNOLDS, BC  
2,000 SQ. FT.  
JUNE 2020

LEVEL 6



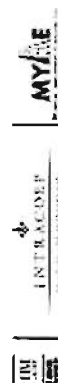
# ATTACHMENT 6

## Development Concept

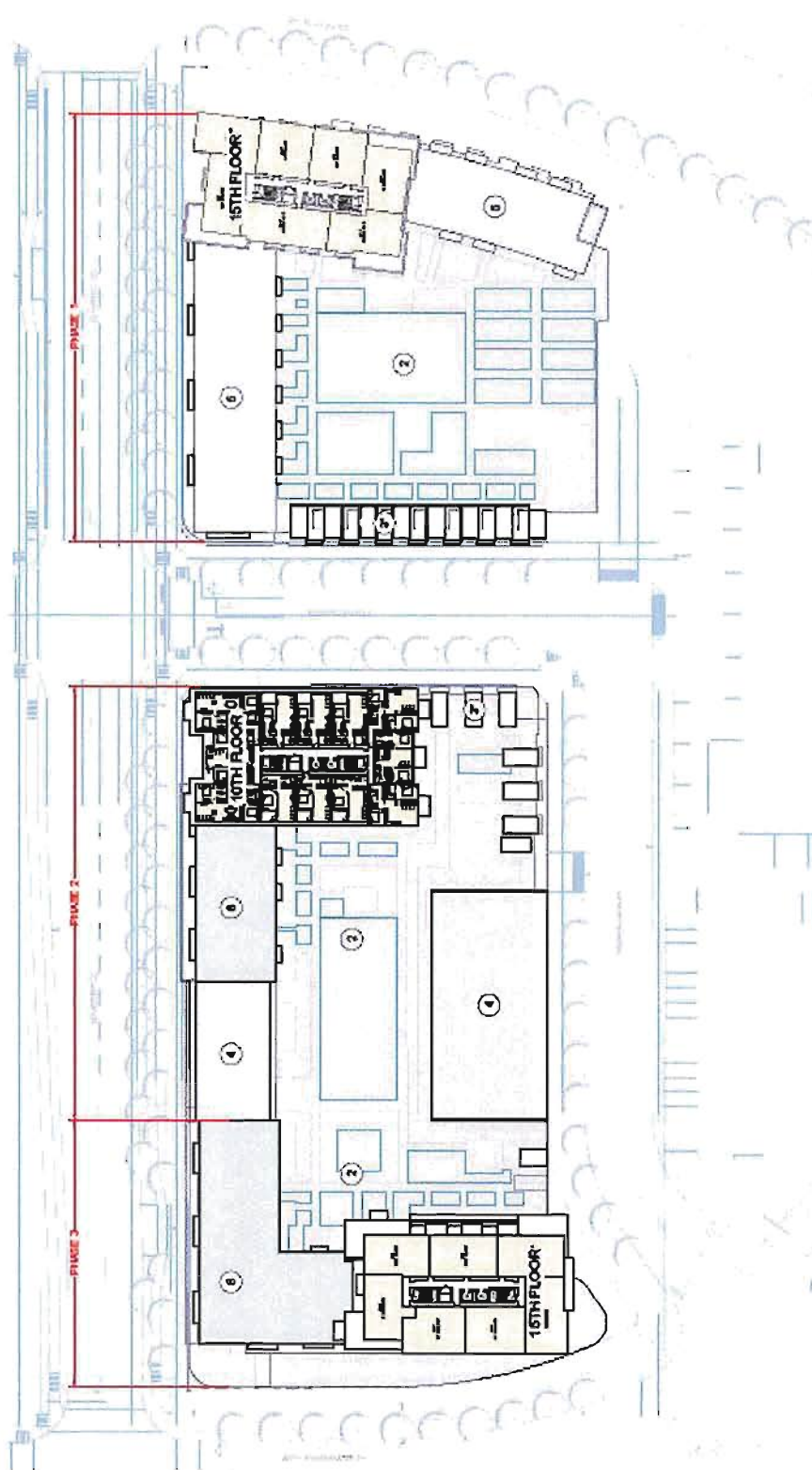


6440 Highway 100, Richmond BC  
JUNE 2002

LEVEL 7

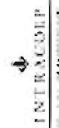


# ATTACHMENT 6 Development Concept



AC DEVELOPMENT  
8400 Highway 100, Westport, MO  
JUNE 2012

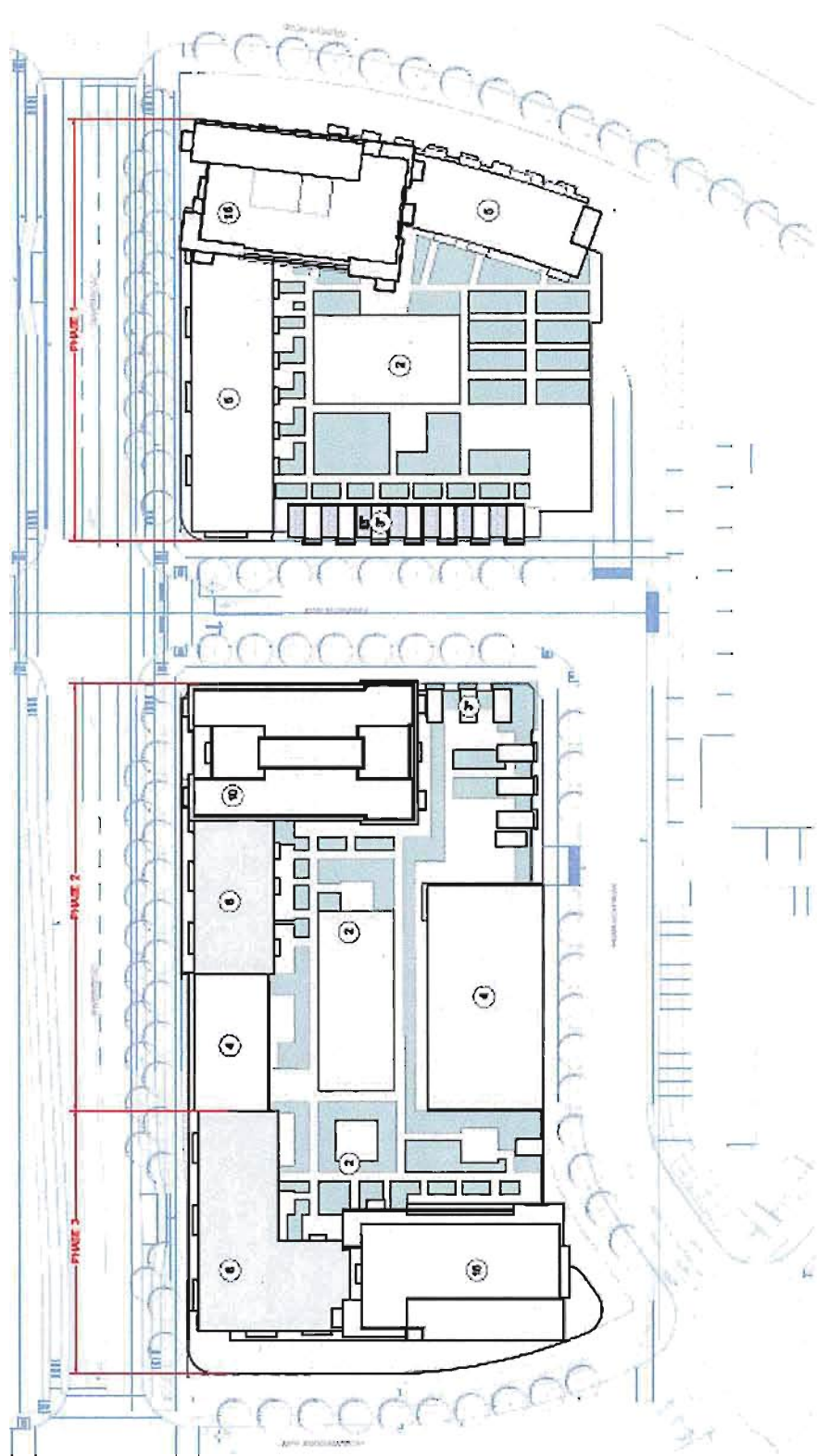
PENTHOUSE 8 (NOT A USABLE FLOOR COUNT)





# ATTACHMENT 6

## Development Concept



7

6400 Highway 101, Richmond, BC  
JUNE 2002

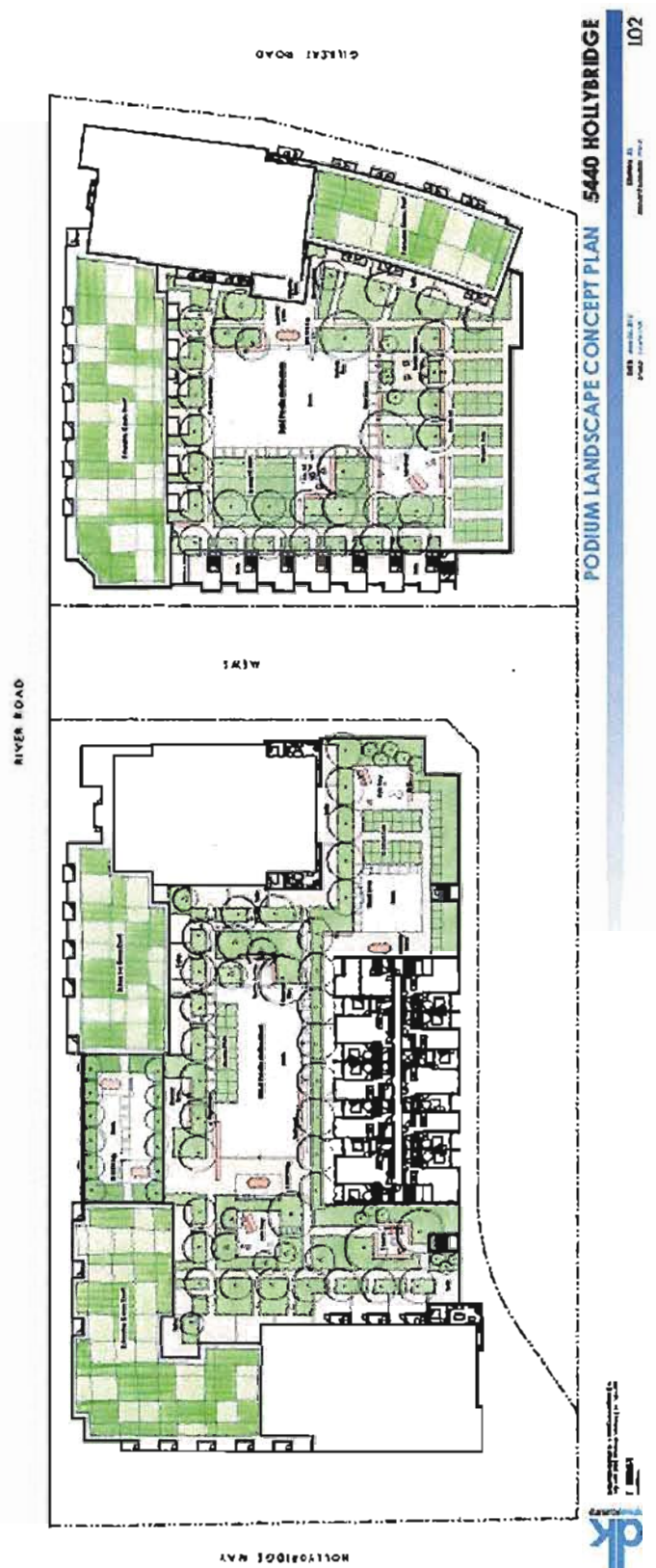
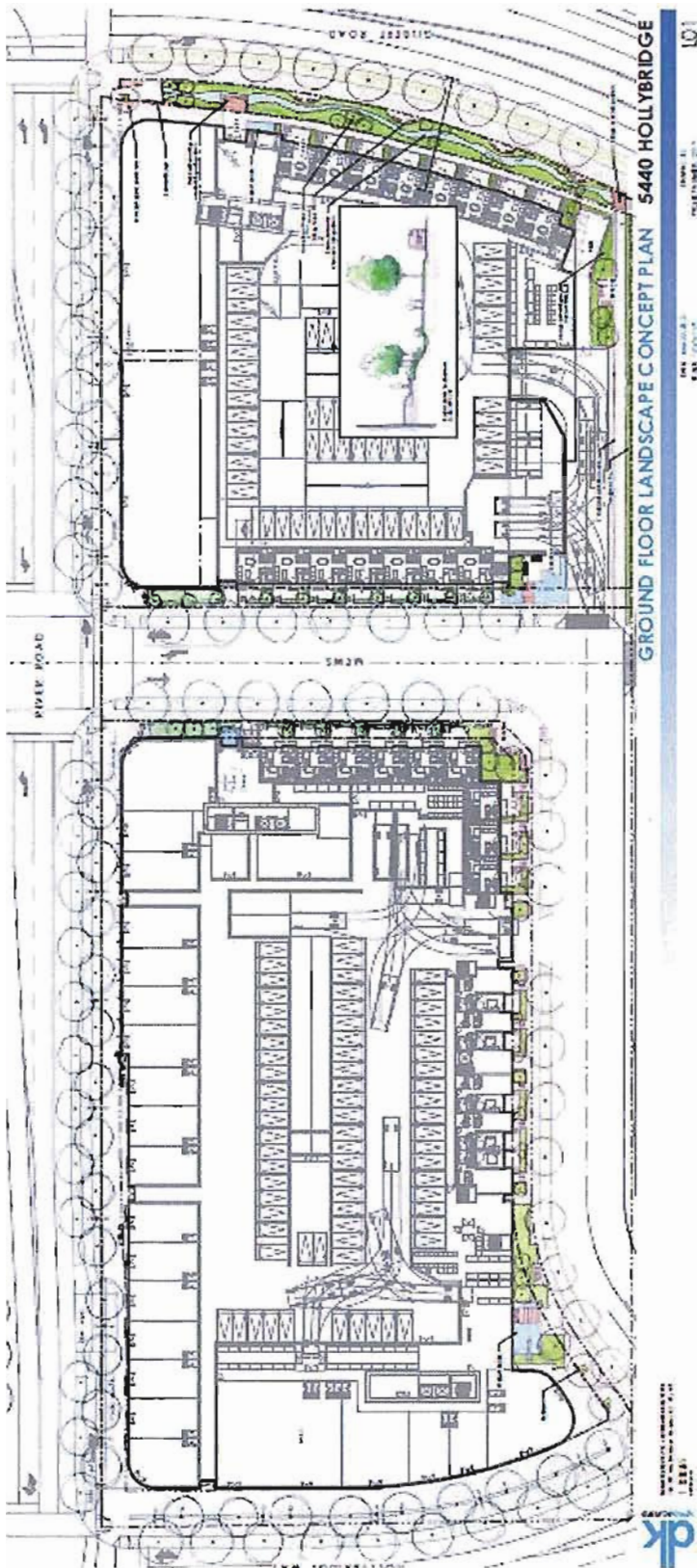
ROOF PLAN

MYKE

INTRACORP

UNIVERSITY







## City of Richmond

### Rezoning Considerations

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

5440 Hollybridge Way  
RZ 09-506904

**Rezoning Considerations in respect to RZ 09-506904 include the following schedules:**

- A. Preliminary Disposition Plan for City-Owned Land at 5540 Hollybridge Way (Winter Club)
- B.1 Preliminary Subdivision Plan (including the Ultimate Pearson Way Dedication)
- B.2 Detail of Preliminary Subdivision Plan at Hollybridge Way
- C.1 Preliminary Right-of-Way Plan for Interim Pearson Way
- C.2 Preliminary Right-of-Way Plan excluding Pearson Way
- D. Preliminary Functional Road Plan
- E. Preliminary Phasing Plan

**Prior to final adoption of Zoning Amendment Bylaw 8879, the developer is required to complete the following:**

1. **Land Acquisition:** Acquisition of City lands, including:
  - 1.1. Council approval of the sale of an approximately 297.7 m<sup>2</sup> portion of the City-owned lot at 5540 Hollybridge Way (the Land). (**Schedule A**)
  - 1.2. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
2. **Dedications:** Road dedication as per the Preliminary Subdivision Plan (**Schedules B.1 & B.2**), the configurations and sizes of which areas must be confirmed prior to registration to the satisfaction of the City, including:
  - 2.1. 18.5 m<sup>2</sup> corner cut (approximately 6 m by 6 m) at the southeast corner of Hollybridge Way and River Road (former CP Rail corridor) (**Schedule B.1**);
  - 2.2. 180.0 m<sup>2</sup> irregularly-shaped widening along the east side of Hollybridge Way, including a corner cut at the intersection of Hollybridge Way and the proposed Pearson Way dedication (**Schedules B.1 & B.2**); and
  - 2.3. 297.7 m<sup>2</sup> of the City-owned lot at 5540 Hollybridge Way (for which the developer is required to enter into a purchase and sales agreement with the City as described above). (**Schedule A**).

**NOTE:** As the required dedication is a portion of a City Centre Area Plan (CCAP) "minor street" that is ineligible for DCC credits and, as has been determined by the City, satisfies all CCAP transportation objectives and related policies, it may be used for calculating the maximum permitted floor area on the net mixed-use portion of the subject site, as provided for via the Residential/Limited Commercial (RCL3) zone applicable to the subject site.
3. **Pearson Way:** Measures to secure the dedication of Pearson Way across 5440 Hollybridge Way and related improvements, to the satisfaction of the City. The City agrees that the owner's dedication of Pearson Way may occur after adoption of the subject rezoning to facilitate the retention of the owner's existing building until all tenant leases have expired in mid-2013; however, no development of the subject site, exclusive of

clearing, pre-loading, and related site preparation, will be permitted until after the dedication of Pearson Way is complete to the City's satisfaction. Measures required to facilitate the proposed process include:

- 3.1. Registration of a restrictive covenant and blanket Statutory Right-of-Way (SRW) over 5440 Hollybridge Way to ensure that the demolition of the existing building and related on-site improvements are completed, at the sole cost of the owner, prior to Development Permit issuance in respect to any portion of 5440 Hollybridge Way or December 31, 2013, whichever occurs first. If the owner does not demolish the above building according to the provisions of the agreement, the covenant and SRW will allow the City to enter the property and demolish the building.
- 3.2. Provision of a Building Demolition Bond for the existing building and related improvements at 5440 Hollybridge Way, the value of which Building Demolition Bond shall be \$300,000 or as otherwise determined to the satisfaction of the City of Richmond Building Approvals Division.
- 3.3. Registration of a SRW to provide for the establishment of Pearson Way between River Road (former CP Rail corridor) and the common property line of 5440 and 5540 Hollybridge Way, together with an option for the City to dedicate the SRW (at a nominal cost to the City) following the demolition of the existing building on the subject site. The SRW shall, as determined to the satisfaction of the City:
  - 3.3.1. Be 3,565.2 m<sup>2</sup> in size, as per the Preliminary Right-of-Way Plan (**Schedule C.1**), to be confirmed prior to registration;
  - 3.3.2. Provide for unrestricted, 24-hour-a-day, public access including, but not limited to, pedestrians (universally accessible), bicycles, emergency and service vehicles, and general purpose traffic, together with related uses, features, City and private utilities, and City bylaw enforcement, as typically required in respect to the design, construction, and operation of a public road.
  - 3.3.3. Require the owner to be solely responsible for the maintenance of the SRW area;
  - 3.3.4. Require the owner to be solely responsible for the design and construction of the SRW, as determined via the City's standard permitting\* and Servicing Agreement\* processes; and
  - 3.3.5. Restrict the City's ability to exercise its right to unrestricted public access until demolition of the existing building on the subject site is complete.
- 3.4. Registration of a restrictive covenant on title securing that "no development" will be permitted and restricting Development Permit\* issuance in respect to any portion of 5440 Hollybridge Way until the following is complete, as determined to the satisfaction of the City:
  - 3.4.1. 3,565.2 m<sup>2</sup> road dedication for the establishment of Pearson Way between River Road (former CP Rail corridor) and the common property line of 5440 and 5540 Hollybridge Way, as per the Preliminary Subdivision Plan (**Schedule B.1**).

NOTE: As the required dedication is a portion of a City Centre Area Plan (CCAP) "minor street" that is ineligible for DCC credits and, as has been determined by the City, satisfies all CCAP transportation objectives and related policies, it may be used for calculating the maximum permitted floor area on the net mixed-use portion of the subject site, as provided for via the Residential/Limited Commercial (RCL3) zone applicable to the subject site.
  - 3.4.2. Subdivision\* of 5440 Hollybridge Way into two lots (one to each side of the proposed Pearson Way road dedication), as per the Preliminary Subdivision Plan (**Schedule B.1**), the configurations and sizes of which lots must be confirmed prior to registration to the satisfaction of the City, including:
    - Lot 2 (west of Pearson Way): 9,837.3 m<sup>2</sup>; and
    - Lot 1 (east of Pearson Way): 6,824.3 m<sup>2</sup>; and

- 3.4.3. Registration of restrictive covenant(s) and/or alternate legal agreement(s) on title limiting driveway crossings along Pearson Way as follows, to be confirmed to the satisfaction of the City via the City's Development Permit\* and Servicing Agreement\* approval processes:
- Lot 2 (west of Pearson Way): 1 maximum, located along the south side of the lot; and
  - Lot 1 (east of Pearson Way): 1 maximum, located near the south property line of the lot so as to align with the intersection proposed for the right-angle bend mid-way along Pearson Way, as generally illustrated in the Functional Road Plan (**Schedule D**).
- 3.5. Registration of a restrictive covenant on title securing that "no building" will be permitted and restricting Building Permit\* issuance in respect to any portion of 5440 Hollybridge Way until the following is complete, as determined to the satisfaction of the City:
- 3.5.1. The developer must enter into a Servicing Agreement (SA)\* for the design and construction, at the developer's sole cost, of Pearson Way, including all transportation, engineering, and park-related works. Prior to Building Permit\* issuance, all works identified via the SA\* (on a lot-by-lot, phase-by-phase basis) must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, and Senior Manager, Parks. All works identified by the City for the Pearson Way SRW/dedication shall be completed prior to Final Building Permit\* Inspection granting occupancy for the subject development's first phase of construction, in whole or in part, EXCEPT for the ultimate sidewalk (i.e. a temporary sidewalk must be installed) behind the boulevard along the frontage of Lot 2 (west of Pearson Way) or as otherwise determined at the sole discretion of the City and specifically provided for via "no build" covenant(s) and/or other legal agreement(s) registered on title. (No Development Cost Charge (DCC) credits will apply.)
4. Public Rights of Passage: Registration of Statutory Right-of-Ways (SRW), as per the Preliminary Right-of-Way Plan (**Schedule C.2**), to facilitate public access and related landscaping and infrastructure, which may include, but is not limited to, street furnishings, street lighting, decorative paving, bike paths, trees and plant material, innovative stormwater management measures, and utilities to the satisfaction of the City. The specific location, configuration, and design of the SRWs shall be confirmed via the subject site's Development Permit\* and Servicing Agreement\* approval processes, to the satisfaction of the City, taking into account the following:
- 4.1. Walkway SRWs shall, to the satisfaction of the Director of Development, Senior Manager, Parks, Director of Transportation, and Director of Engineering:
- 4.1.1. Include:
- Lot 2 (west of Pearson Way): 4.09 m wide along the subject site's entire Hollybridge Way frontage for public sidewalk purposes (i.e. 2.09 m measured to the back of the bike path and landscape buffer, plus 2.0 m for sidewalk), together with a corner cut to satisfy (in addition to public sidewalk purposes) traffic signal and related City Transportation requirements at the proposed intersection of Hollybridge Way and Pearson Way.
  - Lots 1 and 2: 2.0 m wide along the entire River Road (former CP Rail corridor) frontage of both lots for public sidewalk purposes (except at the proposed alignment of Pearson Way, which is to be secured via a separate SRW with provisions for future dedication, as determined to the satisfaction of the City).
- 4.1.2. Provide for:
- Unrestricted, 24-hour-a-day, public access for pedestrians (universally accessible), bicycles, and emergency and service vehicles, together with related uses, features, City and private utilities, and City bylaw enforcement.



- Encroachments, limited to pedestrian weather protection, architectural appurtenances, and signage, provided that such encroachments do not project more than 1.0 m into the right-of-ways and do not compromise City objectives with regard to the intended public use and enjoyment of the public realm, high-quality streetscape design, street tree planting or landscaping, or City access (i.e. for maintenance, bylaw enforcement, etc.) within or around the SRWs, as determined to the satisfaction of the City via the City's standard Development Permit \* and Servicing Agreement\* processes.
- The owner shall be solely responsible for the design, construction, and maintenance of the SRWs, EXCEPT for the maintenance of hard landscape and street trees (which shall be the responsibility of the City) or as otherwise determined to the satisfaction of the City via the City's standard Development Permit \* and Servicing Agreement\* processes.

4.1.3. Prohibit driveway crossings along River Road and Hollybridge Way.

4.2. Combined walkway/service lane SRW shall, to the satisfaction of the Director of Development, Senior Manager, Parks, Director of Transportation, and Director of Engineering:

4.2.1. Include:

- Lot 1 (east of Pearson Way): 6.0 m wide along the entire south edge of Lot 1 from Gilbert Road to Pearson Way for a public walkway, landscaping, and related public purposes, together with provisions for shared vehicle access, loading, manoeuvring, and related activities serving Lot 1 and, if so determined via future rezoning and/or development approval processes by others, 5540 Hollybridge Way (Winter Club).

NOTE: The size, configuration, and use of the SRW shall be confirmed via the Development Permit\* review and approval processes for Lot 1 and the City may, at its sole discretion, require the SRW, including its terms and conditions of use, to be modified accordingly.

4.2.2. Provide for:

- Unrestricted, 24-hour-a-day, public access for pedestrians (universally accessible), bicycles, emergency and service vehicles, and general-purpose traffic, together with related uses, features, City and private utilities, and City bylaw enforcement.
- Building encroachments, limited to portions of the building situated below the finished grade of the SRW, landscape structures, and signage, provided that such encroachments do not conflict with the design, construction, or intended public use of the SRW (e.g., tree planting, shared vehicle access with 5540 Hollybridge Way) as determined to the satisfaction of the City via the City's standard Development Permit \* and/or Servicing Agreement\* processes.
- The owner shall be solely responsible for the design, construction, and maintenance of the SRW, EXCEPT as otherwise determined to the satisfaction of the City via the City's standard Development Permit \* and Servicing Agreement\* processes.
- Possible widening of the SRW (by others) at 5540 Hollybridge Way (Winter Club), if so determined via the City's rezoning and/or development approval processes.

4.2.3. Prohibit:

- Driveway crossings along Gilbert Road.
- Utilities, equipment, and other features (e.g., hydro cabinets) that obstruct some portion of the SRW at or above grade or otherwise conflict with the design, construction, or intended public use of the SRW (e.g., tree planting, future shared vehicle access to 5540 Hollybridge Way) as determined to the satisfaction of the City via the City's standard Development Permit \* and/or Servicing Agreement\* processes.

5. Driveway Crossing: Registration of a restrictive covenant and/or alternative legal agreement on title, to the satisfaction of the City, prohibiting driveway crossings along the subject site's Gilbert Road frontage.
6. Flood Construction Level: Registration of flood indemnity covenant(s) on title.
7. Aircraft Noise Sensitive Use: Registration of aircraft noise sensitive use covenant(s) on title.
8. Industrial/Commercial Noise Sensitive Use: Registration of industrial/commercial noise sensitive use covenant(s) and/or alternative legal agreement(s) on title identifying that the proposed development must be designed and constructed in a manner that mitigates noise impacts within the proposed dwelling units arising from nearby industrial and commercial uses and related activities. Dwelling units must be designed and constructed to achieve:

8.1. CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

- 8.2. The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
9. View Blockage: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, identifying that distant views from the subject site's private dwellings and common residential spaces (i.e. to the North Shore mountains, Mt. Baker, Fraser River, Georgia Straight, and elsewhere) may be obstructed in whole or in part by the future development of surrounding properties, and the subject development should be designed and constructed in a manner that anticipates this and seeks to mitigate possible impacts.
10. Village Centre Bonus (VCB) Amenity Contribution:

- 10.1. Maximum Density Bonus: Registration of restrictive covenants and/or alternative legal agreements on title, to the satisfaction of the City, limiting the maximum permitted combined total non-residential floor area on Lots 1 and 2 in respect to the City Centre Area Plan (CCAP) VCB designation and related density bonus provisions of the Residential/Limited Commercial (RCL3) zone to the following: 3,608.5 m<sup>2</sup>.

Based on the voluntary developer contributions agreed to by the developer via the subject rezoning in respect to the CCAP VCB designation and RCL3 zone, the above area reflects the maximum permitted combined total non-residential VCB floor area on Lots 1 and 2. Non-residential VCB floor area in excess of the above areas is not anticipated, and shall only be permitted if, via the City's standard Development Permit\* and related processes: (a) the owner voluntarily contributes additional amenities over and above those agreed to in respect to the subject rezoning (in accordance with CCAP VCB policy and the RCL3 zone); (b) demonstrates to the satisfaction of the City that the additional density can be accommodated on the subject site without compromising CCAP form of development, livability, or related objectives; and, (c) the subject restrictive covenants and/or alternative legal agreements registered on title (as applicable) are amended.

- 10.2. Child Care: The City's acceptance of the developer's voluntary contribution of \$874,000 to facilitate the construction of a City Centre City-owned child care facility (i.e. not-for-profit operator).

10.2.1. The value of the developer's \$874,000 voluntary contribution is based on the following, as determined to the satisfaction of the City:

- Construction value of \$450/ft<sup>2</sup>, based on a turnkey level of finish and inclusive of costs related to necessary ancillary uses and spaces (e.g., outdoor play space, parking, access, furnishing and fittings); and

- 5% of the subject development's maximum permitted combined total non-residential floor area on Lots 1 and 2 as set out in the required restrictive covenants and/or alternative legal agreements registered on title (i.e. 5% of 3,608.5 m<sup>2</sup>).

10.2.2. Prior to adoption of the subject rezoning, the developer shall make a voluntary cash contribution (100% of which shall be allocated for capital works) to the Child Care Development Reserve Fund or an alternative fund, as determined at the sole discretion of the City, for use in combination with funds from other source(s) to facilitate the construction of a City Centre City-owned child care facility. The developer's contribution shall be allocated entirely for capital works. Furthermore, if so determined at the sole discretion of the City, the facility may be used on an interim basis for an alternative community amenity if the operation of a City-owned child care facility is not immediately feasible.

11. No Development: In addition to "no development" covenant(s) and/or alternative legal agreement(s) required in respect to Pearson Way, registration of restrictive covenants and/or alternative legal agreements on title securing that "no development" will be permitted and restricting Development Permit\* issuance until the developer satisfies the following to the satisfaction of the City:

11.1. Phasing: Development must proceed on the following basis (**Schedule E**):

11.1.1. Lot 1 (east of Pearson Way) shall be Phase 1;

11.1.2. Lot 2 (west of Pearson Way) shall contain a maximum of two phases, which phases shall:

- Be Phase 2 and Phase 3;
- Proceed such that Phase 2 is situated on the east portion of Lot 2 and Phase 3 is on the west; and
- In Phase 2, provide for all affordable housing secured via a Housing Agreement and all indoor residential amenity space required in respect to the entirety of Lot 2 (as determined via an approved Development Permit\*), which uses must receive Final Building Permit Inspection\* granting occupancy prior to any other Phase 2 uses receiving Final Building Permit Inspection\* granting occupancy; and

11.1.3. Sequential phases (e.g., Phases 1 and 2) may proceed concurrently, but a later phase may not advance to Development Permit\* approval ahead of an earlier phase.

11.2. District Energy (DEU): Prior to Development Permit\* issuance for Lots 1 and 2, on a Development Permit\*-by-Development Permit\* basis the owner must enter into legal agreement(s) in respect to the owner's commitment to DEU. More specifically, the owner shall commit to connecting the subject development to a proposed City Centre DEU, including the operation and use of the DEU and all associated obligations and agreements as determined to the satisfaction of the Director of Engineering including, but not limited to:

11.2.1. The design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and

11.2.2. Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreement(s), to the satisfaction of the City, that establishes DEU for the subject site.

11.3. 6900 River Road (Heritage/ESA Woodlot & Park): Prior to Development Permit\* issuance for Lots 1 and 2, on a Development Permit\*-by-Development Permit\* basis the owner must demonstrate that:

11.3.1. Impacts on the City-owned lot at 6900 River Road, which is a designated heritage site, Environmentally Sensitive Area (ESA), and park, are minimized; and

11.3.2. In the event of anticipated impacts, mitigation and/or compensation are provided, as determined to the satisfaction of the City.

The development of 5440 Hollybridge Way may result in shading, changes in ground water conditions, and/or other conditions that could impact protected trees, habitat, and related heritage and environmental features located at 6900 River Road. Any and all land altering activities on and around 6900 River Road that could pose a risk to the health or viability of heritage and/or environmental resources must, wherever possible, be avoided (i.e. proposed form of development should be altered) and in the event that impacts are unavoidable, authorization must be received in advance of Development Permit issuance by a Council-approved Heritage Alteration Permit\* and/or ESA Development Permit\*, which may include requirements for tree survival and/or other security, legal agreement(s), and/or other considerations, as determined to the satisfaction of the City. This may include, but is not limited to, the submission of a contract entered into between the owner and a Certified Arborist for the supervision of work in the vicinity of 6900 River Road, site monitoring inspections, and provisions for the Arborist to submit post-activity assessment report(s) to the City for review.

- 11.4. Affordable Housing: Prior to Development Permit\* issuance for Lot 2 (west of Pearson Way), the owner must make provisions, at the owner's sole cost, for the construction of affordable (low-end market rental) housing on Lot 2, secured via the City's standard Housing Agreement registered on title. The form of the Housing Agreement is to be agreed to by the owner and the City prior to final adoption of the subject rezoning; after which, changes to the Housing Agreement shall only be permitted for the purpose of accurately reflecting the specifics (e.g., form, character) of the Development Permit\* for Lot 2 and other non-material amendments resulting thereof and made necessary by Lot 2's Development Permit\* approval requirements, as determined to the satisfaction of the Director of Development and Manager, Community Social Development. The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for, but are not limited to, the following:

- 11.4.1. The affordable (low-end market rental) housing is intended to occupy a 4-storey building fronting Pearson Way on the south side of Lot 2, which is integrated with Lot 2's parking structure, roof deck, and related features, but is designed to function as an independent building that does not share common circulation (e.g., lobbies, hallways, elevators, stairs) or indoor/outdoor amenity spaces with Lot 2's market-residential or commercial uses. The affordable housing building, including its common areas and housing units, shall be equipped with an audio/visual alarm system and meet Basic Universal Housing standards (as defined under the Zoning Bylaw).
- 11.4.2. The required minimum floor area of the affordable housing facility (exclusive of ancillary uses, such as parking, outdoor spaces, and areas not intended for the exclusive use of the affordable housing residents) shall comprise 2,412.0 m<sup>2</sup> or the combined total area of the following as determined via an approved Development Permit\*, whichever is greater:
- 5% of the subject development's total residential building area on Lots 1 and 2, as specified in Development Permits\* for Lots 1 and 2 approved by the City, all of which area is to be allocated for the net floor area of the affordable housing dwelling units;
  - Circulation (e.g., lobbies, hallways, elevators, stairs) intended for the exclusive use of the affordable housing residents;
  - Indoor amenity space within and around the affordable housing building, designed and secured for the exclusive use of the affordable housing residents, the size of which spaces shall comply with standard City OCP and CCAP policy as applicable to a "stand alone" building (i.e. without access to amenities shared with another building); and
  - All walls, mechanical, electrical, and similar spaces required to facilitate the owner's provision of the proposed "stand alone" affordable housing building.



11.4.3. The number of affordable housing units, together with their types, sizes, unit mix, rental rates, and occupant restrictions shall be in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental Housing (unless otherwise agreed to by the Director of Development and Manager, Community Social Development), as follows:

Unit Type	Estimated Number of Units*	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Bachelor	Nil	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$788	\$31,500 or less
1-Bedroom	18	50 m <sup>2</sup> (538 ft <sup>2</sup> )	\$875	\$35,000 or less
2-Bedroom	9	80 m <sup>2</sup> (861 ft <sup>2</sup> )	\$1,063	\$42,500 or less
3-Bedroom	2	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,275	\$51,000 or less
<b>TOTAL</b>	<b>29</b>	<b>Varies</b>	<b>Varies</b>	<b>Varies</b>

\* Estimated number of units and mix of unit types to be confirmed via the Development Permit\* approval process for Lot 2.

\*\* May be adjusted periodically as provided for under adopted City policy.

11.4.4. Parking and loading intended for the exclusive use of the affordable housing residents must be provided as per Richmond's Zoning Bylaw and related policies, located within a parking structure shared with Lot 2's market-residential/or and commercial uses, and secured via legal agreements to the satisfaction of the Director of Development, Director of Transportation, and Manager, Community Social Development.

11.4.5. The affordable housing building and all ancillary uses and spaces (e.g., parking, outdoor amenity space and landscaping) shall be completed to a turnkey level of finish at the sole cost of the owner, to the satisfaction of the Director of Development and Manager, Community Social Development.

11.4.6. Final Building Permit\* Inspection granting occupancy for any building or portion of a building on Lot 2 shall not be permitted until the affordable housing building and all required ancillary uses and spaces are complete and have received Final Building Permit\* Inspection granting occupancy.

12. **Public Art:** The City's acceptance of the developer's voluntary contribution towards public art, the terms of which voluntary developer contribution shall include the following:

12.1. The developer's preparation of a detailed public art plan, based on the Richmond Public Art Program, City Centre Public Art Plan, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage (including review by the Public Art Advisory Committee and/or presentation for endorsement by Council, as required by the Director, Arts, Culture, and Heritage). The Plan shall include, but may not be limited to:

12.1.1. Two public art sites, including one at the northeast corner of Lot 1 (i.e. Gilbert/River Road intersection) and a second at the southwest corner of Lot 2 (i.e. Hollybridge/Pearson Way intersection);

12.1.2. Themes for the two public art sites, taking into account Lot 1's location at a key City Centre "gateway" and Lot 2 as part of the "Lansdowne Art Walk"; and

12.1.3. Strategies for coordinating the proposed artworks (e.g., selection, development, implementation, funding) with nearby public art projects proposed for Gilbert Road (e.g., Onni/RZ 11-585209 and ASPAC/RZ 09-460962) and Lansdowne Road. Such strategies should, where appropriate, take into consideration opportunities for the City to augment the developer's voluntary contribution with public art funds from other sources and/or to direct some portion of the developer's voluntary contribution off-site (e.g., nearby park) and/or to multi-use infrastructure/features (e.g., benches, manhole covers, lighting, etc. for use along the length of the Lansdowne Art Walk).

- 12.2. The value of the developer's voluntary Public Art contribution shall be at least \$340,891 or as per the rates in the following table and the maximum buildable floor area permitted on the subject site's two proposed lots (excluding affordable housing) as per an approved Development Permit\*, whichever is greater.

Lot	Phase	Estimated Floor Area Excl. Affordable Housing <sup>1</sup>	Applicable Developer Contribution Rate	Minimum Public Art Voluntary Developer Contribution
1	1	16,538.0 m <sup>2</sup> (178,019 ft <sup>2</sup> )	\$0.75/ft <sup>2</sup>	\$133,514 <sup>1</sup>
2	2/3	25,687.0 m <sup>2</sup> (276,502 ft <sup>2</sup> )	\$0.75/ft <sup>2</sup> or the current City rate at Building Permit (BP)*approval, whichever is greater	\$207,377 <sup>1</sup>
<b>TOTAL</b>		<b>42,225.0 m<sup>2</sup> (454,521 ft<sup>2</sup>)</b>	<b>Varies</b>	<b>\$340,891<sup>1</sup></b>

<sup>1</sup> Actual floor area & contribution to be confirmed at the time of Building Permit\* approval.

**NOTE:** In the event that the City-approved Public Art Plan recommends a budget for Lot 1 that is less than the developer's voluntary contribution for Phase 1, the balance of the developer's contribution shall be secured by the City in the form of a Letter of Credit(s) for use at Phase 2 or as otherwise secured as directed under the Plan, to the satisfaction of the City.

- 12.3. Budget allocations for the artworks must take into account that, as per City policy, 85% of total funds shall be directed to the creation and installation of the artwork(s) and 15% shall be directed to administration. Note that if the Plan, to the satisfaction of the City, directs that the developer shall undertake the administration of one or both artworks, the 15% administration budget in respect to the affected artwork(s) shall be split such that 10% is allocated to the developer and 5% is allocated to the City.
- 12.4. "No building" will be permitted on the subject site, restricting Building Permit\* approval on a phased, lot-by-lot basis, until the developer, based on the City-approved detailed Public Art Plan, enters into legal agreement(s) and provides Letter(s) of Credit, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage, for the Plan's phased, lot-by-lot implementation (the value of which incremental contributions shall be as generally indicated in the table above) or as otherwise specifically provided for in the City-approved Plan.
13. **Community Planning:** The City's acceptance of the developer's voluntary contribution of \$113,630 or as otherwise determined based on \$0.25 per buildable square foot (excluding affordable housing), whichever is greater, to the City's community planning reserve fund, as set out in the City Centre Area Plan.
14. **Commercial Parking:** Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title on both Lot 1 and 2 restricting parking provided on-site in respect to commercial uses (as per the Zoning Bylaw) such that:
- 14.1. No commercial parking spaces may be provided in a tandem arrangement;
  - 14.2. No more than 50% of commercial parking spaces provided on each lot as per an approved Development Permit\* may be designated (i.e. sold, leased, reserved, signed, or otherwise assigned) by the owner or operator for the exclusive use of employees, specific businesses, and/or others; and
  - 14.3. Commercial parking spaces not designated by the owner and/or operator for the exclusive use of employees, specific businesses, and/or others must include a proportional number of handicapped and small car parking spaces, as per the Zoning Bylaw (e.g. maximum 50% small car spaces).
15. **Cross Access:** Registration of a Statutory Right-of-Way (SRW) on Lot 2 (west of Pearson Way) to facilitate shared vehicle and pedestrian use of Lot 2's single permitted driveway and associated circulation by residents, commercial uses, visitors and the general public, and garbage/recycling and service uses in the event that Lot 2 is phased. (Note: A maximum of two phases shall be permitted.)

16. Residential Tandem Parking: Registration of a legal agreement(s) on title in respect to parking spaces arranged in tandem requiring that both spaces forming a tandem pair of spaces must be assigned to the same dwelling.
17. Transit Shelter: City acceptance of the developer's voluntary contribution of \$25,000 towards the acquisition and installation of a City Centre transit shelter, the location of which shelter will be determined to the satisfaction of the City in consultation with TransLink and may or may not be situated along the frontage of the subject site.
18. Temporary Frontage Improvements (Gilbert Road): City acceptance of the developer's voluntary contribution of funds for the installation of temporary frontage improvements, in the form of a 2.5 m wide grass boulevard and 3.0 m wide asphalt sidewalk, across the full Gilbert Road frontage of 5540 Hollybridge Way (Richmond Winter Club). The value of the developer's voluntary contribution shall be determined, prior to rezoning adoption, via the City's standard Servicing Agreement\* design approval processes for road and frontage improvements in respect to the subject development. As determined to the satisfaction of the City, the developer may be required to enter into a Servicing Agreement\* for the detailed design and construction of the temporary frontage improvements. The improvements will be considered by the City at its determination of applicable parking relaxations in respect to Zoning Bylaw provisions regarding Transportation Demand Management (TDM) measures for the development of both Lots 1 and 2. (No Development Cost Charge credits shall apply to these temporary frontage improvements.)
19. Construction Parking and Traffic Management Plan: Submission of a Preliminary Construction Parking and Traffic Management Plan to the Transportation Division. The Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.
20. Additional Requirements: Discharge and registration of additional right-of-way(s) (SRW) and/or legal agreement(s), as determined to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation, which may include, but is not limited to:
  - 20.1. 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, Director of Development, and Director of Transportation, 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.
21. Servicing Agreement (SA)\*: Enter into a SA\* for the design and construction, at the developer's sole cost, of upgrades across the subject site's street frontages, together with various other transportation, engineering, and park-related works.
  - Prior to rezoning adoption, all works identified via the following Engineering SA\* Requirements and Transportation SA\* Requirements must be designed to the satisfaction of the City, including the Director of Development, Director of Engineering, Director of Transportation, and Senior Manager, Parks. Implementation of the approved engineering and transportation designs shall require the developer to enter into a series of three SAs\*, including the:
    - Servicing Agreement #1\*: Prior to rezoning adoption, the developer must enter into the first SA\*, secured via a Letter(s) of Credit. All works contained in SA#1\* shall be completed prior to Final Building Permit\* Inspection granting occupancy for any portion of Lot 1.
    - Servicing Agreement #2\*: Prior to Building Permit\* issuance for Lot 1 (east of Pearson Way), the developer must enter into the second SA\*, secured via a second Letter(s) of Credit. All works

contained in SA#2\* shall be completed prior to Final Building Permit\* Inspection granting occupancy for any portion of Lot 1.

**Servicing Agreement #3\*:** Prior to Building Permit\* issuance for Lot 2 (west of Pearson Way), the developer must enter into the third SA\*, secured via a third Letter(s) of Credit. All works contained in SA#3\* shall be completed prior to Final Building Permit\* Inspection granting occupancy for any portion of Lot 2.

- No phasing of Engineering SA\* Requirements or Transportation SA\* Requirements will be permitted, EXCEPT as specifically provided for via this Rezoning Consideration document or as otherwise determined at the sole discretion of the City and specifically provided for via "no development" or "no build" covenant(s) and/or other legal agreement(s) registered on title.
- Development Cost Charge (DCC) credits may apply.

SA\* works will include, but may not be limited to, the following:

- 21.1. Engineering SA\* Requirements: Prior to rezoning adoption, the developer must complete all design work required in respect to the Engineering SA\* Requirements described below, to the satisfaction of the Director of Engineering.

**PART A: REQUIRED WORKS**

**21.1.1. Storm Sewer Works**

- a) From new River Road frontage to outfall of Hollybridge Canal (at corner of Hollybridge Way and old River Road).
  - i. Upgrade the existing ditch at the south side of CP Rail ROW to 1200mm diameter storm main from Gilbert Road to approximately 220 meters southeast along new River Road.
  - ii. Upgrade the existing ditch at the south side of new River Road to 1500mm diameter storm main (starting from 80 meters west of the junction of north-south Internal Road and new River Road) to 80 meters southwest at the junction of Hollybridge Way and new River Road.
  - iii. Upgrade the existing 375 and 450mm diameter to a 1500mm diameter storm main from junction of Hollybridge Way and new River Road to 205 meters northwest along Hollybridge Way at the junction of old River Road and Hollybridge Way.
  - iv. Upgrade the existing 750mm diameter to a 1500mm diameter storm main from the existing manhole located the junction of old River Road and Hollybridge Way to approximately 10 meters west to the existing outfall.
- b) Internal Roads (North-South and East-West)
  - i. Provide the greater of a) 600 mm and b) OCP size by the Developer, as per City requirements. The proposed storm sewer (north-south and east-west) must be interconnected to the proposed storm sewers at new River Road and Hollybridge Way frontages.
- c) Hollybridge Way
  - i. Upgrade the existing 150mm diameter storm sewer to the greater of a) 600 mm and b) OCP size by the Developer from junction of Lansdowne Road and Hollybridge Way to junction of new River Road and Hollybridge Way, as per City requirements.

- d) Gilbert Road
  - i. Upgrade the existing ditch to 600 mm diameter storm sewer from the proposed site's entire Gilbert Road frontage up to the existing box culvert at Lansdowne Road. The proposed storm sewer at Gilbert Road must be interconnected to the proposed storm sewers at new River Road.

21.1.2. Sanitary Sewer Works

- a) Provide a 300 mm diameter PVC sanitary main from junction of north-south and east west Internal Roads to 91 meters northwest at the junction of new River Road and north-south Internal Road.
- b) Provide a 450mm diameter PVC sanitary main from junction of new River Road and north-south Internal Road to 155 meters northeast at junction of Gilbert Road and new River Road.
- c) Upgrade the existing 200 mm diameter to 450 mm diameter from junction of Gilbert Road and new River Road to 90 meters northeast at junction of new River Road and future Cedarbridge Way.
- d) Upgrade the existing 200 mm diameter to 375 mm diameter from manhole located at southeast corner of 7080 River Road to manhole located 80 meters southwest at junction of new River Road and future Cedarbridge Way.
- e) Provide a 525mm diameter sanitary main in the future Cedarbridge Way from manhole located at junction of new River Road and future Cedarbridge Way to a new manhole located 220 meters south to junction of Alderbridge Way and future Cedarbridge Way.
- f) Provide a 600 mm diameter sanitary main (size to be confirmed at the servicing agreement stage in coordination with the future Minoru Pump Station) approximately 90 meters in length directed southeast from the junction of Alderbridge Way and future Cedarbridge Way and tie-in to the future Minoru Pump Station.
- g) If the final location of the future Minoru Pump Station is still not identified at the servicing agreement stage or offsite construction stage and provision of 600 mm diameter sanitary main per item 2f above is not yet feasible, the following alternate sanitary main alignment may be followed.
  - i. Upgrade the existing 150 mm diameter to 525mm diameter from the new manhole at the corner of future Cedarbridge Way and Alderbridge Way to manhole located 80 meters northeast at junction of Alderbridge Way and existing lane (i.e., lane at east property line of 7771 Alderbridge Way).
  - ii. Upgrade the existing 200 mm diameter to 525mm diameter from manhole at junction of Alderbridge Way and existing lane (i.e., lane next to east Property line of 7771 Alderbridge) to manhole located 94 meters southeast along existing lane between 7740 Alderbridge Way and 5003 Minoru Boulevard.
  - iii. Upgrade the existing 300 mm diameter to 600 mm diameter from manhole at the south end of lane between 7740 Alderbridge Way and 5003 Minoru Boulevard to 69 meters southwest and tie-in to the existing Minoru Pump station.
- h) Through the Servicing Agreement, the sanitary sewer alignments will need to be coordinated to suit the future Minoru Sanitary Pump Station upgrade.
- i) If the proposed development at 7731 and 7771 Alderbridge Way (i.e., RZ11-585209) does not proceed and the location of the future Minoru Pump Station is not yet known, upgrade to the existing sanitary main in the lane located next to the east property line of 7771

Alderbridge Way may be made in the existing sanitary main alignment. In addition, the upgrades to the rest of the existing sanitary mains from the junction of Alderbridge Way and the lane (i.e., lane east of 7771 Alderbridge Way) up to the Minoru Pump Station may be as per item 2.g.ii and 2.g.iii above.

**21.1.3. Water Works**

- a) Capacity Analysis not required. However, once you have confirmed the building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer to confirm that there is adequate available flow.
- b) Provide watermain at the following frontages:
  - i. New River Road – 300 mm diameter watermain
  - ii. North-south Internal street – 300 mm diameter (size to be confirmed in SA stage)
  - iii. East-west internal street – 300 mm diameter (size to be confirmed in SA stage)
  - iv. Gilbert Road – as required for hydrants/fire protection.
- c) If the proposed development at 7751 and 7771 Alderbridge Way (i.e., RZ11-585209) does not proceed, new watermain may be required on Gilbert Road between New River Road and Lansdowne Road or as needed to meet required fire pressure/flow.
- d) The existing 300 mm diameter AC watermain at Hollybridge Way frontage may require relocation and replacement due to its close proximity to the proposed building/construction. A minimum 300 mm diameter watermain is required.
- e) Existing City utility (i.e., 300 mm diameter AC water main on Hollybridge Way) that is located within rights-of-way on this site or is located adjacent to this site, that may be impacted by the on-site development works (i.e. buildings, foundations, structures, services, construction etc.). An impact assessment complete with recommendations to ensure the following conditions must be submitted for staff review and approval:

**21.1.4. Private Utilities**

- a) As per City policy, the developer is responsible for the undergrounding of the existing private utility pole line located within the New River Road right-of-way. As such, the developer is required, at the developer's sole cost, to install conduit within New River Road to accommodate undergrounding of private utilities, to the satisfaction of the City. Developer to coordinate with appropriate utilities.
- b) The developer may be required to provide additional SRWs to accommodate undergrounding of overhead lines.

**21.1.5. Metro Van Trunk Sewer**

- a) Developer to coordinate SA\* works with Metro Vancouver's Gilbert Trunk Sewer upgrade. Utility alignments may require alternatives to suit Metro Vancouver's proposed trunk sewer upgrade.

**PART B: PHASING OF REQUIRED WORKS**

**21.1.6. SA\* Phasing: Engineering SA\* Requirements – Minimum Scope of Work by Phase:** Based on an approved design in respect to all the Engineering SA\* Requirements described above, which shall be completed prior to rezoning adoption to the satisfaction of the Director of Engineering:

- a) ***Servicing Agreement\* #1:*** Prior to rezoning adoption, the developer must enter into SA#1, secured via a Letter(s) of Credit, for the construction of all works, EXCEPT those situated within the proposed Pearson Way right-of-way. All works required in respect to

SA#1 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.

- b) ***Servicing Agreement\* #2:*** As per “no build” covenant(s) and/or alternative legal agreement registered on title for the purpose of restricting Building Permit\* issuance in respect to any portion of Lot 1, prior to Building Permit\* issuance for any portion of Lot 1, the developer must enter into SA#2, secured via a Letter(s) of Credit, for all outstanding Engineering SA\* Requirements (i.e. within the Pearson Way right-of-way). All works required in respect to SA#2 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.
- c) ***Servicing Agreement\* #3:*** No Engineering SA\* Requirements are identified for construction via SA#3.

21.2. **Transportation SA\* Requirements:** Prior to rezoning adoption, the developer must complete all design work required in respect to the Transportation SA\* Requirements described below, to the satisfaction of the Director of Transportation, Director of Development, Director of Engineering, and Senior Manager, Parks. More specifically, all transportation improvements identified in the Transportation Impact Assessment (TIA) are to be addressed via the Servicing Agreement\* process for this development. Complete and detailed road and traffic management design is subject to final functional road design and detailed design approval by the Director of Transportation. DCC credits are available for road and frontage works carried out within existing city right-of-way and dedicated road right-of-way as defined in the City DCC Program. The road and frontage works shall be completed to the satisfaction of the Director of Transportation and the Director of Development. Transportation SA\* Requirements shall include, but are not limited to the following:

#### **PART A: REQUIRED WORKS**

##### **21.2.1. River Road**

- a) Completion of the development’s River Road frontage works (behind the south curb) between Gilbert Road and Hollybridge Way. The frontage improvements shall include a 1.71 m wide landscaped boulevard (with a single row of street trees at 6.0 m on centre), 1.8 m wide off-road bike lane (consisting of a 1.5 m wide bike path with two 0.15 m concrete bands, one along each edge), 1.55 m wide buffer zone (with bollards and street furniture to separate pedestrian and cyclist traffic), 3.0 m wide sidewalk (2.0 m on PROP and 1.0 m located within the building setback), banner poles, permeable paving, street trees, hard landscape features, street lights and furnishings. At the future bus stop location (eastbound farside Hollybridge Way), the boulevard shall be widened to 2.7 m (inclusive of the 0.15 m wide curb) to accommodate bus shelter and transit accessibility requirements and the buffer zone shall be reduced to 0.55 m to respect the width of the existing city right-of-way.
- b) Removal of the temporary 2.0 m wide asphalt walkway (constructed by ASPAC/RZ 09-460962) is required prior to the construction of the required frontage works.

##### **21.2.2. Gilbert Road**

- a) Widening of Gilbert Road (curb to curb inclusive) for a distance that is equivalent to the length of the development’s Gilbert Road frontage (approximately 90 m). This road widening project is to start from a distance of approximately 80 m south of the New River Road/Gilbert Road intersection towards the south. The widening of Gilbert Road to Lansdowne Road (for a further distance of approximately 54 m) is to be incorporated as part of this project (with funding provided through the DCC Program). The finished road cross-section shall consist of curb and gutter (both sides of the road), two northbound and two southbound traffic lanes, northbound and southbound left turn lanes (at the River

Road and Lansdowne Road intersections respectively), northbound and southbound bike lanes and a raised median (minimum 1.2 m wide with banner poles and other landscape features). The lane widths are 3.25 m (all traffic lanes) and 1.8 m (bike lanes).

- b) Full frontage improvements (including curb and gutter, sidewalk, boulevard and greenway requirements) along the development frontage are required. The boulevard shall be 2.5 m wide (with innovative storm water management, landscape, street trees and furnishings). The sidewalk shall be 3.0 m wide (with decorative paving). Additional greenway requirements are to be determined by City Parks and Planning.
- c) TDM-related works (in respect to eligible parking reductions) behind the curb at 5540 Hollybridge Way (Winter Club) including a temporary 2.5 m wide grass boulevard and a temporary 3.0 m wide asphalt sidewalk. (Note: the budget and funding for these TDM measures shall be based on the developer's voluntary contribution, the value of which contribution shall be determined via the design process for the required works, to the satisfaction of the Director of Transportation.)

#### 21.2.3. Pearson Way

- a) The scope of work includes the construction of a new roadway, consisting of a north/south section and a east/west section, which connects the development to River Road and Hollybridge Way. A road dedication of 19.0 m is required for the construction of this roadway. A further 0.5 m public right of passage shall be provided on each side of the right-of-way to meet the 2.0 m City Centre sidewalk design standards.
- b) The finished road cross-section of this roadway shall consist of two 3.2 m wide traffic lanes and two 2.8 m wide parking/loading lanes. At both the River Road and Hollybridge Way connections to this new roadway, the lane configuration shall consist of a 5.6 m wide receiving lane, a 3.2 m wide left turn lane and a 3.2 m wide right-turn/through lane. At the junction of the east/west and north/south sections of this roadway, a 4-way stop controlled intersection shall be provided. The south and west approaches of the intersection are intended to provide driveway access to Winter Club and Lot 1 respectively.
- c) The behind the curb frontage works shall include, on both sides of the road, a 2.0 m boulevard (with street trees) and a 2.0 m sidewalk (with decorative paving). A temporary 2.0 m wide asphalt walkway shall be installed initially on both sides of the road and replaced by a permanent 2.0 m wide sidewalk (with decorative paving).

#### 21.2.4. Hollybridge Way

- a) Widening of Hollybridge Way (between River Road and Lansdowne Road) to provide: at River Road, a 5.1 m wide southbound receiving lane, a 3.2 m wide northbound left turn lane and a 3.25 m wide right turn/through lane; and at Lansdowne Road, two 3.25 m wide southbound lanes, a 3.45 m wide southbound left turn lane, a 3.20 m wide and a 3.25 m wide southbound lanes.
- b) Realignment of Hollybridge Way at Lansdowne Road to provide a direct connection between these two roadways via a new four-legged signalized intersection (replacing the current T-intersection). The Lansdowne Road approach to this new intersection shall consist of two northbound lanes, two southbound lanes and a northbound left turn lane (all lanes are 3.35 m wide). The south approach to this intersection shall consist of a 3.25 m wide and a 3.2 m wide southbound lane, a 3.20 m northbound left turn lane and a 3.35 m wide northbound through/right turn lane.
- c) Construction of a new signalized intersection at Pearson Way/Hollybridge Way including transitions to adjacent development frontages.



- d) The frontage improvements shall include a 2.0 m wide boulevard (with permeable paving/landscape, street trees, street lights and furnishings), 3.0 m wide bike path (2.7 m wide asphalt path with 0.15 m wide concrete bands at both edges), 0.5 m wide buffer strip and a 4.0 m wide sidewalk (with decorative paving).

#### 21.2.5. Traffic Signals

- a) The new Hollybridge Way/Pearson Way intersection is to be signalized. The traffic signal requirements may include but are not limited to the following: signal poles, controller, junction boxes, bases and hardware; City Centre decorative poles and street light fixtures; vehicle detection devices; conduits (electrical and communications); communications cables; electrical wiring and service conductors; signal indication displays; City standard accessible pedestrian signals; and illuminated street name signs.
- b) Modifications to the existing traffic signals at these intersections are required: River Road/Gilbert Road, River Road/Pearson Way, and River Road/Hollybridge Way. The traffic signal modifications may include but are not limited to the following: repair, modification and/or installation of vehicle detection; relocation and/or replacement of traffic signal poles, bases, junction boxes, signal heads and conduit; relocation of traffic signal controller cabinet and base; modification and/or installation of City standard accessible pedestrian signals and illuminated street name signs; and repair, modification and/or installation of communications cable (both fibre optics and copper).
- c) Property dedication or PROP (exact dimensions to be confirmed through the Servicing Agreement process) for the placement of traffic controller cabinet and other traffic signal equipment is required.

### PART B: PHASING OF REQUIRED WORKS

21.2.6. SA\* Phasing: Transportation SA\* Requirements – Minimum Scope of Work by Phase: Based on an approved design in respect to all the Transportation SA\* Requirements described above, which shall be completed prior to rezoning adoption to the satisfaction of the Director of Transportation:

21.2.7. Servicing Agreement\* #1: Prior to rezoning adoption, the developer must enter into SA#1, secured via a Letter(s) of Credit, for the construction of all works described as follows, together with any additional works as determined to the satisfaction of the Director of Transportation via the design approval and SA\* processes. All works required in respect to SA#1 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.

- a) River Road
  - i. Frontage works behind the south curb between Gilbert Road and Hollybridge Way (to be constructed by ASPAC/RZ 09-460962) including a 1.71 m wide boulevard (with permeable paving, street trees, street lights and furnishings) and a temporary 2.0 m wide asphalt walkway.
- b) Gilbert Road
  - i. Widening of Gilbert Road (curb to curb inclusive) for a distance that is equivalent to the length of the development's Gilbert Road frontage (approximately 90 m). This road widening project is to start from a distance of approximately 80 m south of the New River Road/Gilbert Road intersection towards the south. The widening of Gilbert Road to Lansdowne Road (for a further distance of approximately 54 m) is to be incorporated as part of this project (with funding provided through the DCC Program). (Note: Refer to Scope of Work Description for details).

- ii. Full frontage improvements (including curb and gutter, sidewalk, boulevard and greenway requirements) along the development frontage are required. (Note: Refer to Scope of Work Description for details).
  - c) Pearson Way - None required.
  - d) Hollybridge Way - None required.
  - e) Traffic Signals
    - i. Modifications to the existing traffic signals at these intersections are required: River Road/Gilbert Road, River Road/Pearson Way, and River Road/Hollybridge Way. (Note: Refer to Scope of Work Description for details).
- 21.2.8. ***Servicing Agreement\* #2:*** As per “no build” covenant(s) and/or alternative legal agreement registered on title for the purpose of restricting Building Permit\* issuance in respect to any portion of Lot 1, prior to Building Permit\* issuance for any portion of Lot 1, the developer must enter into SA#2, secured via a Letter(s) of Credit, for the following Transportation SA\* Requirements, together with any additional works as determined to the satisfaction of the Director of Transportation via the design approval and SA\* processes. All works required in respect to SA#2 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.
- a) River Road
    - i. Completion of all frontage works (behind the south curb) along the frontage of Lot 1 including a 1.71 m wide landscaped boulevard, 1.8 m wide off-road bike lane (consisting of 1.5 m wide bike path with two 0.15 m concrete bands, one along each edge), 1.55 m wide buffer zone (with bollards and street furniture to separate pedestrian and cyclist traffic), 3.0 m sidewalk (2.0 m on public right of passage and 1.0 m located within the building setback), banner poles, permeable paving, street trees, hard landscape features, street lights and furnishings. At the future bus stop location (eastbound farside Hollybridge Way), the boulevard shall be widened to 2.7 m (inclusive of the 0.15 m wide curb) to accommodate bus shelter and transit accessibility requirements and the buffer zone shall be reduced to 0.55 m to respect the width of the existing city right-of-way.
    - ii. Removal of the temporary 2.0 m wide asphalt walkway (constructed by ASPAC/RZ 09-460962) is required prior to the construction of the required frontage works.
  - b) Gilbert Road
    - i. Full frontage improvements (including curb and gutter, sidewalk, boulevard and greenway requirements) along the development frontage are required. The boulevard shall be 2.5 m wide (with innovative storm water management, landscape, street trees and furnishings). The sidewalk shall be 3.0 m wide (with decorative paving). Additional greenway requirements are to be determined by City Parks and Planning.
    - ii. TDM-related works (in respect to eligible parking reductions for Lot 1 and 2) behind the west curb along the Winter Club’s (5540 Hollybridge Way) Gilbert Road frontage including a temporary 2.5 m wide grass boulevard and 3.0 m wide asphalt sidewalk.
  - c) Pearson Way

- i. Completion of all required road works (curb to curb inclusive) including the construction of both the north/south and west/east sections of the road, and the driveway access to the Winter Club. (Note: Refer to Scope of Work Description for details).
  - ii. The behind the curb frontage works shall include a 2.0 m landscaped boulevard and a temporary 2.0 m wide asphalt walkway in place of the ultimate 2.0 m wide sidewalk (with decorative paving).
- d) Hollybridge Way
  - i. Completion of all required road works (curb to curb inclusive) including: the widening of Hollybridge Way (between River Road and Lansdowne Road); the realignment of Hollybridge Way at Lansdowne Road to provide a direct connection between these two roadways; and the construction of a new four-legged signalized intersection (versus the current T-intersection) at Pearson Way/Hollybridge Way including transitions to adjacent development frontages. (Note: Refer to Scope of Work Description for details).
  - ii. Completion of all required frontage works behind the curb along the frontage of Lot 2 including a 2.0 m wide boulevard (with permeable paving/landscape, street trees, street lights and furnishings), and a temporary 3.0 m wide asphalt walkway.
  - iii. Completion of all works behind the curb at the west side of Hollybridge Way (between River Road and Lansdowne Road) and 5540 Hollybridge Way (Winter Club).
- e) Traffic Signals
  - i. Provide full traffic signalization as part of the construction of the new Hollybridge Way/Pearson Way intersection. (Note: Refer to Scope of Work Description for details).

**21.2.9. Servicing Agreement\* #3:** As per “no build” covenant(s) and/or alternative legal agreement registered on title for the purpose of restricting Building Permit\* issuance in respect to any portion of Lot 2, prior to Building Permit\* issuance for any portion of Lot 2, the developer must enter into SA#3, secured via a Letter(s) of Credit, for the following Transportation SA\* Requirements, together with any additional works as determined to the satisfaction of the Director of Transportation via the design approval and SA\* processes. All works required in respect to SA#2 must be complete prior to Final Building Permit Issuance granting occupancy for any portion of Lot 1.

- a) River Road
  - i. Completion of all frontage works (behind the south curb) along the frontage of Lot 2 including a 1.71 m wide landscaped boulevard, 1.8 m wide off-road bike lane (consisting of 1.5 m wide bike path with two 0.15 m concrete bands, one along each edge), 1.55 m wide buffer zone (with bollards and street furniture to separate pedestrian and cyclist traffic), 3.0 m sidewalk (2.0 m on public right of passage and 1.0 m located within the building setback), banner poles, permeable paving, street trees, hard landscape features, street lights and furnishings. At the future bus stop location (eastbound farside Hollybridge Way), the boulevard shall be widened to 2.7 m (inclusive of the 0.15 m wide curb) to accommodate bus shelter and transit accessibility requirements and the buffer zone shall be reduced to 0.55 m to respect the width of the existing city right-of-way.

- ii. Removal of the temporary 2.0 m wide asphalt walkway (constructed by ASPAC/RZ 09-460962) is required prior to the construction of the frontage improvements.
  - b) Gilbert Road - None required.
  - c) Pearson Way
    - i. Removal of the temporary 2.0 m wide asphalt walkway.
    - ii. Completion of frontage works at Lot 2 including a 2.0 m wide landscaped boulevard and a 2.0 m wide sidewalk (with decorative paving).
  - d) Hollybridge Way
    - i. Removal of the temporary asphalt walkway.
    - ii. Completion of frontage works at Lot 2 including a 2.0 m wide boulevard (with permeable paving/landscape, street trees, street lights and furnishings), 3.0 m wide bike path (2.7 m wide asphalt path with 0.15 m wide concrete bands at both edges), 0.5 m wide buffer strip and a 4.0 m wide sidewalk (with decorative paving).
  - e) Traffic Signals - None required.
22. Development Permit: The submission and processing of a Development Permit\* for the subject development's first phase (i.e., Lot 1, east of Pearson Way) completed to a level deemed acceptable by the Director of Development. The required Development Permit\* for Lot 1 shall include a "master plan" for the development of both Lots 1 and 2, to guide future Development Permit\* review and approval of Lot 2. Where the Development Permit\* "master plan" process identifies form of development and/or related issues requiring legal agreements or other measures in respect to Lot 2 (e.g., covenant restricting mid-block tower height, form of affordable housing stand-alone building), any such requirements shall be satisfied by the developer prior to Development Permit\* issuance for Lot 1.

**Prior to a Development Permit\* for any portion of 5440 Hollybridge Way being forwarded to the Development Permit Panel for consideration, on a Development Permit\*-by-Development Permit\* basis the developer is required to:**

1. Aircraft Noise Sensitive Use: In compliance with the covenant(s) and/or alternative legal agreement(s) registered on title, on a Development Permit\*-by-Development Permit\* basis, submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan requirements for Aircraft Noise Sensitive Development. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

2. Industrial/Commercial Noise Sensitive Use: In compliance with the covenant(s) and/or alternative legal agreement(s) registered on title, on a Development Permit\*-by-Development Permit\* basis, submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the proposed dwelling units can achieve CMHC interior noise level standards and the interior thermal conditions identified below. The standard required for interior air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal

Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum noise levels (decibels) within the dwelling units must be as follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

3. **View Blockage:** In compliance with the covenant(s) and/or alternative legal agreement(s) registered on title, on a Development Permit\*-by-Development Permit\* basis, demonstrate that the proposed development is designed and constructed in a manner that anticipates and seeks to mitigate possible view blockage impacts arising as a result of adjacent existing and future development.
4. **6900 River Road (Heritage/ESA Woodlot & Park):** In compliance with the covenant(s) and/or alternative legal agreement(s) registered on title, on a Development Permit\*-by-Development Permit\* basis, submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that, in respect to the City-owned lot at 6900 River Road, which is a designated heritage site, Environmentally Sensitive Area (ESA), and park:
  - 4.1. Development impacts on the lot’s resources and/or park amenity are minimized; and
  - 4.2. In the event of anticipated development impacts, mitigation and/or compensation are provided, as determined to the satisfaction of the City.
5. **Landscape & Tree Protection:** Submit a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs or as otherwise determined to the satisfaction of the Director of Development and Senior Manager, Parks. (**NOTE:** In the event that the developer does not undertake construction of the subject site and makes a formal request in writing to the City for the cancellation of the Development Permit issued in respect to that construction, which would require Council approval if the permit was not expired, the applicable landscape bond would be released.)

The Landscape Plan should, among other things, identify protected trees (together with tree protection fencing requirements) and replacement tree planting on and around the subject site (based on the City-approved tree replacement plan), including at a minimum:

Bylaw-Size Trees (20 cm DBH min.)	Existing Trees	Trees Retained	Trees Relocated	Trees Proposed for Removal & Replacement		
				# Trees Removed	Replacement Trees	Deciduous Min. Caliper / Coniferous Min. Height
▪ On-Site (Deciduous)	11	0	0	11	22	4 @ 6 cm / 14 @ 9 cm / 4 @ 10 cm
▪ On-Site (Coniferous)	12	0	0	12	24	2 @ 4 m / 8 @ 5 m / 6 @ 5.5 m / 8 @ 6 m
▪ On-Site (Cedar hedge)	+/-57	0	0	+/-57	57	Low-growing hedge
▪ Off-Site (Gilbert Road)	1	1	0	Tree protection required for City tree as per City bylaw		
<b>Total</b>	<b>81</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>103</b>	<b>-</b>

- 5.1. **Replacement of On-Site Bylaw Trees:** If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/replacement tree to the City’s Tree Compensation Fund for off-site planting is required.
- 5.2. **Cedar Hedge Replacement:** The existing cedar hedge shall be replaced with a new evergreen hedge incorporating a minimum of 57 trees and extending from Gilbert Road to Hollybridge Way along/near the south property line of 5440 Hollybridge Way. The purpose of the new hedge is to screen views to/from the adjacent Winter Club property (5540 Hollybridge Way) until that site is redeveloped and screening is no longer desired (i.e. due to new landscaping and/or architectural features). Landscape design and installation of the hedge shall be managed, to the satisfaction of the Director of Development and Senior Manager, Parks, via:

- 5.2.1. At Lot 1 (east of Pearson Way): Lot 1 Development Permit\* landscape design and bond; and
- 5.2.2. At the south side of Pearson Way (west of Lot 1): Lot 1 Servicing Agreement\* and Letter of Credit for the design and construction of Pearson Way, required in respect to the Lot 1 Development Permit\*. Hedge height along Pearson Way shall not exceed 1.2 m.
- 5.3. Non-Bylaw Trees: In addition to the bylaw-size trees identified in the table, the developer's arborist has identified a number of multi-trunk maple trees on the subject site, some of which may be suitable for transplanting. Staff have confirmed that no compensation is required for the developer's removal of these trees, but the developer is encouraged to explore on-site relocation opportunities via the Lot 1 Development Permit\* process.
- 5.4. Arborist: Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within the tree protection zone of the City tree 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.
- 5.5. Protective Fencing: Installation of appropriate tree protection fencing around the 1 City tree that is to be retained prior to any construction activities, including building demolition, occurring on-site.
6. On-Site Stormwater Management: Submit a report and recommendations prepared by an appropriate registered professional that demonstrates, to the satisfaction of the Director of Development, Manager, Environmental Sustainability, and Director of Engineering, that measures are incorporated into the design and construction of the subject development (in coordination with and/or independent of frontage/street works) that effectively replace/retain the stormwater management value of the existing swales along the subject site's River Road and Gilbert Road frontages that will be lost as a result of the proposed development (e.g., rain garden along Gilbert Road). Note that the City's Environmental Sustainability Division has determined, in consultation with the Department of Fisheries and Oceans (DFO), that while the existing swales have recognized stormwater management value, it is not the City's intent to designate them as Riparian Management Areas (RMA).
7. Accessible Housing: Incorporate accessibility measures in Development Permit\* plans including, but not necessarily limited to, those determined via the Rezoning review process as follows:
  - 7.1. 100% of affordable housing units secured via a Housing Agreement must meet Basic Universal Housing standards (as defined under the Zoning Bylaw).
8. Parking Strategy: Submission of a parking strategy demonstrating the subject development's compliance, on a lot-by-lot basis, with the Zoning Bylaw in respect to Transportation Demand Management (TDM) measures and related parking relaxations (i.e. up to a 10% reduction in the minimum number of required spaces), as determined to the satisfaction of the City. In addition to Temporary Frontage Improvements along the Gilbert Road frontage of 5540 Hollybridge Way (as required prior to rezoning adoption), TDM measures shall include, but may not be limited to, the following:
  - 8.1.1. For non-residential uses, one end-of-trip facility for each gender for each lot. The minimum requirements for each facility are: shower, change room, wash basin (with grooming station, counter, mirror and electrical outlet), handicapped accessible toilet and lockers. The end-of-trip facilities are to be accessible to all commercial tenants of each lot.
  - 8.1.2. Electric Vehicle Plug-In Service:
    - For residential: 120V and/or 240V service (as determined by the developer) shall be provided for 20% of parking stalls;
    - For commercial: 240V service shall be provided for 10% of parking stalls; and

- For bikes: 120V service shall be provided for 5% of bike racks or one per bike storage compound, whichever is greater.

8.1.3. Temporary Frontage Improvements along the 5540 Hollybridge Way Gilbert Rd frontage as identified in rezoning consideration 18 identified above.

9. Construction Parking and Traffic Management Plan: Re-submission of a Construction Parking and Traffic Management Plan to the Transportation Division, together with updated/revised information, as determined via the Development Permit\* review and approval processes. The Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.
10. Additional Requirements: Discharge and register additional right-of-ways and legal agreements (e.g., cross-access easements or statutory right-of-ways to facilitate shared use of parking garage circulation), as determined to the satisfaction of the Director of Development and Director of Engineering.

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

1. Construction Parking and Traffic Management Plan: Submissions of a Final Construction Parking and Traffic Management Plan to the Transportation Division. The Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.
2. Accessible Housing: Incorporation of accessibility measures in Building Permit\* plans as determined via the Rezoning and/or Development Permit\* processes (e.g., Basic Universal Housing, convertible housing).
3. Aircraft Noise Sensitive Use: Submission of a report prepared by an appropriate registered professional, which confirms that noise mitigation and related measures identified via the Development Permit\* approval processes have been incorporated satisfactorily in the Building Permit\* drawings and specifications.
4. Industrial/Commercial Noise Sensitive Use: Submission of a report prepared by an appropriate registered professional, which confirms that noise mitigation and related measures identified via the Development Permit\* approval processes have been incorporated satisfactorily in the Building Permit\* drawings and specifications.
5. Latecomer Charges: If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. Construction Hoarding: Receipt of a Building Permit\* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit\*. For additional information, contact the Building Approvals Division at 604-276-4285.
7. Servicing Agreement (SA)\*: Entrance into SAs\* on a lot-by-lot basis, secured via Letter(s) of Credit, in respect to the Engineering SA\* Requirements and Transportation SA\* Requirements and their respect phasing, as set out in the "prior to rezoning section" of this document.

**NOTE:**

- a) *Items marked with an asterisk (\*) require a separate application.*
- b) *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.*
- c) *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.*
- d) *The preceding agreements shall provide security to the City, including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.*

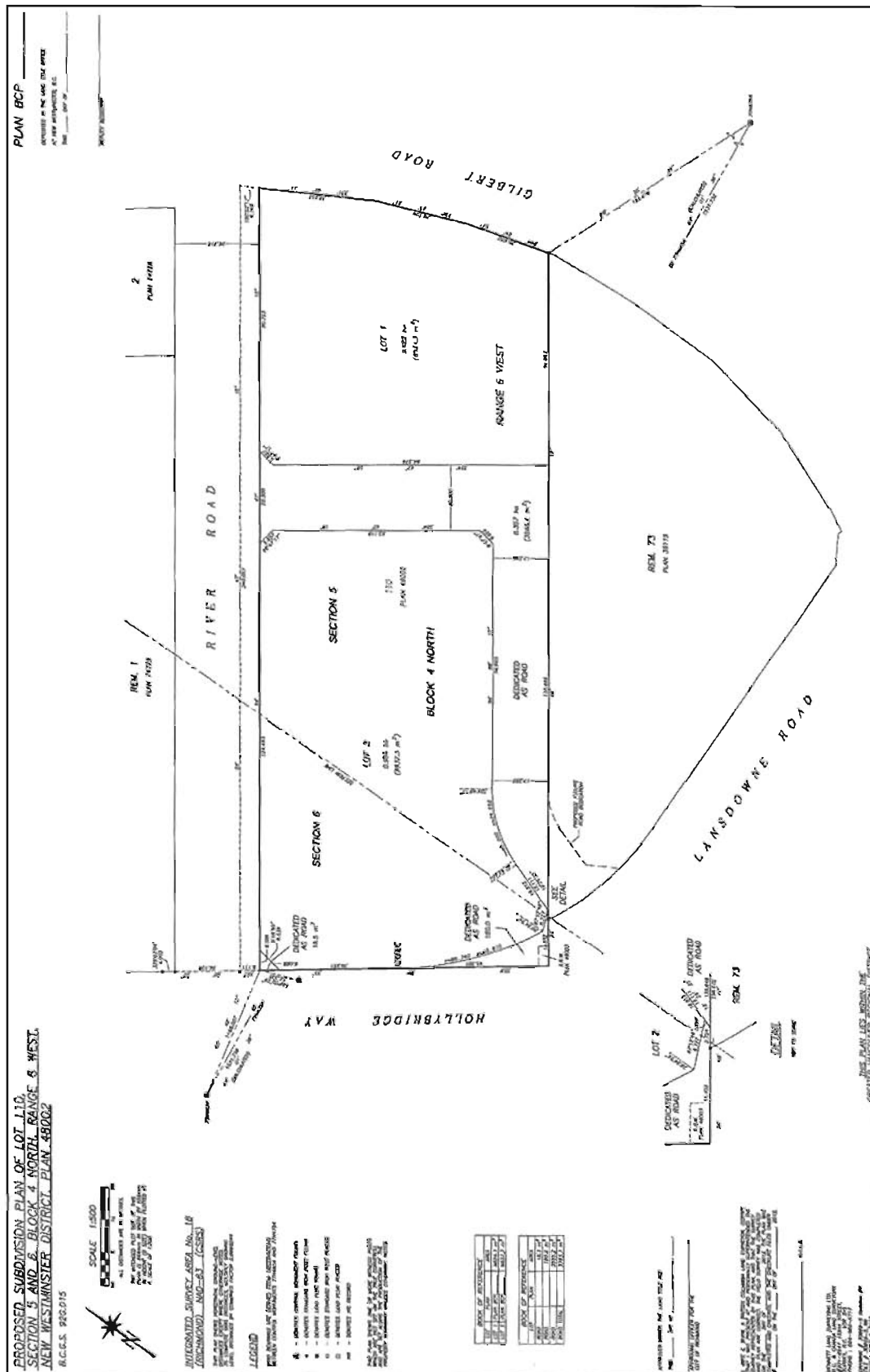
*Signed copy on file*

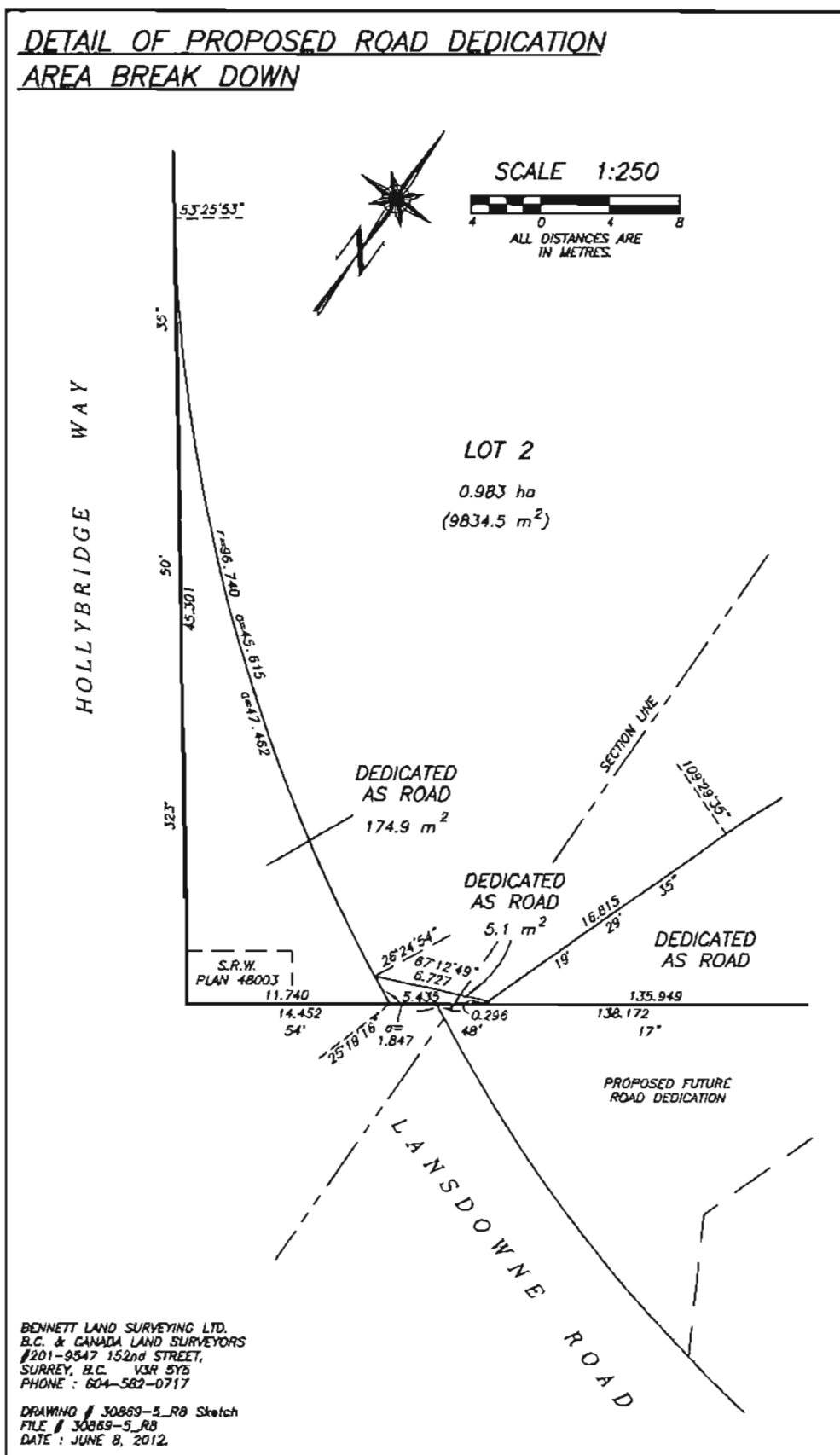
Signed \_\_\_\_\_

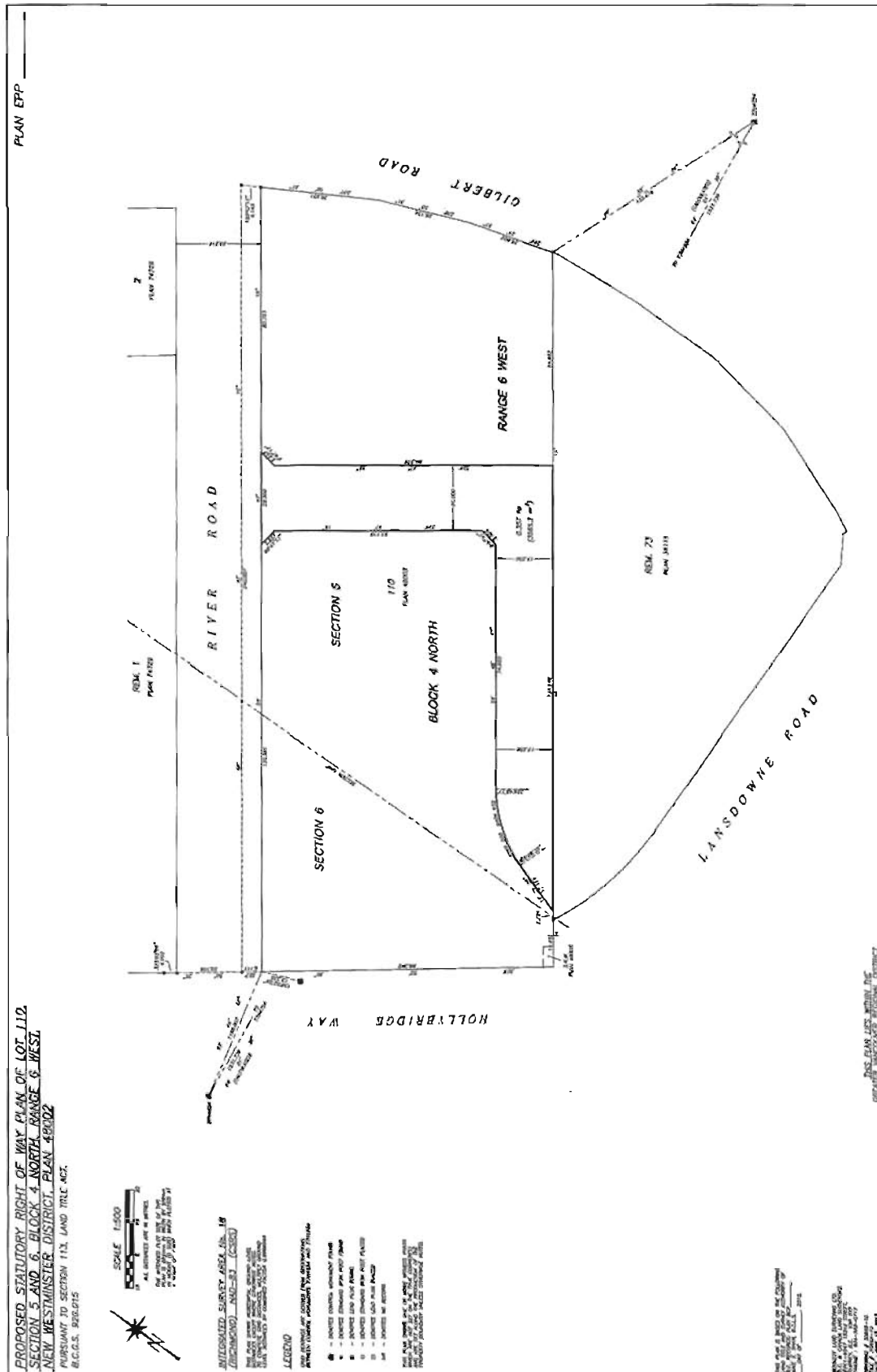
Date \_\_\_\_\_











PLAN EPP20397

PROPOSED EXPLANATORY PLAN OF STATUTORY  
RIGHT OF WAY OF PART OF LOTS 1 AND 2,  
SECTION 5 AND 6, BLOCK 4 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT, PLAN BCP \_\_\_\_\_  
PURSUANT TO SECTION 99(1)(e), LAND TITLE ACT.  
B.C.G.S. 926.015


BOOK OF REFERENCE		
LOT	PLAN	AREA
1	R05P	163.2 m <sup>2</sup>
1	R05P	396.2 m <sup>2</sup>
TOTAL LOT 1		559.4 m <sup>2</sup>
2	R05P	253.0 m <sup>2</sup>
2	R05P	365.2 m <sup>2</sup>
TOTAL LOT 2		618.2 m <sup>2</sup>

INTEGRATED SURVEY AREA No. 18  
(RICHMOND) NAO-83 (CSRS)

### LEGEND

GRD EARNINGS ARE DERIVED  
FROM PLAN RCP.

SCALE 1:500



0 10 20  
ALL DISTANCES ARE IN METRES

THE ATTENDED PLOT SIZE OF THIS  
PLAN IS 55'x110' IN MEASURED BY  
IN CULINARY ROOM (20' x 20') IN FRONT  
ON HEIGHT (10' x 10')

The map shows Block 4 North, which is divided into Section 5 and Section 6. Section 5 is on the left and contains Lot 1. Section 6 is on the right and contains Lot 2. The map also shows the locations of River Road, Gilbert Road, and Hollyridge Way. The map is oriented with North at the top.

**Section 5:**

- Lot 1: 163.3 m<sup>2</sup>
- Dimensions: 100.00' (top), 100.00' (left), 100.00' (right), 100.00' (bottom)

**Section 6:**

- Lot 2: 355.2 m<sup>2</sup>
- Dimensions: 100.00' (top), 100.00' (left), 100.00' (right), 100.00' (bottom)

**Other Features:**

- River Road (top boundary)
- Gilbert Road (right boundary)
- Hollyridge Way (bottom boundary)
- Block 4 North (center label)
- Section 5 (left label)
- Section 6 (right label)
- Lot 1 (top left label)
- Lot 2 (bottom right label)
- PLAN 800 (center label)
- SEE DETAIL (bottom right label)

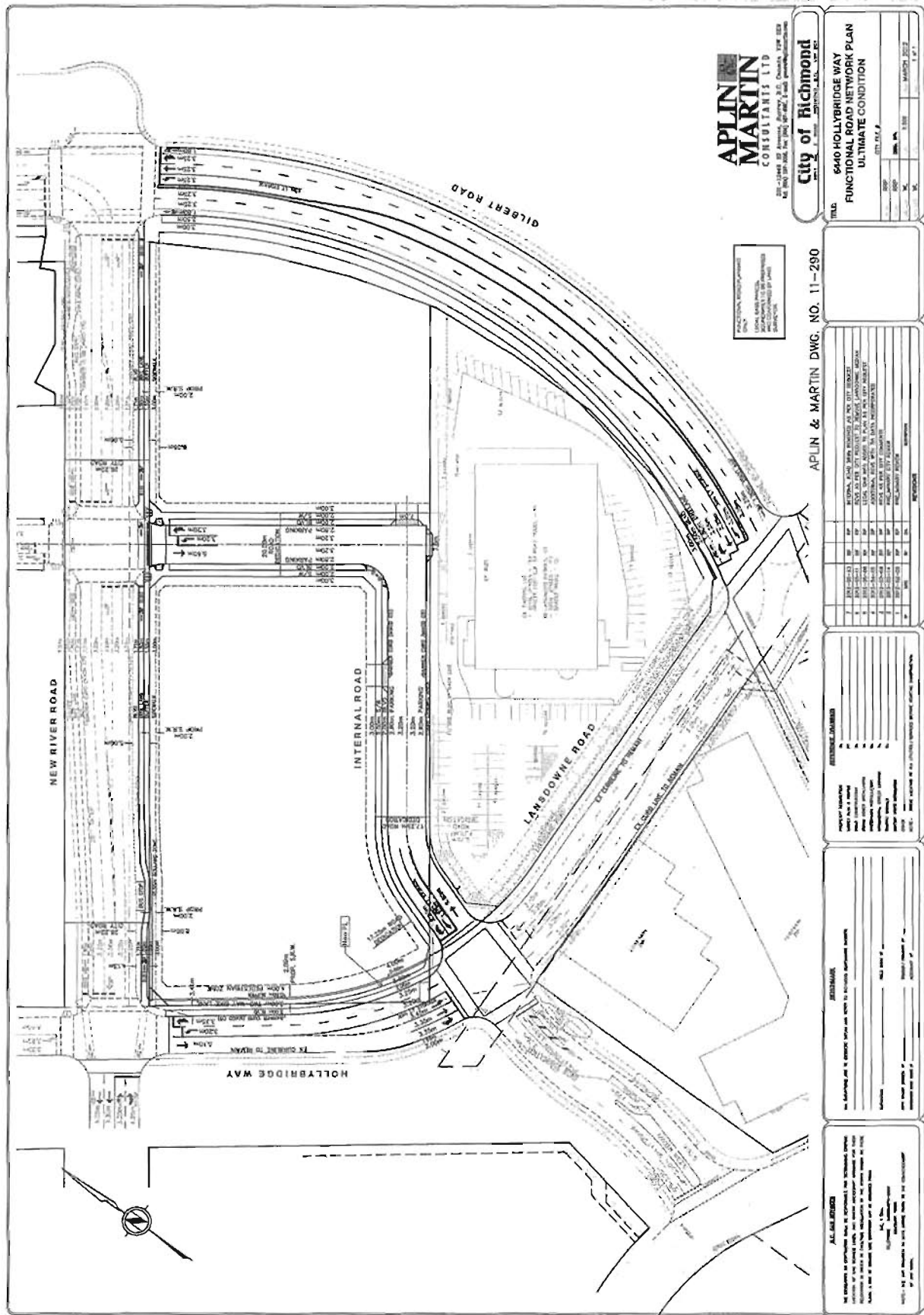
REM. 73  
PLAN J6115

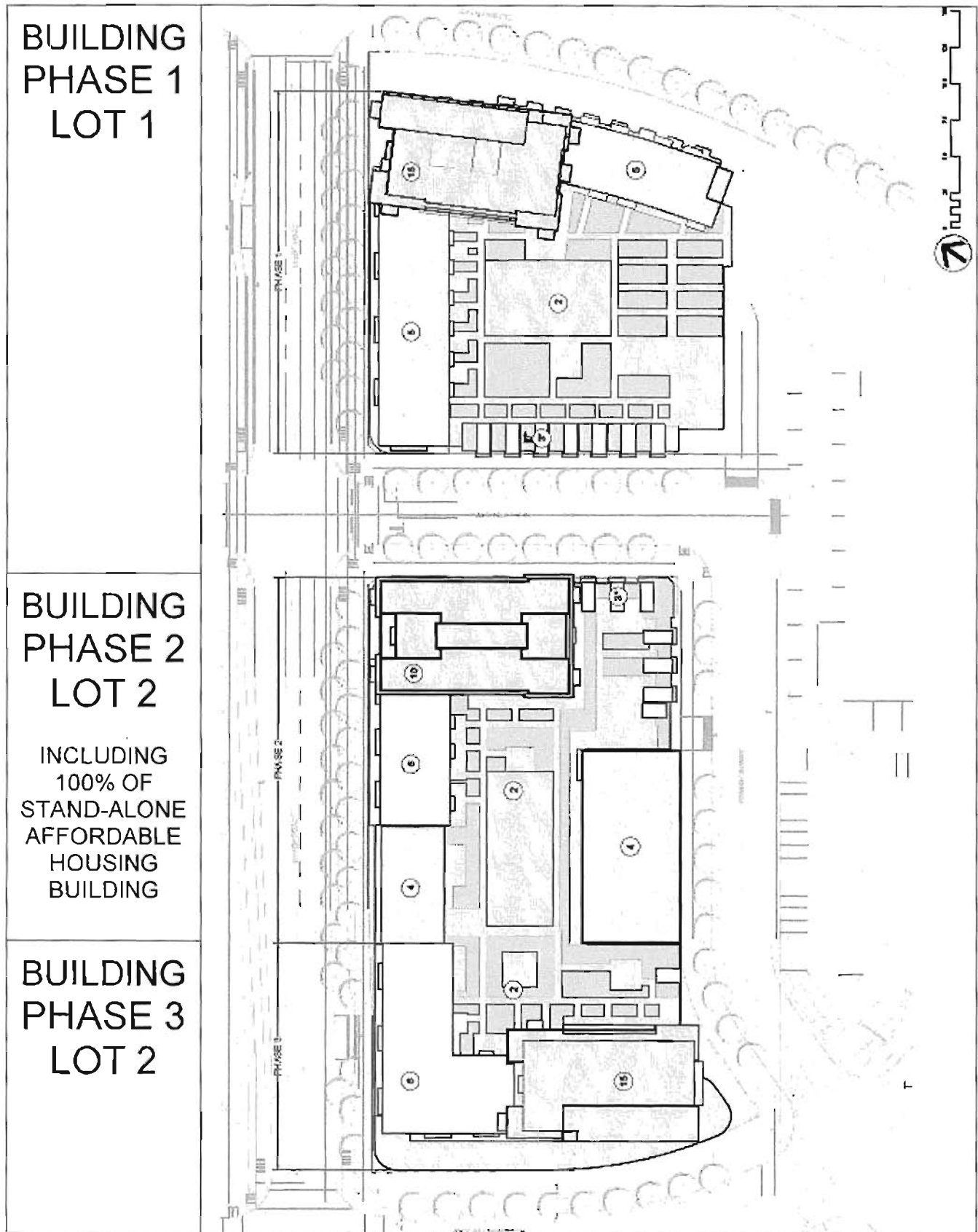
**DETAIL**  
NOT TO SCALE

THIS PLAN IS BASED ON THE FOLLOWING  
LAND TITLE AND SURVEY AUTHORITY OF  
B.C. RECORDS: PLAN B29  
MIKE C. SHANK, B.C.L.S.  
DAY OF \_\_\_\_\_, 2012.

ROBERT LAND SURVEYING LTD.  
B.C. & CANADA LAND SURVEYORS  
4201-8547 152nd STREET,  
SURREY, B.C. V0P 5T5  
PHONE: 604-582-0717  
FAX: 604-582-0717

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT







**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8879 (09-506904)  
5440 HOLLYBRIDGE WAY**

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

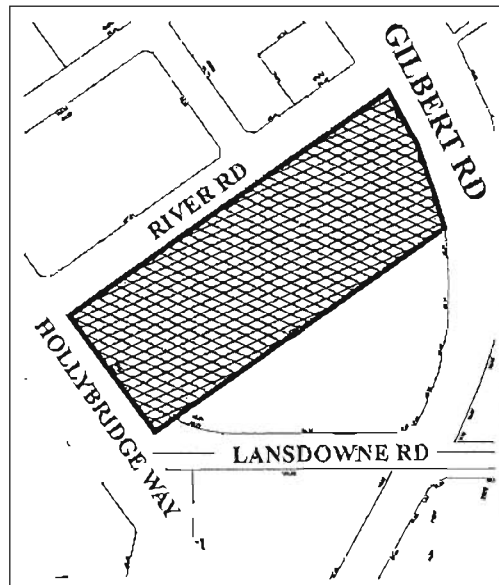
1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
  - 1.1. Deleting the following statement from Section 9.4.4.5:

“so as to increase the maximum **floor area ratio** to 2.0 or 2.5 respectively,”
  - 1.2. Inserting Section 9.4.4.6 as follows:

“6. Notwithstanding Section 9.4.4.3, for the RCL3 **zone** the maximum **floor area ratio** for the net **site area** of the **site** located within the **City Centre** shown on Figure 1 below shall be 2.463, provided that the **owner**:

    - a) complies with the conditions set out in either paragraph 9.4.4.3(a) or (b); and
    - b) dedicates not less than 3,862.9 m<sup>2</sup> of the **site** as **road**.

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it **RESIDENTIAL/LIMITED COMMERCIAL (RCL3)**.

P.I.D. 001-794-884

Lot 110 Sections 5 and 6 Block 4 North Range 6 West New Westminster District Plan 48002



3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8879**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____	<div data-bbox="1421 270 1550 585" data-label="Image"> <p>CITY OF RICHMOND</p> <p>APPROVED by</p> <p>APPROVED by Director of Solicitor</p> </div>
_____	
_____	
_____	
_____	

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





## City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Re:** **MATTHEW CHENG ARCHITECT INC.** has applied to the City of Richmond for permission to rezone 9000 General Currie Road "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)" in order to develop an 8 unit, 3 Storey Townhouse development.

*To: Planning Comm. July 17, 2012*  
**Date:** June 29, 2012

**File:** RZ 11-588104

### Staff Recommendation

That Bylaw No. 8906 for the rezoning of 9000 General Currie Road from "Single Detached, (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.

*Brian Jackson*

Brian J. Jackson, MCIP  
Director of Development  
(604-276-4138)

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

## Staff Report

### Origin

Matthew Cheng Architect Inc. has applied to rezone 9000 General Currie Road (**Attachment 1**) from “Single Detached, (RS1/F)” to a “Medium Density Townhouses (RTM3)” to permit the construction of 8 residential townhouse units (**Attachment 2**).

### Findings Of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

### Surrounding Development

- To the North: Across General Currie Road, at 7393 Turnill Street, a 45 unit, 3 storey Townhouse complex zoned “Town Housing (ZT50) – South McLennan (City Centre)”.
- To the East: At 9060 General Currie Road, a 9 unit, 3 storey Townhouse complex, zoned “Town Housing (ZT45) – Gilbert Road, Acheson – Bennett Sub-Area, St. Albans, South McLennan (City Centre)”.
- To the South: At 7533 Turnill Street, a 15 unit, 3 storey Townhouse complex zoned “Town Housing (ZT55) – South McLennan (City Centre)”.
- To the West: Across Garden City Road, a 3 unit, 3 storey townhouse complex at 7511 Garden City Road zoned “Town Housing (ZT45) – Gilbert Road, Acheson – Bennett Sub-Area, St. Albans, South McLennan (City Centre)”; and  
Across Garden City Road, a Single Family Dwelling at 7351 Garden City Road, zoned (Single Detached (RS1/E))”.

### Related Policies and Studies

#### Official Community Plan

OCP designation: City Centre Area, McLennan South Sub-Area Plan, Schedule 2.10D.

#### McLennan South Sub-Area Plan

- Residential, Townhouse up to 3 Storeys over 1 parking level, Triplex, Duplex, Single Family 0.75 base FAR (**Attachment 4**).

This eight (8) unit townhouse proposal will provide a density of 0.75 FAR, meeting the base density of the area plan. To satisfy the density requirements of the RTM3 zone, the applicant is providing a voluntary contribution to the Affordable Housing Strategy Reserve fund. In addition, the applicant is providing frontage improvements to both General Currie Road and Garden City Road.

#### Floodplain Management Implementation Strategy

In accordance with the City’s Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 m above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption.

**Public Input**

A notice board is posted on the subject property to notify the public of the proposed development, but no communication has been received to date. Should this application receive first reading, a public hearing will be scheduled.

**Staff Comments**Transportation and Site Access

- Vehicular access to and from the site is from General Currie Road. A covenant is to be registered on title to ensure vehicle access is provided off General Currie Road only and not Garden City Road.
- The registration of a 5.0 meter wide Public Access Right-of-Way is required running along the entire length of the site beside Garden City Road. The purpose of this ROW is to facilitate the frontage improvements of the site to include a public sidewalk, grass and treed boulevard and a curb and gutter. The ROW will also serve to widen the existing sanitary ROW which runs parallel with Garden City Road.
- Off-street parking for the proposal is provided in each unit by a combination of one and two-car garages at grade with all two car garages providing side-by-side parking configurations. Visitor parking is supplied by two (2) visitor stalls, including one stall for handicapped parking. The number of stalls meet the requirements of Zoning Bylaw 8500.
- With the exception of the four (4) units that have direct pedestrian access to Garden City Road and the one (1) unit accessing General Currie Road, pedestrian access to the site is shared with the vehicular access point and then follows the internal drive-aisle to the individual units. To add an additional safety feature to pedestrians using the site, staff have asked the applicant to consider using methods to give a better sense of territory for pedestrians who use the site.
- A four (4) meter by four (4) meter triangular corner cut is to be dedicated at the corner of General Currie Road and Garden City Road.

Proposed Site Assembly

The subject property is a stand alone site as it is surrounded by either roads or existing townhouse developments that were built in the past eight (8) years. No additional land is available for this proposal.

Previous rezoning and development permit applications

This site has seen a previous application for both rezoning (RZ 01-192664) and Development Permit (DP 02-218738) for the purpose of developing seven (7), three (3) storey townhouse units, but there was little activity on the applicant's side to proceed with these applications after the rezoning application received third reading, resulted in their cancellation in February 2011. The site has remained vacant during this time.

New ownership of the site and the desire to proceed with a townhouse development resulted in the current application.

Trees

The subject site contains no on-site or off-site trees that would affect the proposed development application. A review of the property's history could not find any information of tree removal

prior to or after the approval of the City's Tree Protection Bylaw (Bylaw 8057) in May of 2006 which requires a permit to remove trees of a certain size.

While the City's replacement policy of 2:1 would not apply in this situation, it is anticipated that the forthcoming Development Permit for this townhouse proposal will contain new tree plantings in its landscaping plan to compliment the project.

#### Amenity Space

An outdoor amenity space is proposed to be located at the southeast corner of the site where it is anticipated to get the most sunlight of other available locations on the property. Little detail is provided at this time as to the proposed use of this space, but a more detailed review will be conducted at the Development Permit stage when landscaping drawings will be submitted with more detailed information. No indoor space is being proposed, but a voluntary cash-in-lieu contribution of \$8,000.00 will be paid prior to final adoption of this application.

#### **Analysis**

##### Proposed Zoning to Medium Density Townhouses (RTM3)

The proposed rezoning from RS1/F to RTM3 represents an increase to density for residential use. The submitted information is in conformance with the South McLennan Sub-Area Plan in its transformation from a predominately single-family neighbourhood toward a higher density neighbourhood through the development of apartment and townhouse buildings. No amendment is required to the OCP as the proposal meets the South McLennan Sub-Area Plan parameters as well as the designation of the Land Use Map ('Residential, Townhouse up to 3 Storeys over 1 parking level, Triplex, Duplex, Single Family 0.75 base FAR) (**Attachment 4**).

The applicant is proposing a townhouse development with an FAR below the allowable density of 0.75, to a density of 0.70. The Medium Density Townhouse zone (RTM3) can achieve the 0.70 FAR the developer proposes with a voluntary contribution to the Affordable Housing Reserve Fund in accordance with the Zoning Bylaw (Bylaw 8500), otherwise the maximum allowable density is 0.40 FAR. The applicant is aware of this and is willing to make that contribution to achieve the higher density.

##### Affordable Housing

The applicant will be making a voluntary cash contribution to the affordable housing reserve fund in accordance with the City's Affordable Housing Strategy as well as to achieve the density bonusing provision outlined in the RTM3 zone. The contribution is to be provided prior to the adoption of the rezoning application.

With respect to townhouse developments, the Zoning Bylaw and the Affordable Housing Strategy specifies that a voluntary cash contribution of two dollars (\$2.00) per buildable square foot will be welcomed to the affordable housing reserve fund. The total payable contribution in this 8 unit proposal would come to \$19,530.03.

### Public Art

In accordance with the City's Public Art policy, no provision of public art or a voluntary cash contribution in lieu of providing public art is necessary for this eight (8) unit townhouse proposal, if the application is for less than 10 townhouse units.

### Design

The three-storey proposal meets the intent and requirements of the neighbourhood plan. More detail regarding the form and character of the proposal will follow during the Development Permit application process.

### Parking

The submitted proposal meets the number of off-street parking stalls in accordance with the Parking and Loading requirements of Zoning Bylaw 8500. A total of 14 stalls are being proposed with 12 proposed for residents, using a combination of single car garages and side-by-side double car garages attached to the units. Bicycle parking is also being proposed to provide space for short and long term bicycle parking

### Utilities and Site Servicing

A site servicing review has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. Upgrades are required to the storm system along General Currie Road and an additional hydrant is required to meet the 75 meter spacing for multi-family areas. No upgrades to the sanitary are necessary.

### Servicing Agreement

A Servicing agreement will be required to ensure frontage works along the front of Garden City Road and General Currie Road are done to City standards. Such works include:

- Garden City Road: working within the 5.0 meter wide PROP, a 3.0 meter sidewalk, landscaped boulevard, and the extension of the curb and gutter from the property to the south at 7533 Turnill Street;
- General Currie Road: a 1.75 meter wide sidewalk, landscaped boulevard and the extension of the curb and gutter from the property to the east at 9060 General Currie Road; and
- Upgrades to the storm system along General Currie Road, fronting this site.

Details of the sidewalk improvement is to correspond with works done at 7533 Turnill Street (SA 04-266458) and 7393 Turnill Street (SA 07-391164).

The agreement will also identify how the site will be serviced to accommodate the eight (8) townhouse units.

### Development Permit

A separate Development Permit application is required with a specific landscaping plan to include the following:

1. Design of the outdoor amenity area.
2. Overall appropriateness of the landscaping plan, including how the proposed grades will ensure the survival of the three on-site trees that are to be retained.
3. Form and character of the townhouse units and how they address adjacent properties.
4. Design of the Garden City greenway, contained within the 5.0m wide ROW fronting Garden City Road

**Financial Impact**

None.

**Conclusion**

The proposed eight (8) unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the Medium Density Townhouses (RHM3) zone for the South McLennan neighbourhood plan. Staff contend that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption. Staff recommends that rezoning application RZ 11-588104 proceed to first reading.



David Johnson  
Planner  
(604-276-4193)

DJ:cas

**List of Attachments**

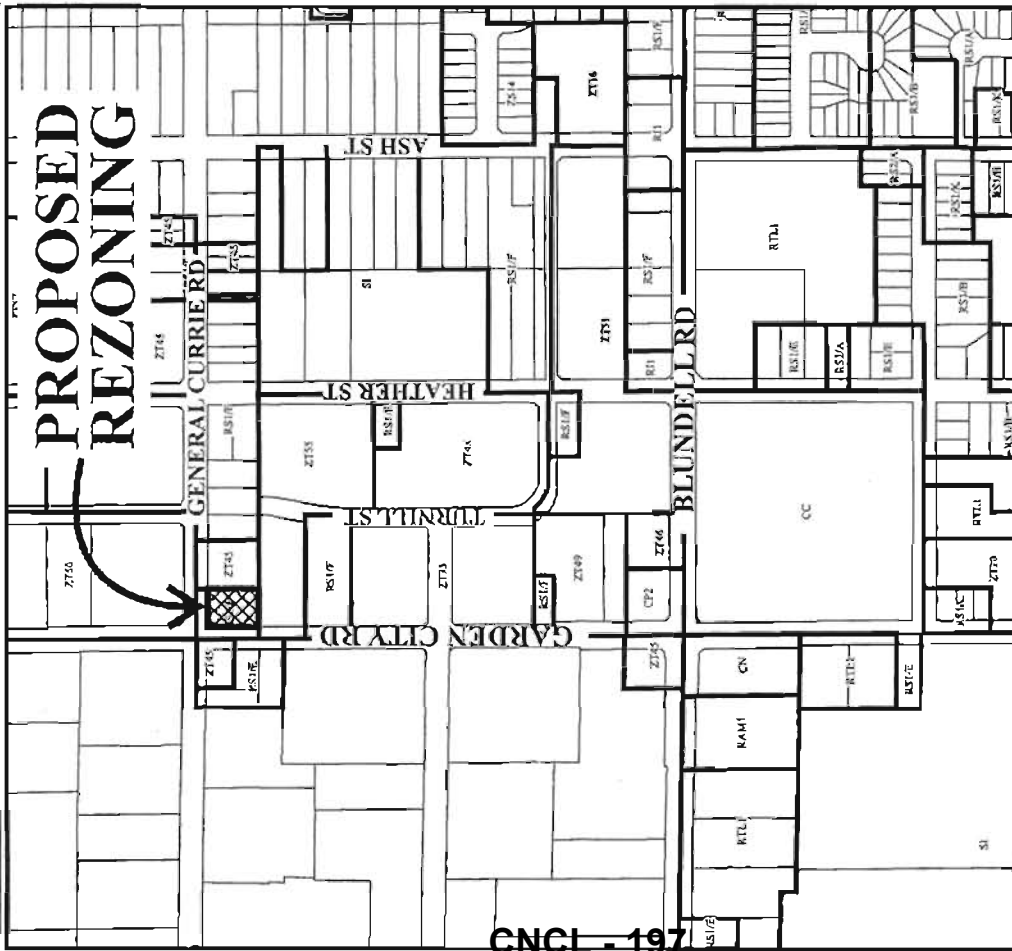
Attachment 1	Location Map, Zoning Site Map, Site Context and Aerial View of the Site
Attachment 2	Site Plan and Preliminary Architectural Drawings
Attachment 3	Development Application Data Sheet
Attachment 4	McLennan South Sub-Area Land Use Map
Attachment 5	Conditional Rezoning Requirements





# City of Richmond

## PROPOSED REZONING



CNCL - 197

GARDEN CITY RD

GENERAL CURRIE RD

7393

76.96

40.24

9060

9060

40.23

92.01

7533

8.36

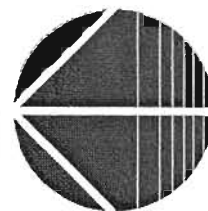
Attachment 1

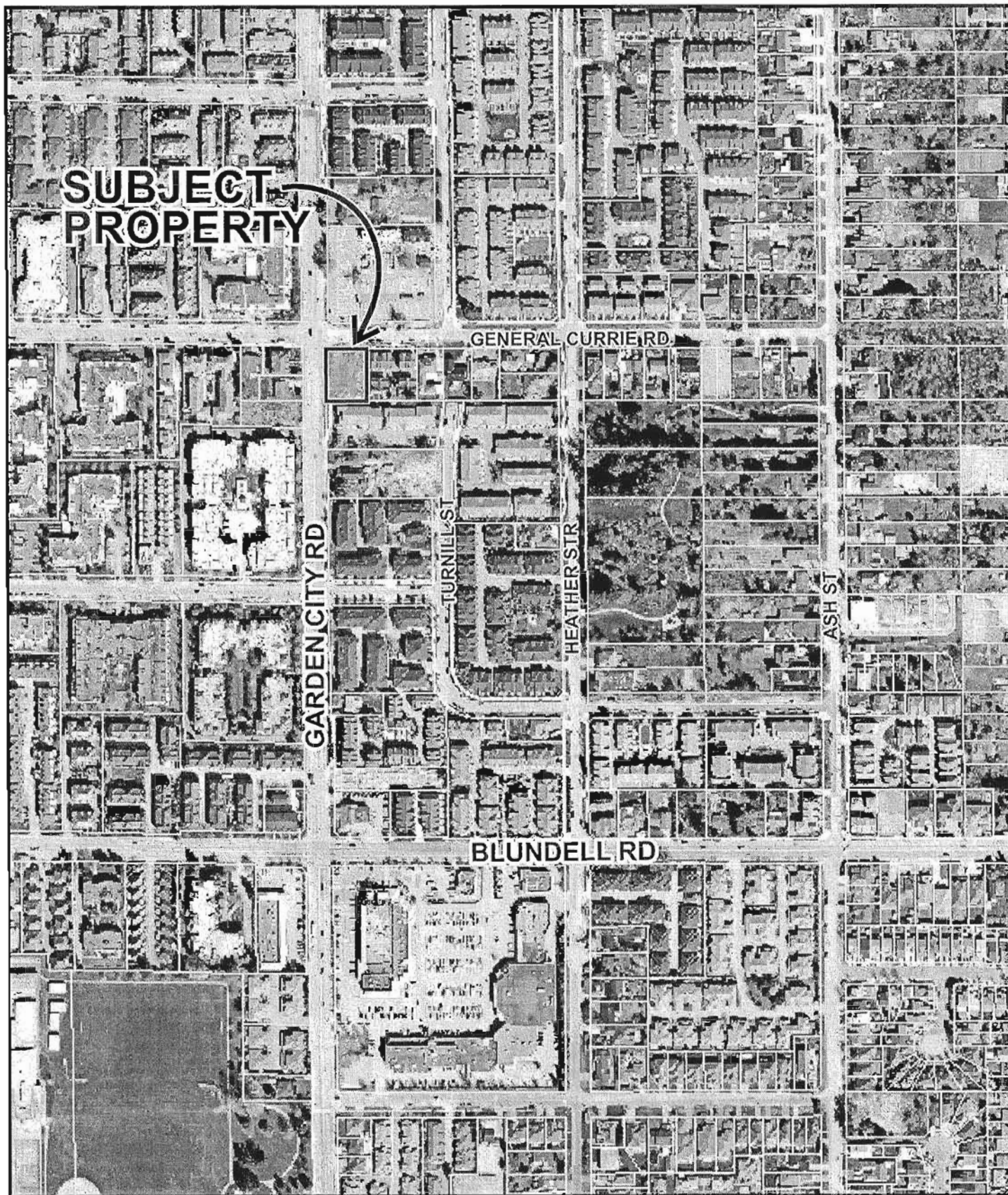
Original Date: 09/14/11

Revision Date:

Note: Dimensions are in METRES

RZ 11-588104





RZ 11-588104

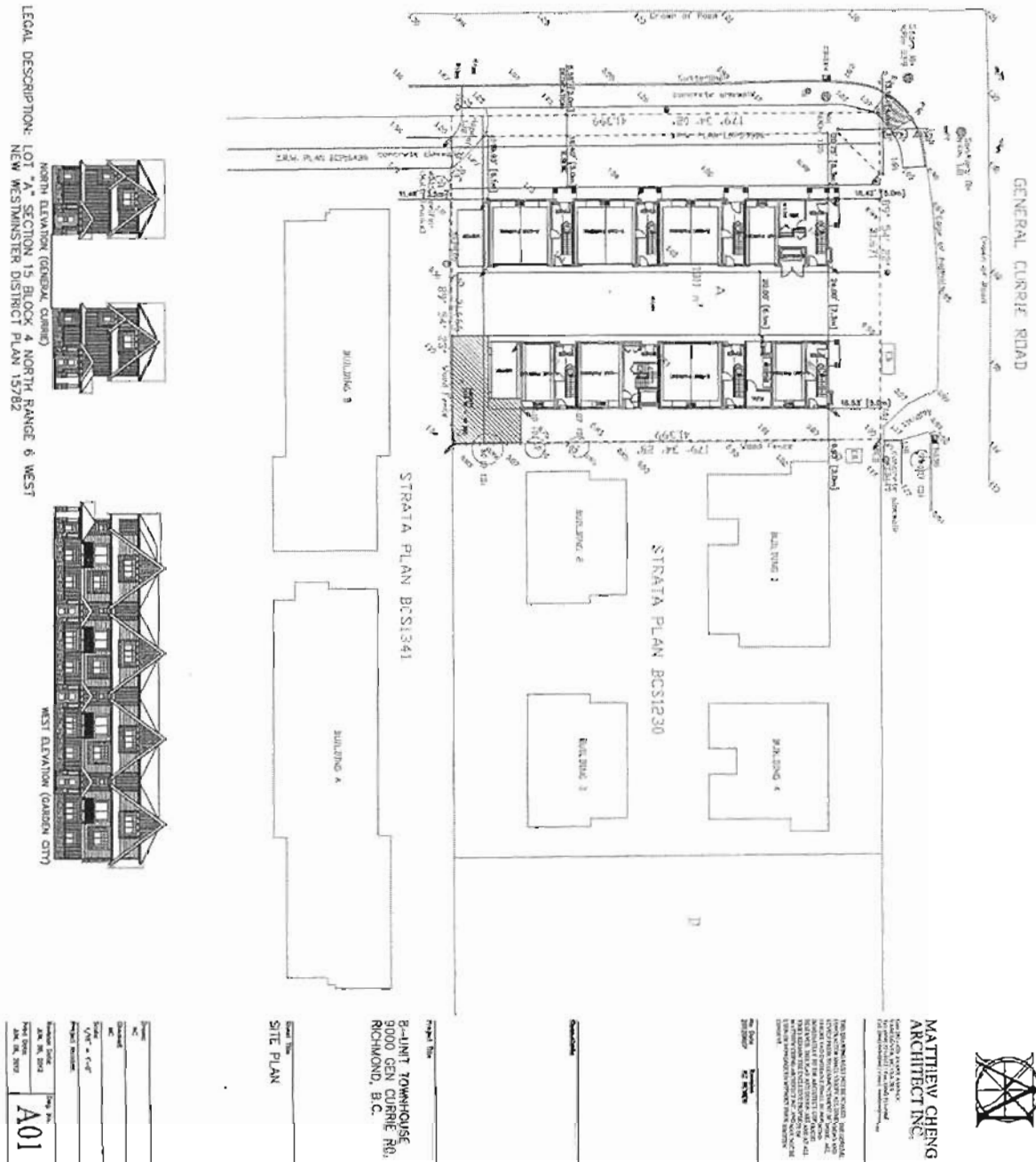
CNCL 198

Original Date: 09/15/11

Amended Date:

Note: Dimensions are in METRES

SITE AREA:	PROPOSED:
LAND USES:	13134.11 SF (1220.23SM)
DCP DESIGNATION:	TOWNHOUSE
ZONING:	NO CHANGE
NUMBER OF UNITS:	RTH
	8
FLOOR AREA RATIO:	PROPOSED:
LOT COVERAGE:	0.698 (9169.07 SF)
SETBACK-FRONT YARD:	0.343 (4532.61 SF)
SETBACK-SIDE YARD:	5.00m (16.42')
SETBACK-SIDE YARD (EAST)	3.03m (9.93')
SETBACK-SIDE YARD (WEST)	6.08m (19.93')
SETBACK-REAR YARD:	3.50m (11.48')
HEIGHT: (m)	11.14m (36.55')
LOT SIZE:	13134.11 SF (1220.23SM)
OFF-STREET PARKING	12 AND 2
RESIDENTIAL/COMMERCIAL:	
OFF-STREET PARKING	0
ACCESSIBLE:	
TAMER PARKING TOTAL:	14
INDOOR AMENITY SPACE:	NONE
CASH-IN-LEU	
OUTDOOR AMENITY SPACE:	529 SF (49 SM)



MATTHEW CHENG  
ARCHITECT INC.

THIS DRAWING IS THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHENG ARCHITECT INC.

Project No. 1000000000

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

8-UNIT TOWNHOUSE  
9000 GEN CURRIE RD.  
RICHMOND, B.C.

SITE PLAN

Sheet No. A01



**MATTHEW CHENG  
ARCHITECT INC.**

1000 SHEPPARD AVENUE EAST  
SUITE 100  
SCARBOROUGH, ONTARIO M1S 1T6  
TEL: (416) 291-8888  
WWW.MATTHEWCHENGARCHITECT.COM

THIS DOCUMENT IS THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. IT IS TO BE USED FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHENG ARCHITECT INC. ANY UNAUTHORIZED USE OF THIS DOCUMENT IS PROHIBITED. THE USER OF THIS DOCUMENT AGREES TO HOLD MATTHEW CHENG ARCHITECT INC. HARMLESS FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES, THAT MAY BE ASSERTED AGAINST OR INCURRED BY MATTHEW CHENG ARCHITECT INC. DUE TO THE USER'S NEGLIGENCE OR WILLFUL MISUSE OF THIS DOCUMENT.

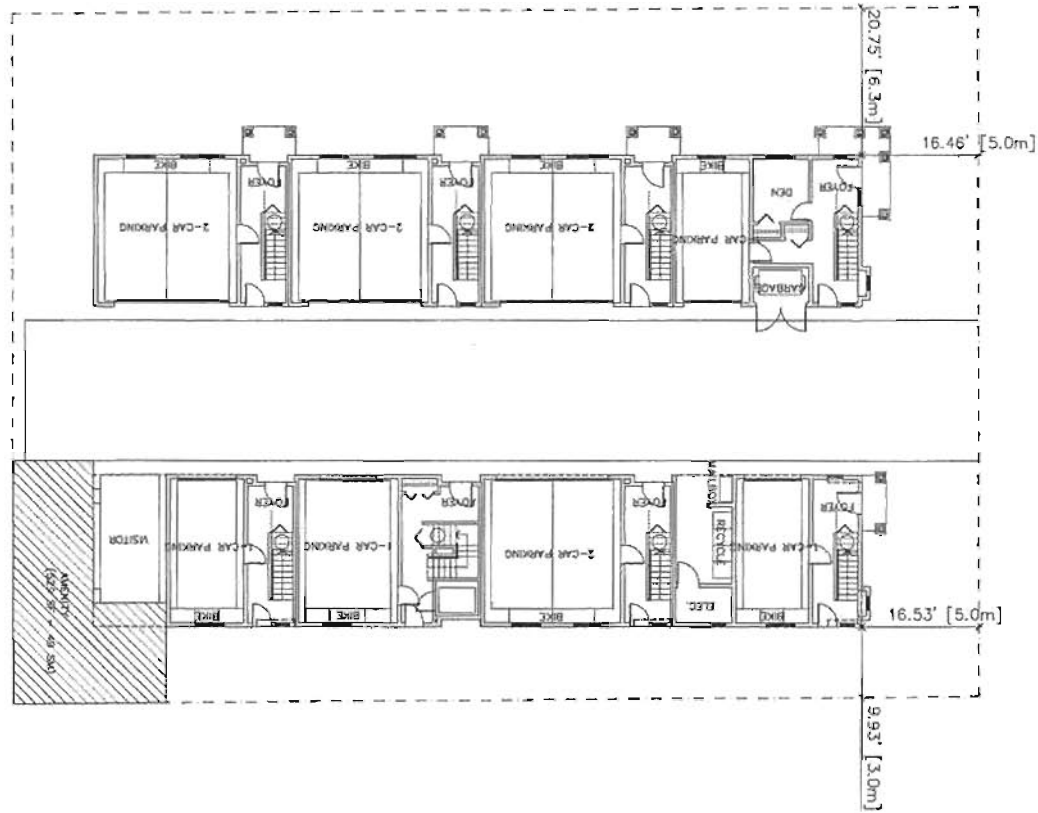
By: **Matthew Cheng**  
Date: **12/12/2023**

Comments:

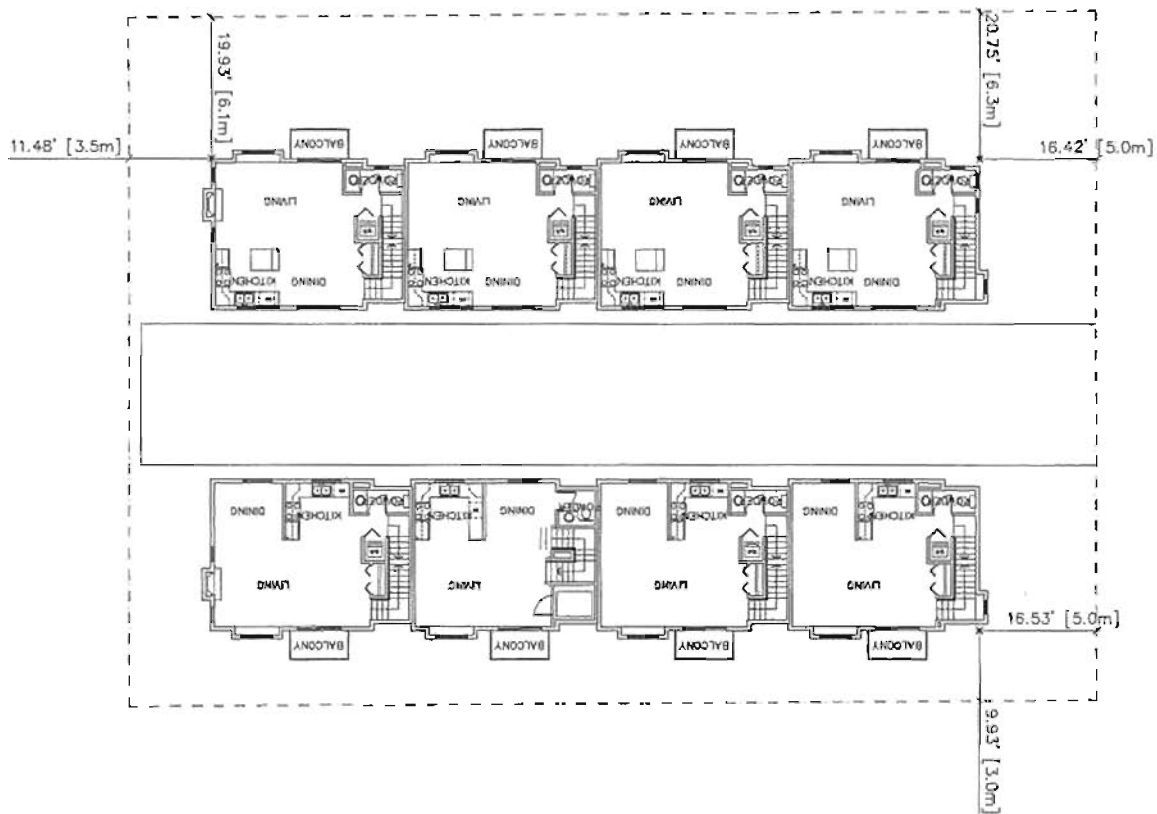
Project Title:

**8-UNIT TOWNHOUSE  
8000 GLEN CURRIE RD.  
RICHMOND, B.C.**

Scale: **1/8" = 1'-0"**  
**GROUND FLOOR PLAN**



Project Number: **A02**  
Date: **12/12/2023**  
By: **Matthew Cheng**



**MATTHEW CHENG**  
ARCHITECT INC.

1000 WEST 10TH AVENUE, SUITE 200  
VANCOUVER, BC V6H 1A6  
TEL: (604) 681-1111  
WWW.MATTHEWCHENGARCHITECT.COM

THIS DOCUMENT IS THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHENG ARCHITECT INC. ANY UNAUTHORIZED USE OF THIS DOCUMENT IS PROHIBITED.

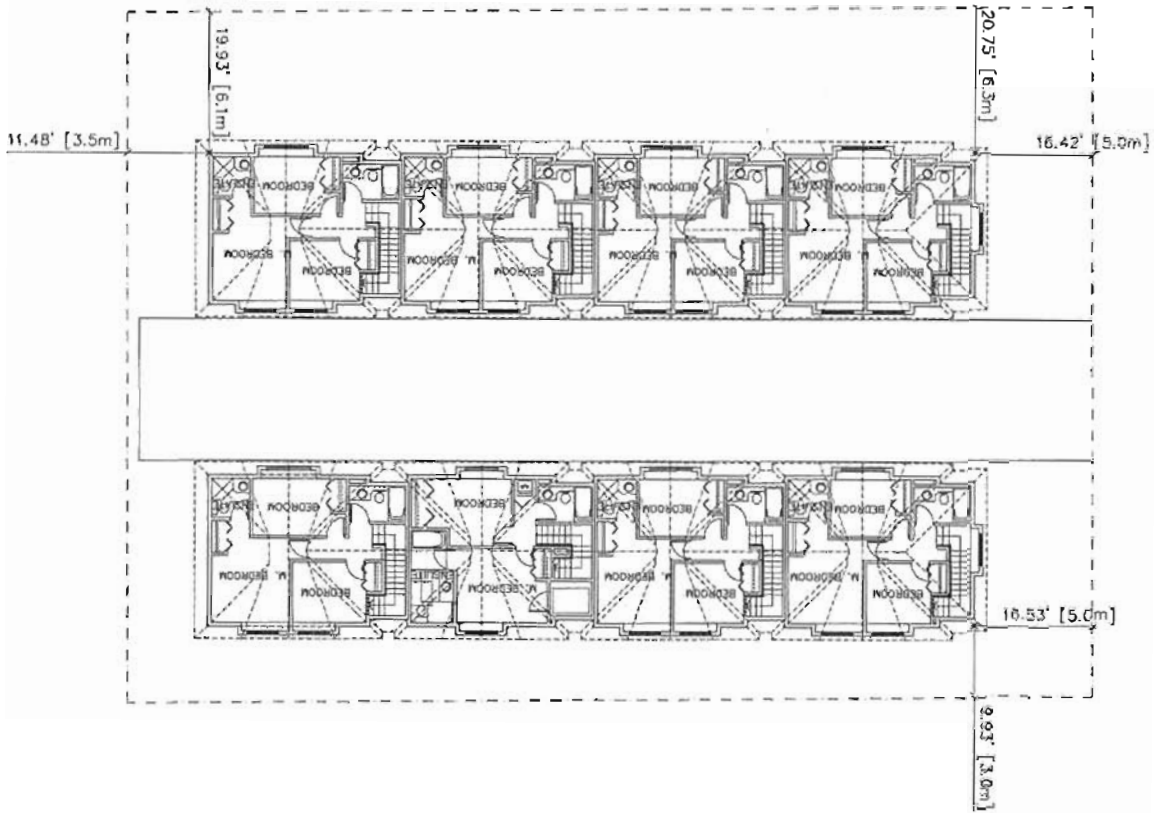
DATE: 04/04/2012  
BY: MCH

**CNCL - 201**

PROJECT TYPE:  
8-UNIT TOWNHOUSE  
3000 GLEN CURRIE RD.  
RICHMOND, B.C.

Scale: 1/8" = 1'-0"  
MAIN FLOOR PLAN

Drawn by:	Checked by:	Project Number:	Page No.:
04/04/2012	04/04/2012	04/04/2012	A03



**MATTHEW CHENG**  
ARCHITECT INC.

1000 SHEPPARD AVENUE EAST, SUITE 100  
SCARBOROUGH, ONTARIO M1S 1T5  
TEL: (416) 291-8888  
WWW.MATTHEWCHENGARCHITECT.COM

THIS DOCUMENT IS THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHENG ARCHITECT INC. ALL RIGHTS ARE RESERVED. NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHENG ARCHITECT INC.

DATE: 10/10/2019  
DRAWN BY: JC

CNCL - 202

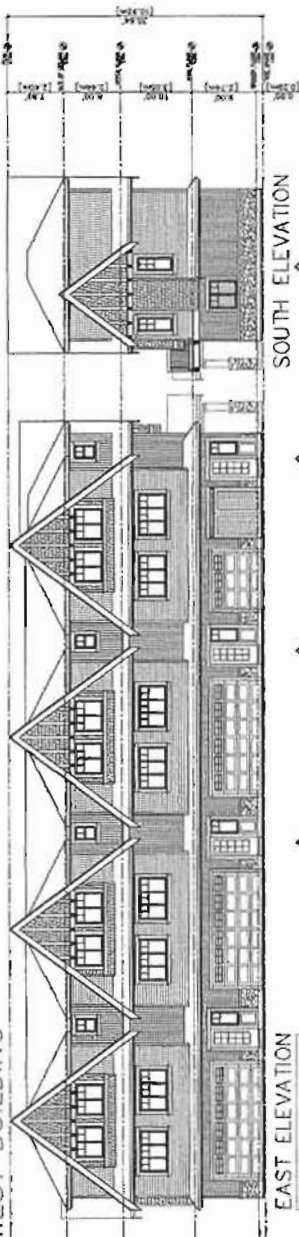
2-UNIT TOWNHOUSE  
3000 GLEN GARRIE RD.  
RICHMOND, B.C.

UPPER FLOOR PLAN

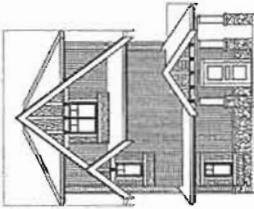
Scale:	1/4" = 1'-0"
Project Name:	
Client:	
Architect:	
Drawn By:	
Check By:	
Date:	10/10/2019
Sheet No.:	A04



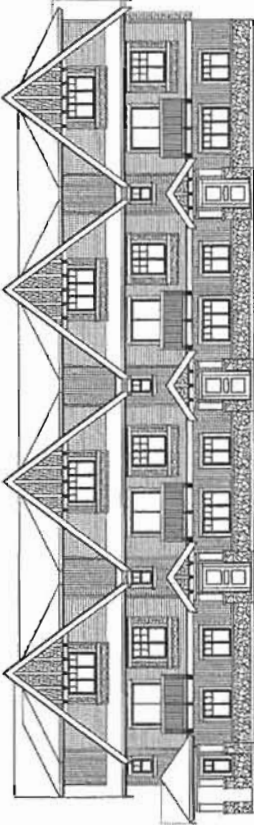
WEST BUILDING



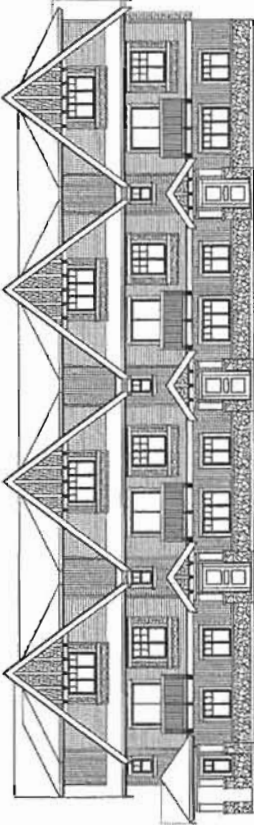
EAST ELEVATION



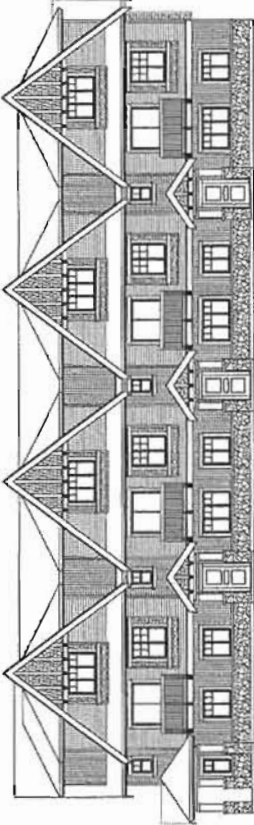
NORTH ELEVATION (GENERAL CURRIE)



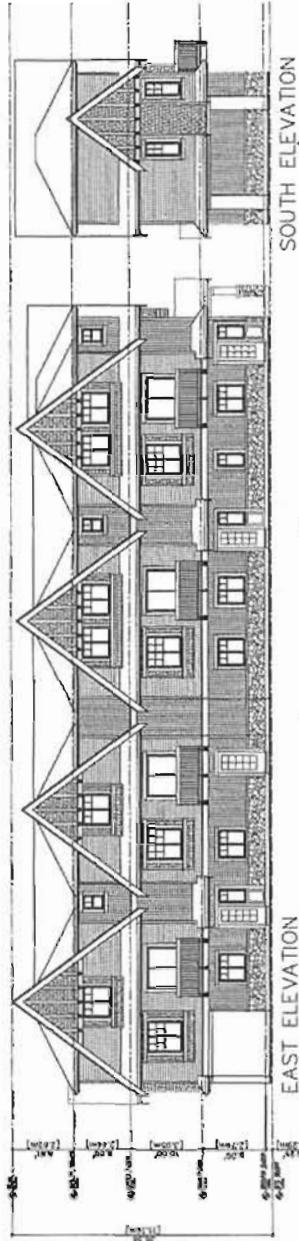
WEST ELEVATION (GARDEN CITY)



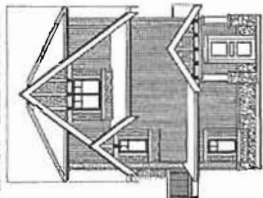
SOUTH ELEVATION



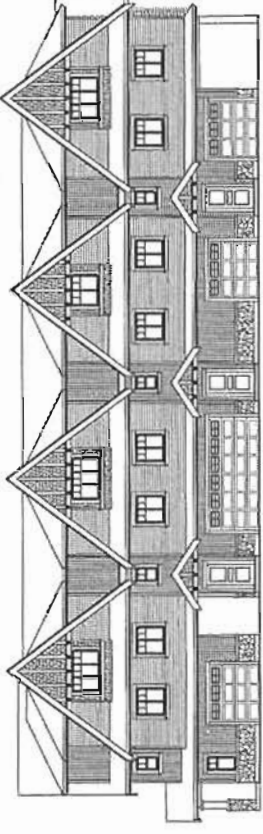
EAST BUILDING



EAST ELEVATION

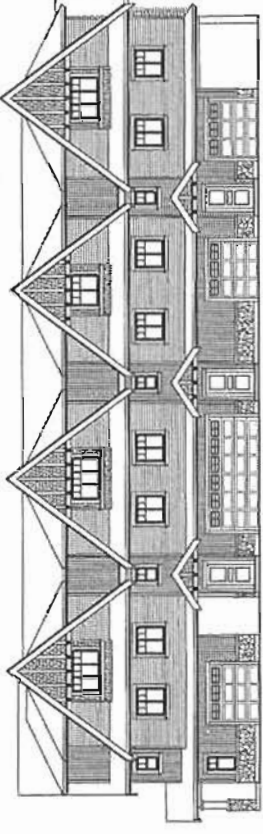


NORTH ELEVATION (GENERAL CURRIE)



WEST ELEVATION

SOUTH ELEVATION



WEST ELEVATION



**MATTHEW CHENG  
ARCHITECT INC.**

1000 SHEPPARD AVENUE EAST, SUITE 100  
SCARBOROUGH, ONTARIO M1S 1T5  
TEL: (416) 291-1111  
WWW.MATTHEWCHENGARCHITECT.COM

THIS DOCUMENT IS THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHENG ARCHITECT INC.

DATE: 01/11/11  
DRAWN BY: J. CHENG

Comments:

Project Name:  
8-LINE TOWNHOUSE  
9000 GEN CURRIE RD.  
RICHMOND, B.C.

Sheet Name:  
ELEVATIONS

Scale:  
1/8" = 1'-0"  
Project Number:  
A05  
Date:  
Jan. 10, 2011  
Page:  
1 of 1



## City of Richmond

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

## Development Application Data Sheet

**RZ 11-588104**

Address: 9000 General Currie Road

Applicant: Matthew Cheng Architect Inc.

Planning

Area(s): City Centre – McLennan South Sub-Area (Schedule 2.10D)

	Existing	Proposed
<b>Civic Address:</b>	9000 General Currie Road	To Be Determined
<b>Owner or Applicant:</b>	Matthew Chen Architect Inc.	No Change
<b>Site Size (m<sup>2</sup>):</b>	1,228.2m <sup>2</sup>	No Change
<b>Land Uses:</b>	Single-Family Residential,	Townhouse Residential
<b>OCP Area Plan Designation:</b>	Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single Family. 0.75 base FAR	No Change
<b>Zoning:</b>	Residential Single Detached (RS1/F)	Medium Density Townhouses (RTM3)  Permits Townhouses at 0.75 F.A.R. with a contribution to the Affordable Housing reserve Fund
<b>Number of Units:</b>	1 Single-Family Dwelling per lot	8 Townhouse Units on a consolidated lot.

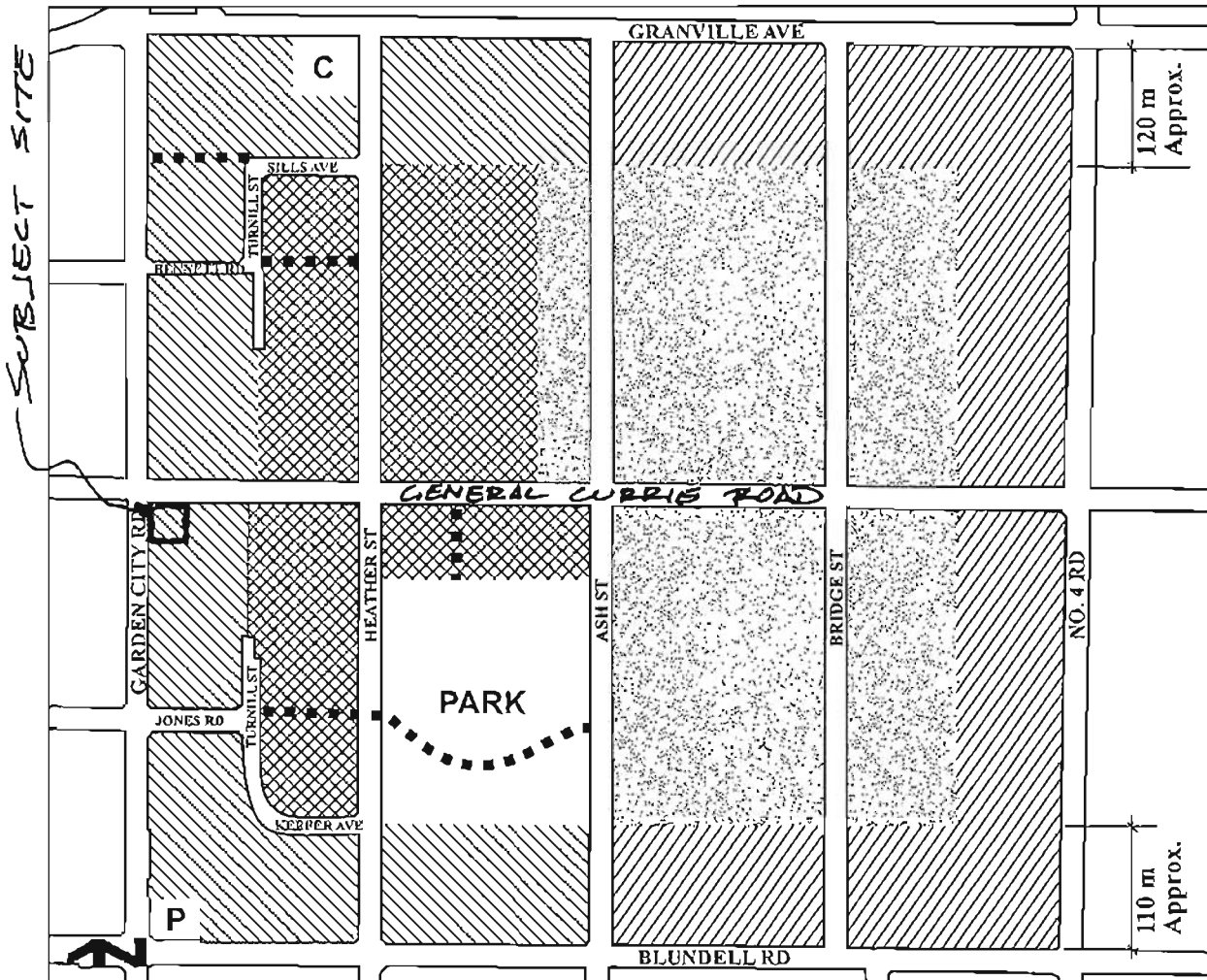
	RTM3 Zone Requirements	Proposed	Variance
<b>Density (FAR):</b>	Site Area = 1,220.23m <sup>2</sup> (0.70) = 854.2m <sup>2</sup> Max.	851.8m <sup>2</sup> (0.698 FAR)	none permitted
<b>Lot Coverage – Building:</b>	40% Max.	34.3%	none
<b>Lot Width (General Currie Road):</b>	40.0m	31.7m	8.30m
<b>Lot Depth (Garden City Road):</b>	50.0m	41.4m	8.60m
<b>Lot Area:</b>	N/A	1,220.23m <sup>2</sup>	N/A
<b>Setback:</b>			
General Currie Road:	6.0m Min.	5.0m	1.0m
Setback:			
Garden City Road:	6.0m Min.	8.1m	none





	RTM3 Zone Requirements	Proposed	Variance
Setback (east)	3.0m Min.	3.03m	none
Setback (south)	3.0m Min.	3.50m	none
Height:	12.0m Min.	11.14m	none
Minimum off-street Parking Requirements:	12 Resident <i>plus</i> 2 Visitor <b>14 spaces minimum</b>	12 Resident <i>plus</i> 2 Visitor <b>14 spaces</b>	none
Tandem Parking Spaces:	No tandem parking for townhouses	None	None
Amenity Space – Indoor:	70 m <sup>2</sup> or cash-in-lieu payment	Cash-in-lieu payment totalling <b>\$8,000.00</b>	none
Amenity Space – Outdoor:	6 m <sup>2</sup> minimum per unit x 8 units = 48.0m <sup>2</sup>	49.0m <sup>2</sup>	none


City of Richmond


## Land Use Map

Bylaw 7892  
2005/04/18

 Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.

 Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.

 Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.

 Residential, Historic Single-Family, 2 ½ storeys maximum 0.55 base F.A.R. Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m<sup>2</sup>/5,920 ft<sup>2</sup> min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/37 ft. min. frontage and 320 m<sup>2</sup>/3,444 ft<sup>2</sup> min. area), with access from new roads and General Currie Road;

Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

■ ■ ■ ■ Trail/Walkway

**C** Church

**P** Neighbourhood Pub

**Note:** Sills Avenue, Le Chow Street, Keefer Avenue, and Turnhill Street are commonly referred to as the "ring road".

**Conditional Zoning Requirements  
9000 General Currie Road  
RZ 11-588104**

Prior to adoption of Zoning Amendment Bylaw 8906, the developer is required to complete the following requirements to the satisfaction of the Director of Development.

1. The granting and registration of a 5.0 meter wide statutory Public Right Of Passage (PROP) and servicing (SROW) right-of-way, running within the property and parallel with the Garden City Road property line for the purpose of designing, constructing and maintaining works associated with the Servicing Agreement (Garden City Road works only) as outlined in part 8 of these considerations.
2. Registration of a flood indemnity covenant on title.
3. A 4 meter by 4 meter triangular corner cut land dedication for road at the corner of Garden City Road and General Currie Road.
4. Registration of a legal agreement on title ensuring that the only means of vehicle access is to General Currie Road and that there be no access to Garden City Road.
5. Contribution of \$1,000.00 per dwelling unit (e.g. \$8,000.00) in-lieu of on-site indoor amenity space to go towards development of public indoor amenity spaces.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$19,530.03) to the City's affordable housing fund.
7. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
8. Enter into a Servicing Agreement\* for the design and construction of frontage works along both Garden City Road and General Currie Road to City standards. Works include, but may not be limited to:
  - a) Upgrade the existing 525mm diameter storm sewer along General Currie Rd from existing manhole STMH5023 (approx. 13m east of east property line) to existing manhole STMH1094 (Garden City Rd) with a length of approx. 48 m, to 750mm diameter or the Developer may hire a consultant to complete a storm analysis to the major conveyance.
  - b) Utility connections to service the site for the proposed townhouse use.
  - c) Garden City Road (starting within the eastern edge of the 5.0 meter wide PROP as indicated in part 1 of these considerations, going west)
    - Design and construction of a 3.0 meter wide decorative sidewalk, running within the 5.0 meter PROP, along the eastern edge. Details are to match with Servicing Agreement plans SA 04-266458.
    - Landscaped boulevard to the curb and gutter which is an extension of the existing curb and gutter of 7533 Turnill Street.
  - d) General Currie Road (from the north property line, going north)
    - Design and construction of a 1.75 meter wide sidewalk at the property line.
    - Landscaped boulevard wide enough to ensure a road width along General Currie Road meets 11.2 meters and standard curb and gutter.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control

Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

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

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

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

---

Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8906 (RZ 11-588104)  
9000 GENERAL CURRIE ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"MEDIUM DENSITY TOWNHOUSE (RTM3)"**.

P.I.D. 010-131-876

Lot "A" Section 15 Block 4 North Range 6 West New Westminster District Plan 15782

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8906"**.

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 Planning and Development Department

To: Planning Committee

*To: Planning Comm. July 17, 2012*  
Date: July 3, 2012

From: Brian J. Jackson, MCIP  
Director of Development

File: RZ 11-591939

Re: Application by Traschet Holdings Ltd. for Rezoning of 9091, 9111 and 9131 Beckwith Road from "Single Detached (RS1/F)" to "Industrial Business Park (IB2)"

### Staff Recommendation

That Bylaw No. 8918, for the rezoning of 9091, 9111 and 9131 Beckwith Road from "Single Detached (RS1/F)" to "Industrial Business Park (IB2)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

MM:blg  
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER

## Staff Report

### Origin

Traschet Holdings Ltd. has applied to the City of Richmond for permission to rezone 9091, 9111 and 9131 Beckwith Road (**Attachment 1**) from “Single Detached (RS1/F)” to “Industrial Business Park (IB2)” to permit construction of two (2) light industrial buildings on a 1.1 acre (0.45 ha.) site (**Attachment 2**).

### Findings of Fact

The proposed development includes two (2) equal-sized buildings each with 14,113 ft<sup>2</sup> (1,311 m<sup>2</sup>) main floors and 6,367 ft<sup>2</sup> (592 m<sup>2</sup>) mezzanines, together totalling 40,960 ft<sup>2</sup> (3,805 m<sup>2</sup>). Access is provided to the central parking lot located between the two buildings from the north side of Beckwith Road. A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**).

### Surrounding Development

To the North: The Nature’s Path cereal company building on a lot zoned “Light Industrial (1L)” and the former CPR rail right-of-way;

To the East: An older single-family home on a large lot zoned “Single Detached (RS1/F)”;

To the South: Beckwith Road and the large Costco Wholesale building and surface parking lot on a site zoned “Auto-Oriented Commercial (CA)”;

To the West: An Enterprise Rental Car outlet zoned “Auto-Oriented Commercial (CA)”.

### Related Policies & Studies

#### Official Community Plan (OCP)

The subject site is designated “Business and Industry” in the Official Community Plan (OCP).

#### City Centre Area Plan (CCAP)

The Bridgeport Village Specific Land Use Map in the City Centre Area Plan (CCAP) designates the subject site and adjacent properties as “General Urban T4 (25m): Area B”, which permits light industry and accessory uses only. The site is also located within “Sub-Area A.2: Industrial Reserve – Limited Commercial” which is intended for urban business parks, including light industrial and accessory uses contained within buildings.

#### LEED Silver Requirement under the CCAP

Section 2.5.1 of the CCAP requires that all developments over 2000 m<sup>2</sup> (21,528 ft<sup>2</sup>) in the City Centre be LEED (Leadership in Energy and Environmental Design) Silver or equivalent (including meeting the LEED Heat Island Effect: Roof Credit and LEED Storm Water Management Credit).



The applicant has committed to meet the Canadian Green Building Council LEED Silver 2009 criteria and will have his architect submit a follow-up letter confirming that building has been constructed to meet such LEED criteria as part of the Development Permit.

#### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw 8204. The site is located within an Area A where the minimum habitable elevation is 2.9 m (9.5 ft.) geodetic. The bylaw also includes provisions to permit habitable space, provided it is located a minimum of 0.3 m (1.0 ft.) above the highest level of the crown of Beckwith Road. A Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

#### OCP Aircraft Noise Sensitive Development (ANSND) Policy

The subject site is located within Aircraft Noise Sensitive Development Area 1A that prohibits all aircraft noise sensitive land use types. Thus, the developer is required to register an aircraft noise non-sensitive development covenant prior to final adoption of the rezoning bylaw.

#### Public Art

The City's Public Art Policy recommends that the developer make a contribution of \$8,400 towards the City's Public Art Fund based on the 2011 rate of \$0.20/ ft<sup>2</sup> applicable to industrial buildings at the time of application. The developer has agreed to make this contribution.

#### Ministry of Transportation and Infrastructure (MOTI)

As the proposed development is with 800 m (one-half mile) of a controlled access highway, Zoning Bylaw 8918 requires Ministry of Transportation and Infrastructure approval under Section 52 of the Transportation Act. Preliminary approval has been granted by MOTI.

### **Staff Comments**

#### Site Servicing

As a condition of rezoning, the developer is required to enter into a standard Servicing Agreement for the design and construction of the sanitary upgrade, all service connections, possible water service upgrades as identified in the capacity analyses (please see **Attachment 4** for details).

With regards to sanitary servicing, an independent review of sanitary capacity requirements concludes that there is a requirement to upgrade the existing 200 mm diameter sanitary main to 375 mm diameter from a manhole located at the proposed site's east property line to a manhole located approximately 85.5 m (281 ft.) west along Beckwith Road.

#### Road Frontage Works and Lane

As part of the Servicing Agreement, the developer is also required to:

- Undertake Beckwith Road frontage improvements which will provide a 3.25 m (10.66 ft) curb lane, 1.8 m (5.9 ft.) bike lane, curb and 1.5 m (5.0 ft.) boulevard with grass, decorative street lights and street trees and a 2.0 m (6.6 ft.) sidewalk with driveway let-down, all to City standards. There will be a requirement to provide 2.0 m (6.6 ft) of road dedication from the entire site's frontage under a subdivision that combines the three (3) lots into one (1) parcel.
- Construct a 6.0 m (20 ft.) wide section of part of a paved lane within a (Statutory SRW) to be registered on title. This two-third (2/3) width lane section would be connected to the road network in the future when adjacent properties to the east and west construct similar sections of lane.

#### On-Site Tree Retention and Replacement

A Certified Arborist report, submitted by the applicant, indicates the location of 25 on-site bylaw-sized trees. The report confirms that there are the following bylaw-sized trees:

- 20 trees located on the subject property;
- Five (5) trees forming a hedge.

Given the condition of the trees along with building and parking lot coverage, no trees are being retained. Thus, the developer agreed to contribute \$15,000 to the City's Tree Compensation Fund for the on-site trees being removed. The developer will also be planting eight (8) replacement trees be planted for four (4) of the trees removed which there will be a \$4,000 security.

#### Off-Site Tree Retention and Replacement

The Certified Arborist report indicates the location of two (2) off-site bylaw-sized trees within the Beckwith Road Allowance. Thus, the developer agreed to contribute \$2,600 to the City's Tree Compensation Fund for the off-site trees being removed. There will also be planting of the standard off-site boulevard street trees.

### **Analysis**

#### OCP and CCAP Compliance

The proposed industrial business park development is consistent with the objectives of the Official Community Plan (OCP) "Business and Industry" generalized designation land-use designation.

The project is also consistent with Bridgeport Village Specific Land Use designation in the City Centre Area Plan (CCAP) designates the subject site and above-noted properties as "General Urban T4 (25m): Area B" which permits light industry and accessory uses only with buildings not exceeding an FAR of 1.2 and maximum height of 25.0 m (82 ft). The proposed development is also consistent with the "Sub-Area A.2: Industrial Reserve – Limited Commercial" designation which permits light industrial business park uses with office and retail as accessory uses only.

### Industrial Business Park (IB2) Zone

The proposed Industrial Business Park (IB2) zoning proposed under Zoning Amendment Bylaw 8918 provides for a maximum density of 1.2 FAR within the City Centre which is consistent with the above-noted CCAP policies.

### Requested Variances

Based on the review of current site plan for the project, the following variances will be requested during the Development Permit application and are supported by staff subject to the necessary design elements being addressed:

- Reduction of the minimum parking lot drive aisle from 7.5 m (24.6 ft.) to 6.7 m (22.0 ft.) subject to confirmation that loading bay turning movements are adequate for 9m (30 ft.) SU9 trucks which has been supported by City Transportation staff based on the nature and scale of this development.
- Reduction of the front yard setback to Beckwith Road from 3.0 m (10.0 ft.) to 1.5 m (5.0 ft.). Based on the preliminary development plans provided by the developer and given that 6.0m (20 ft.) will be taken for the rear lane, staff support this proposed variance.
- Reduction of the east yard setback to the adjacent lot with an older single-family residence from 3.0 m (10.0 ft.) to 0.0 m (0.0 ft.) subject to review of the subject development's east wall design. Given that the developer has received letters of support from the adjacent property owners, staff does not object to this proposed variance.

### Design Review and Future Development Permit Considerations

A Development Permit is required to ensure that the proposed development is sensitively integrated with adjacent developments and reflects the guidelines outlined in the CCAP for Brighthouse Village. A Development Permit application is required to be processed to a satisfactory level to satisfy considerations associated with the proposed rezoning of the site.

The following issues are to be further examined in association with the Development Permit:

- Form and character of the buildings are to appropriately address Beckwith Road, the adjacent properties and rear lane including attractive front facades with large windows, doors, cornices and possible awnings with the side elevations including elements such as cornices and attractive patterns.
- A minimum of eight (8) replacement trees are being planted as part of the on-site landscaping.

- The landscape plan will need to include the proposed grades and landscaping/low decorative walls that will screen garbage/recycling areas from view and reasonably screen parking areas from street view.
- Confirmation will be required that the development (building and landscape design) has a sufficient score to meet the Canadian Green Building Council LEED Silver 2009 criteria and submission of follow-up letter confirming that building has been constructed to be meet such LEED criteria as discussed above.

**Financial Impact**

None.

**Conclusion**

The proposed light industrial development is consistent with the objectives of the City Centre Area Plan – Bridgeport Village Specific Land Use Map and Sub-Area A.2 policies in terms of proposed land use under the Industrial Business Park (IB2) zoning and density. Overall, the project provides an appropriate fit with the newer smaller light industrial and service commercial developments within this area. Further review of the project design will be required and be completed as part of the future Development Permit process. On this basis, staff recommends that the proposed rezoning be approved.



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

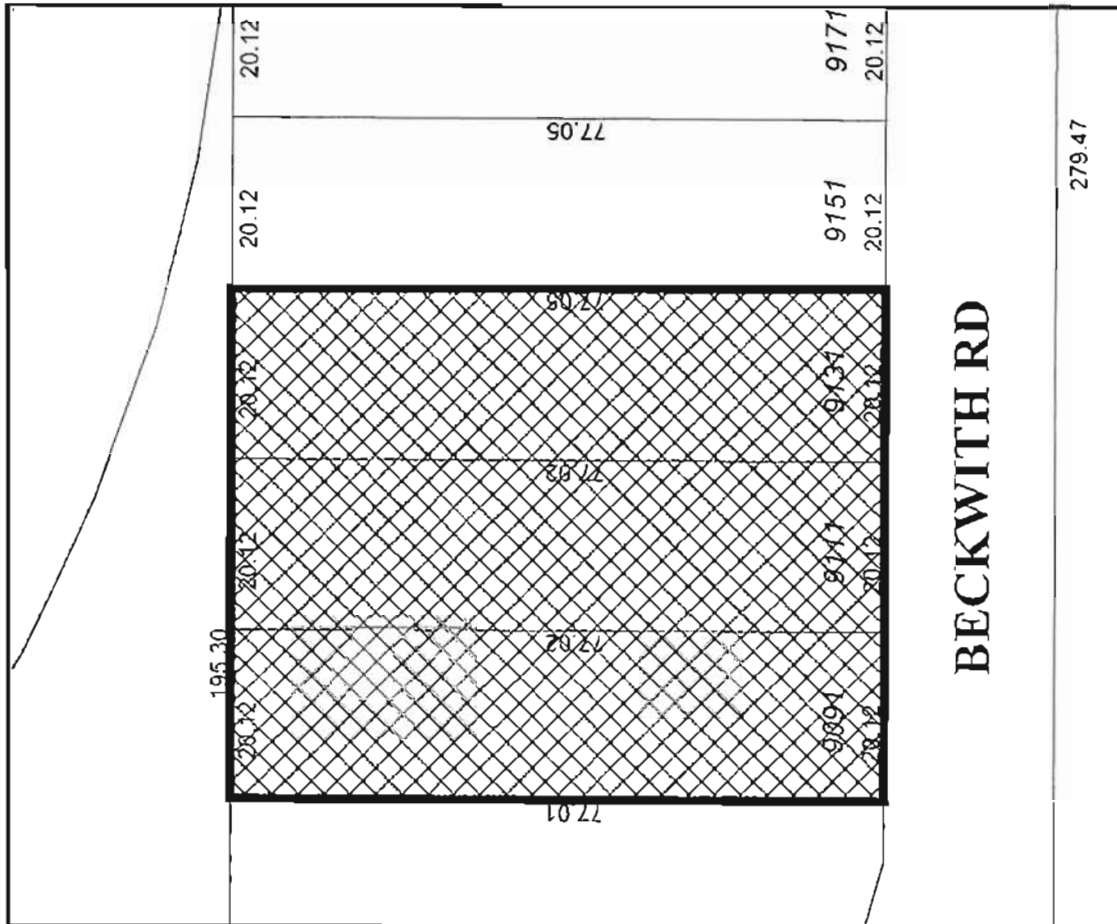
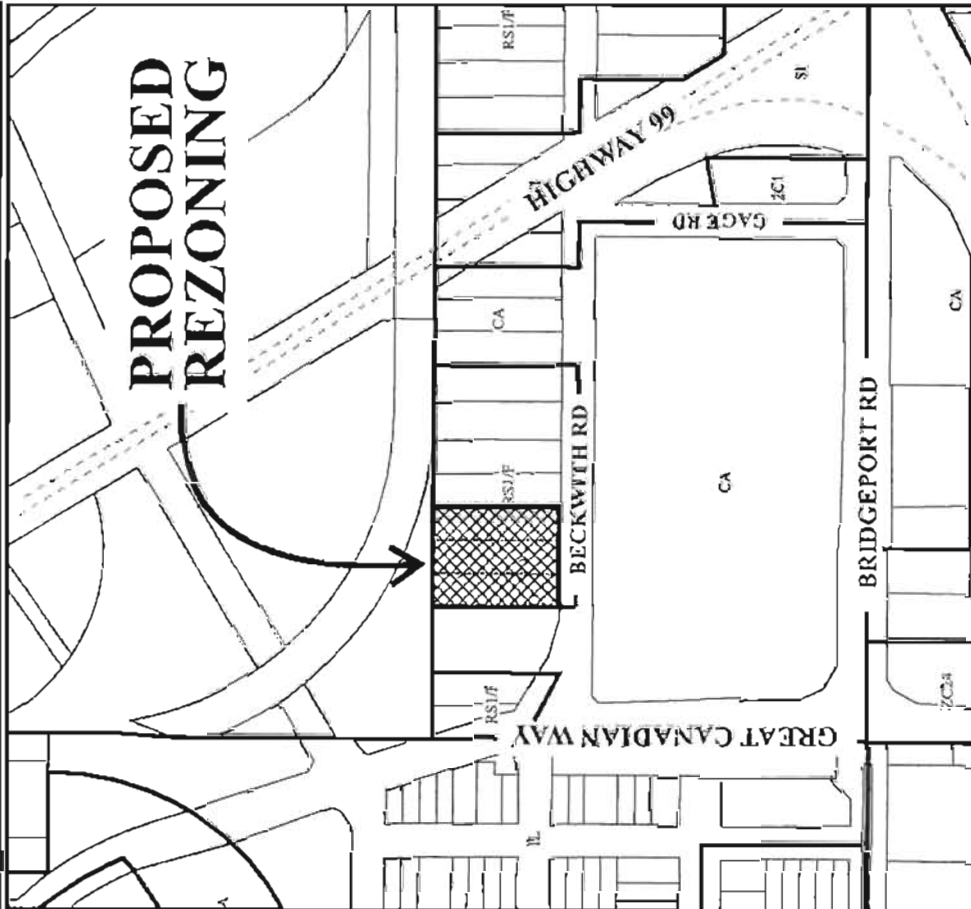
MM:blg

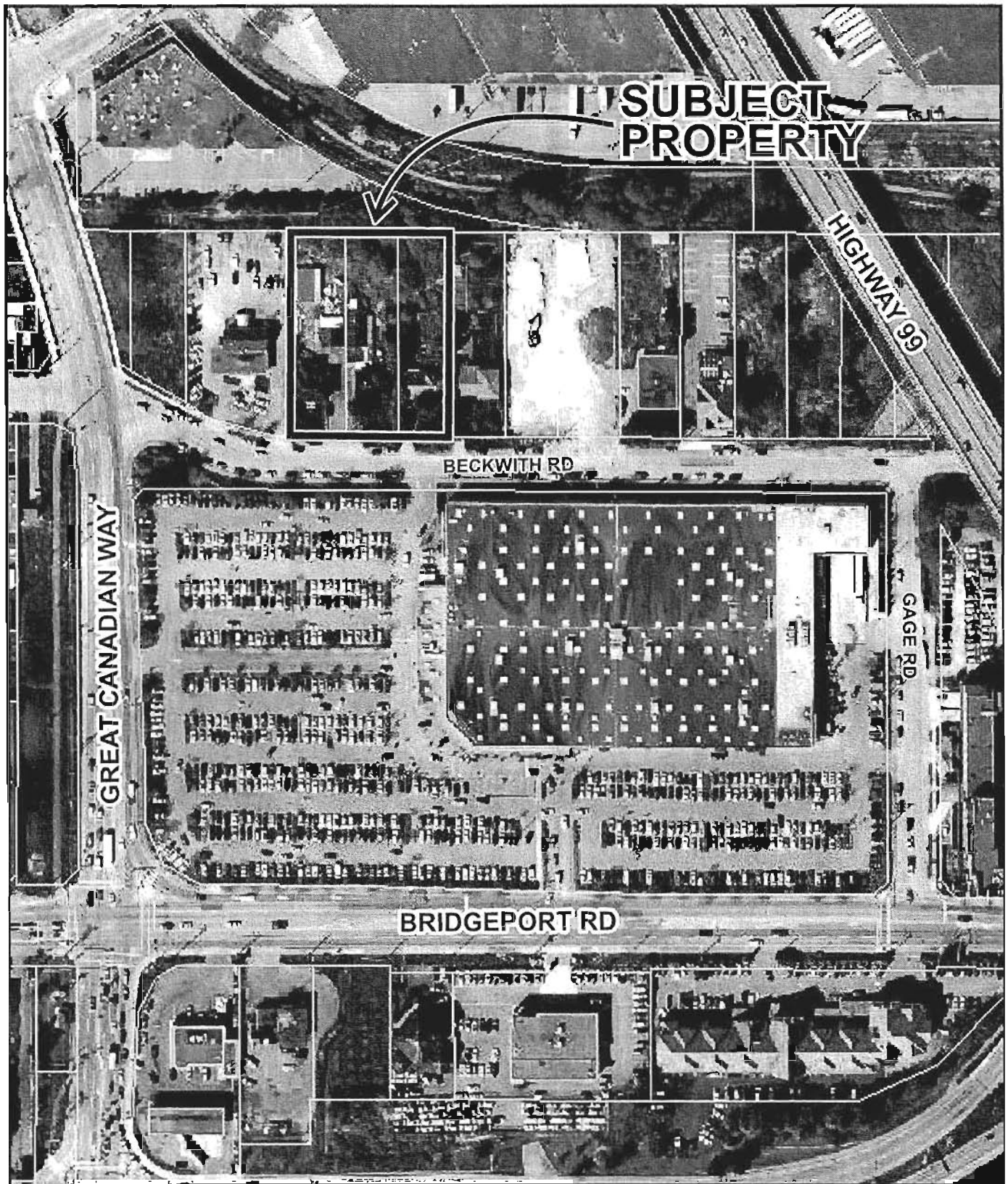
Attachment 1: Location Map  
Attachment 2: Conceptual Development Plans  
Attachment 3: Development Application Data Sheet  
Attachment 4: Rezoning Considerations Concurrence



City of Richmond

# PROPOSED REZONING





RZ 11-591939

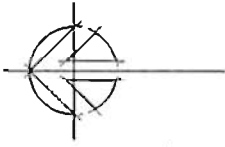
Original Date: 11/03/11

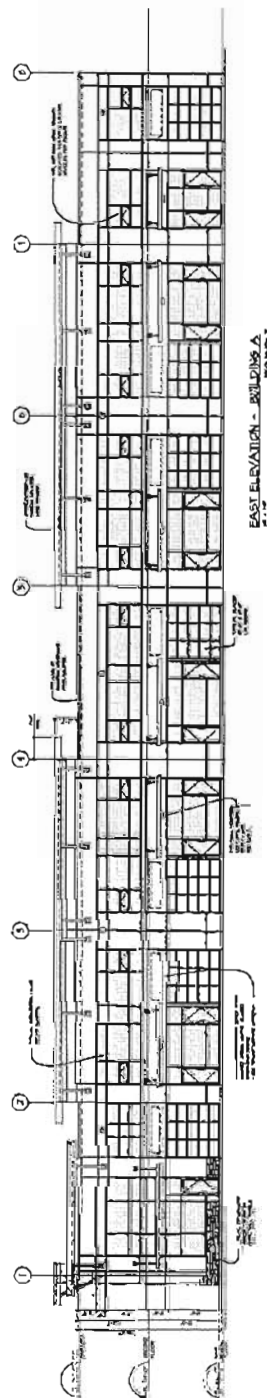
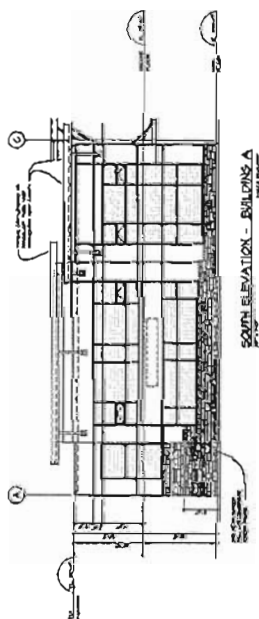
Amended Date:

Note: Dimensions are in METRES

CNCL - 218



770 GARDEN  
CITY, ILLINOIS 60622

[illegible]

**ESSENCE**

## TENANT SIGNAGE GUIDELINES

SEVERAL NOTES - ELEVATIONS

SLAZING NOTES

2. MESSAGES AND DOOR NOTICES

**BUILDING & INTERIOR DESIGN CONSULTANTS • sanford design group**  
 1000 10th Avenue, Suite 1100 • Minneapolis, MN 55403 • Tel: 612.338.3333 • Fax: 612.338.3334  
 E-mail: [info@sandforddesign.com](mailto:info@sandforddesign.com) • [www.sandforddesign.com](http://www.sandforddesign.com)

**PROJECT INFORMATION**

PROJECT NAME: **WINDY HILL**

PROJECT ADDRESS: **1000 10th Avenue, Suite 1100, Minneapolis, MN 55403**

PROJECT TYPE: **RENOVATION**

PROJECT PHASE: **CONCEPT DESIGN**

PROJECT START DATE: **01/01/2001**

PROJECT END DATE: **01/01/2001**

PROJECT STATUS: **COMPLETED**

PROJECT DESCRIPTION: **RENOVATION OF EXISTING BUILDING TO ACCOMMODATE NEW USES AND IMPROVE INTERIOR ENVIRONMENT.**

PROJECT OWNER: **WINDY HILL**

PROJECT CONTACT: **WINDY HILL**

PROJECT CONTACT ADDRESS: **1000 10th Avenue, Suite 1100, Minneapolis, MN 55403**

PROJECT CONTACT PHONE: **612.338.3333**

PROJECT CONTACT FAX: **612.338.3334**

PROJECT CONTACT EMAIL: **info@sandforddesign.com**

PROJECT CONTACT WEBSITE: **www.sandforddesign.com**

PROJECT CONTACT ADDRESS: **1000 10th Avenue, Suite 1100, Minneapolis, MN 55403**

PROJECT CONTACT PHONE: **612.338.3333**

PROJECT CONTACT FAX: **612.338.3334**

PROJECT CONTACT EMAIL: **info@sandforddesign.com**

PROJECT CONTACT WEBSITE: **www.sandforddesign.com**

**CLIENT INFORMATION**

CLIENT NAME: **WINDY HILL**

CLIENT ADDRESS: **1000 10th Avenue, Suite 1100, Minneapolis, MN 55403**

CLIENT PHONE: **612.338.3333**

CLIENT FAX: **612.338.3334**

CLIENT EMAIL: **info@sandforddesign.com**

CLIENT WEBSITE: **www.sandforddesign.com**

CLIENT ADDRESS: **1000 10th Avenue, Suite 1100, Minneapolis, MN 55403**

CLIENT PHONE: **612.338.3333**

CLIENT FAX: **612.338.3334**

CLIENT EMAIL: **info@sandforddesign.com**

CLIENT WEBSITE: **www.sandforddesign.com**

**DESIGNER INFORMATION**

DESIGNER NAME: **WINDY HILL**

DESIGNER ADDRESS: **1000 10th Avenue, Suite 1100, Minneapolis, MN 55403**

DESIGNER PHONE: **612.338.3333**

DESIGNER FAX: **612.338.3334**

DESIGNER EMAIL: **info@sandforddesign.com**

DESIGNER WEBSITE: **www.sandforddesign.com**

DESIGNER ADDRESS: **1000 10th Avenue, Suite 1100, Minneapolis, MN 55403**

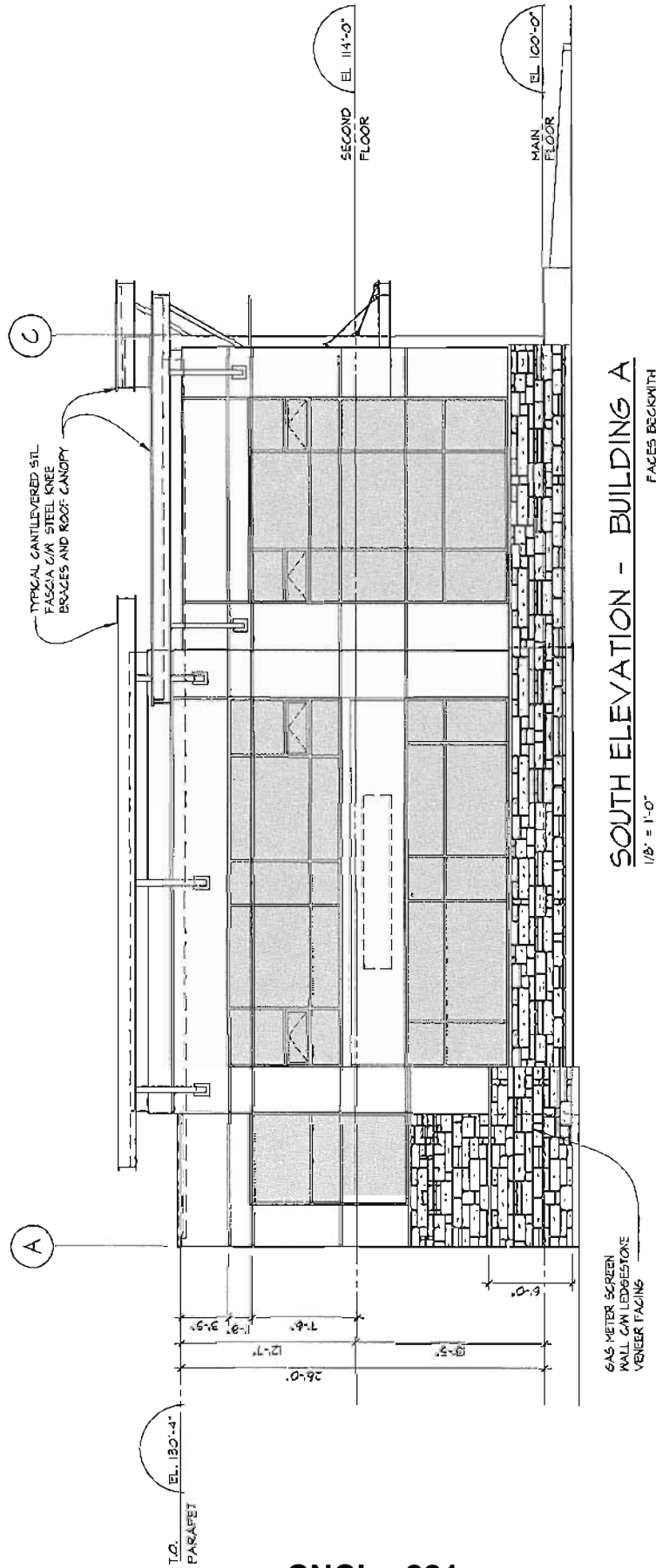
DESIGNER PHONE: **612.338.3333**

DESIGNER FAX: **612.338.3334**

DESIGNER EMAIL: **info@sandforddesign.com**

DESIGNER WEBSITE: **www.sandforddesign.com**



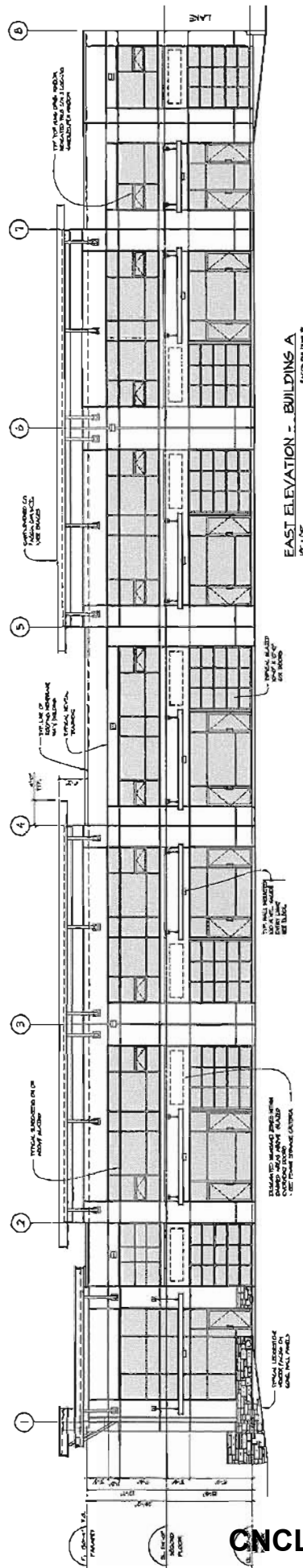


PROJECT: TRANSOLINI CHEINER - BECKWITH

PRINT DATE: JUNE 22/12

**sanford design group**  
 BUILDING & INTERIOR DESIGN CONSULTANTS  
 1001 HUNTERS BOULEVARD, SUITE 100, FARMINGTON, CT 06031  
 TEL: 860.671.1111 FAX: 860.671.1112 WWW.SANFORDDESIGN.COM

SCALE: NTS





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

## Development Application Data Sheet

**RZ 11-591939**
**Attachment 3**

Address: 9091, 9111 and 9131 Beckwith Road

Applicant: Traschet Holdings Ltd.

Planning Area(s): City Centre Area Plan (Schedule 2.10) – Sub-Area B.1

	Existing	Proposed
Owner:	Traschet Holdings Ltd.	No Change
Site Size (m <sup>2</sup> ):	4,648 m <sup>2</sup>	No Change
Land Uses:	Single-Family Residential	Industrial Business Park
OCP Designation:	Industry & Business	No Change
Area Plan Designation:	General Urban T4 (25m) - Area B	No Change
702 Policy Designation:	N/A	N/A
Zoning:	Single Detached (RS1/F)	Industrial Business Park (IB2)
Number of Units:	3 Single-Family Residences	14 Business Industrial Units
Other Designations:	N/A	N/A

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.20	0.83	none permitted
Lot Coverage – Building:	Max. 90%	56.4%	none
Lot Coverage – Building, Structures, & Non-Porous Surfaces	N/A	N/A	none
Lot Coverage – Landscaping:	N/A	N/A	none
Setback – Front Yard (m):	Min. 3.0 m	1.5 m min.	1.5m
Setback – East Side Yard (m):	Min. 3.0 m	0.0 m	3.0 m
Setback – West Side Yard (m):	Min. 0.0 m	0.0 m	none
Setback – Rear Yard (m):	Min. 0.0 m	6.0 m to P/L & 0.0m to SRW	none
Height (m):	25.0 m	8.0 m	none

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Lot Size (min. dimensions):	N/A	60.2m wide x 67.4m deep	none
Lot Size (area):	4000 m <sup>2</sup>	4,529m <sup>2</sup>	none
Off-street Parking Spaces – Residential (R) / Visitor (V):	N/A	N/A	none
Off-street Parking Spaces – Total:	38 for General Industrial	44	none
Tandem Parking Spaces:	N/A	N/A	none
Amenity Space – Indoor:	N/A	N/A	none
Amenity Space – Outdoor:	N/A	N/A	none

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

**Conditional Zoning Requirements  
9091, 9111 and 9131 Beckwith Road  
RZ 11-591939**

Prior to adoption of the proposed Zoning Amendment Bylaw 8918, Traschet Holdings Ltd. (the developer) is required to complete the following requirements to the satisfaction of the Director of Development.

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings) with a 2.0m road dedication for the widening of Beckwith Road all under a subdivision plan to be registered at the Land Title Office.
2. City acceptance of the developer's offer to contribute \$2,600 to the City's Tree Compensation Fund (for 2 trees removed on Off-Site City property) and \$15,000 (for 15 trees removed on On-Site).
3. Registration of the City's Flood Indemnity covenant on title.
4. Registration of the City's Aircraft Noise Indemnity (Non-Sensitive Use) covenant on title.
5. City acceptance of the developer's offer to voluntarily contribute \$0.20 per buildable square foot (e.g. \$8,400 based on 4,200sqm floor area to be confirmed in revised floor plans) to the City's public art fund.
6. Additional Requirements: Discharge and registration of additional right-of-way(s) (SRW) and/or legal agreement(s), as determined to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation, which may include, but is not limited to:
  - a) Providing for a lane along the northern-most 6.0m of the consolidated development parcel.
7. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development. Included with the standard submission, the drawings should provide information specific to:
  - a) Overall appropriateness of the landscaping plan, including how the proposed grades will include on-site replacement trees to greatest extent possible, and include landscaping/low decorative walls that will screen garbage/recycling areas from view and reasonably screen parking areas from street view.
  - b) Manoeuvrability of larger vehicles (SU-9) within the site and lane to be confirmed.
  - c) Form and Character of the buildings to appropriately address Beckwith Road, the adjacent properties and rear lane including attractive front facades with large windows, doors, cornices and possible awnings and side elevations including elements such as cornices and attractive patterns.
  - d) A minimum of 8 replacement trees as part of the On-Site landscaping to be secured by Letter of Credit drawn on Canadian financial institution in the amount of \$4,000 to be released at such time that the replacement trees have been established to the satisfaction of the City
  - e) A notation being clearly included on the Development Permit Plans stating that there will be submission of letter with from the architect of record as a requirement of issuance of building permit confirming that the development (building and landscape design) has a sufficient score to meet the Canadian Green Building Council LEED Silver 2009 criteria (including meeting the LEED Heat Island Effect: Roof Credit and LEED Storm Water Management Credit) and submission of follow-up letter confirming that building has been constructed to be meet such LEED criteria. The architect of record or LEED consultant is also to provide a letter of assurance confirming how each building meets LEED Silver criteria prior to issuance of an occupancy permit for each building.
8. Enter into a Servicing Agreement\* for the subject project and provide security for the design and construction of off-site improvements, including all off-site servicing along the entire Beckwith Road

**Conditional Zoning Requirements  
9091, 9111 and 9131 Beckwith Road  
RZ 11-591939**

- 2 -

frontage along subject site and construction of 6.0m wide paved lane along the northerly 6.0m of the site. Works include, but may not be limited to:

- a) Beckwith Road widening to include 3.10 m centre lane, 3.25 m curb lane, 1.8 m bike lane, 0.15m curb, 1.5 m boulevard with grass, decorative street lights and street trees and 2.0 m sidewalk with driveway let-down, with proper tie-ins to existing Beckwith Road east and west of site (the extent of paving is dependent on the existing pavement condition and is confirmed at time of detailed Servicing Plan submission) all to City standards.
- b) 6.0 metre wide paved lane with roll-over curb raised to coordinate with the elevation of the proposed buildings, all to City standards.
- c) All other utilities, including required kiosks, servicing the site are to ensure they do not interfere with a street trees and visibility along with Beckwith Road.
- d) Completing the following Engineering servicing requirements:

- i. For storm drainage works, a site analysis will be required on the servicing agreement drawings (for site connection only). For water works, no upgrades are required. However, once the developer has confirmed the building design at the Building Permit stage, the developer must submit fire flow calculations signed and sealed by a professional engineer to confirm that there is adequate available flow. If the watermain looping mentioned in item #2b of the City's letter of April 18, 2012 on Water Capacity Analysis to the developer is not constructed by another development at the Building Permit stage for this development, upgrades may be required as part of this development. Possible upgrades may include upsizing of the existing 150 mm diameter watermain to 300 mm diameter (or as determined in the Servicing Agreement) along Gage Road from Bridgeport Road to Beckwith Road to meet required fire flows. Design of the upsizing to be included in the Servicing Agreement design.
- ii. For sanitary works, upgrade the existing 200 mm diameter to 375 mm diameter from manhole SMH 5871 located at the proposed site's east property line to manhole SMH 5872 located approximately 85.5 meters west along Beckwith Road. Also, a site analysis will be required on the servicing agreement drawings (for site connection only).
- iii. For private utilities, pre-ducting for hydro/telecommunication is required. Additional right-of-way(s) (SRWs) may be required to accommodate future undergrounding of overhead lines. The developer is to coordinate with appropriate utilities.

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

- I. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

**Conditional Zoning Requirements  
9091, 9111 and 9131 Beckwith Road  
RZ 11-591939**

- 3 -

2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. 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 until at least such time that the subject Zoning Bylaw amendment receives 3<sup>rd</sup> Reading.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

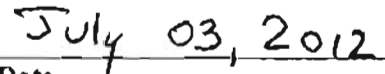
- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

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

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 including, but not limited to site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

  
\_\_\_\_\_  
Signed  
Traschet Holdings Ltd.

  
\_\_\_\_\_  
Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8918 (RZ 11-591939)  
9091, 9111 AND 9131 BECKWITH ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **INDUSTRIAL BUSINESS PARK (IB2)**.

P.I.D. 009-852-913

Lot 27 Section 22 Block 5 North Range 6 West New Westminster District Plan 13817

P.I.D. 009-852-921

Lot 28 Section 22 Block 5 North Range 6 West New Westminster District Plan 13817

P.I.D. 009-852-930

Lot 29 Section 22 Block 5 North Range 6 West New Westminster District Plan 13817

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8918”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND

INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 





# City of Richmond

## Report to Committee

To: Planning Committee

*To: Planning Comm. July 17, 2012*  
Date: June 25, 2012

From: Brian J. Jackson, MCIP  
Director of Development

File: RZ 11-590114

Re: Cotter Architects Inc. has applied to the City of Richmond for permission to rezone 9691 Alberta Road from "Single Detached (RS1/F)" to "Low Density Townhouses (RTL4)" in order to create 24 Townhouse units.

### Staff Recommendation

That Bylaw 8925, for the rezoning of 9691 Alberta Road from "Single Detached (RS1/F)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development  
(604-276-4138)

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

## Staff Report

### Origin

Cotter Architects Inc. has applied to rezone 9691 Alberta Road (**Attachment 1**) from "Single Detached (RS1/F)" to "Low Density Townhouses (RTL4)" in order to permit a 24 unit townhouse complex (**Attachment 2**).

This application proposes a 17 unit, three storey townhouse project, which includes an additional seven (7) one-bedroom units contained within seven (7) of the 17 townhouses on the ground level. These smaller units of approximately 476 square feet are to be sold on the market that is intended to provide more affordable residential accommodation to this area. The price of these units is projected to exceed the affordability provisions contained within the City's Affordable Housing Strategy. As a result, these units will not count as making a contribution to the City's Affordable Housing Reserve Fund or Affordable Housing stock. The applicant is however willing to make a separate contribution to the Affordable Housing Reserve Fund which does allow for density bonusing.

### Findings of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

### Surrounding Development

To the North: At 6300 Birch Street, a 98 unit, two (2) storey townhouse complex zoned "Town Housing (ZT32) – North McLennan (City Centre)".

To the East: A Single Family lot at 9731 Alberta Road zoned "Single Detached (RS1/F)"; and At 6300 Birch Street, a 98 unit, two (2) storey townhouse complex zoned "Town Housing (ZT32) – North McLennan (City Centre)".

To the South: Across Alberta Road, Single Family homes on lots zoned "Single Detached (RS1/F)".

To the West: A Single Family lot at 9671 Alberta Road zoned "Single Detached (RS1/F)".

### Related Policies & Studies

#### Official Community Plan

Official Community Plan (OCP) designation: McLennan North Sub-Area Plan, Schedule 2.10C.

#### McLennan North Sub-Area Plan

OCP Sub-Area Land Use Map (**Attachment 4**): Residential Area 4, 0.55 base F.A.R. One and Two Family Dwelling and Townhouses (2 ½ storeys typical, 3 storeys maximum where a maximum of 30% lot coverage is achieved).

Floodplain Management Implementation Strategy

In accordance with the City's Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 meters above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption of the rezoning Bylaw.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 4 of the ANSD map, which allows consideration of all new aircraft noise sensitive uses, including townhouses. An Aircraft Noise Sensitive Use Restrictive Covenant is to be registered on title prior to final adoption of this application. As well, the applicant is to submit a report for indoor noise mitigation and climate control measures at the time of applying for their Development Permit.

Affordable Housing Strategy

In accordance with the City's Affordable Housing Strategy, the applicant will be providing a voluntary contribution to the Affordable Housing Reserve Fund. Details are provided later in this report.

**Public Input**

A notice board is posted on the subject property to notify the public of the proposed development and no public comments have been received to date. Should this application receive first reading, a public hearing will be held.

**Staff Comments**Transportation and Site Access

- Vehicular access to and from the site is from Alberta Road.
- The internal drive-aisle guides vehicles within the site and to the individual units. To avoid having an elongated drive-aisle with a tunnel view, the applicant is proposing to provide a slight curvilinear drive-aisle and incorporate landscaping along the sides to provide a visual buffer down the drive-aisle.
- Off-street parking for the proposal is provided in each unit by two-car garages at grade, with 10 of the 17 units in a tandem configuration, with the remaining seven (7) in a side-by-side configuration. Outdoor parking for the seven (7) attached units is provided adjacent to the main drive aisle, centrally located within the site. Visitor parking is supplied by five (5) visitor stalls scattered around the site. The number of stalls meet the requirements of Zoning Bylaw 8500, but a variance will be required at the Development Permit stage to permit a tandem parking configuration for a townhouse development. A restrictive covenant to prevent the conversion of these tandem parking garages to habitable space will be secured at the Development Permit stage.
- To help secure development opportunities to the adjacent sites, a cross-access easement be registered in favour of 9671 Alberta Road and 9731 Alberta Road will allow a future drive aisle to connect with this proposal in order for these properties to achieve their redevelopment potential. A concept plan has been provided to show these connections to the adjacent properties and unit footprints shown to reflect redevelopment potential.

- The applicant has proposed wide corners along the internal drive-aisle to help ensure manoeuvrability of larger vehicles. The applicant is to provide a revised site plan indicating turning radii of an SU9 vehicle to ensure these larger vehicles can move within the site at the Development Permit stage.

### Trees

An Arborist Report and site survey (**Attachment 5**) were submitted to assess the existing trees on the site for possible retention. The submitted report identified of the ten (10) trees on the site, two (2) trees are good candidates for retention or relocation. The remaining eight (8) are in either poor condition or are located within the development footprint area and are labelled for removal.

One of the two trees identified for retention is currently located in the southwest corner of the site where the proposed driveway is located. This tree is identified to be relocated within the subject site and be incorporated with the final landscaping plan.

Of the trees that are to be removed, a 2:1 planting ratio of new trees will need to be achieved as per policy. A review of the new tree plantings will be conducted at the Development Permit stage where a detailed review will be conducted as to the number, type and arrangement of new trees that are to be planted.

**Tree Summary Table**

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total on site Trees	10	-	-	-
Trees to be Retained	1	-	-	To be protected during construction.
Trees to be retained and relocated on site	1	-	-	To be protected during construction.
Overall poor condition or located within development footprint.	8	2:1	16	To be removed, due to conflicts with proposed building locations, poor health, or structure of the trees.

### **Analysis**

#### Proposed Zoning to High Density Townhouses (RTL4)

The proposed rezoning from RS1/F to RTL4 represents an increase in density by allowing more primary residential units on the site. The submitted information is in conformance with the North McLennan Sub-Area Plan in its transformation from a predominately single-family neighbourhood toward a higher density neighbourhood through the development of townhouse buildings. The proposal meets the McLennan North Sub-Area Plan policies as well as the designation of the Land Use Map (Residential Area 4, 0.55 base F.A.R. One and Two Family Dwelling and Townhouses (2 ½ storeys typical, 3 storeys maximum where a maximum of 30% lot coverage is achieved) (**Attachment 4**).

The proposal is asking for an increase in density from the base of 0.55 FAR as outlined in the Neighbourhood Plan to the proposed 0.60 FAR. This is supported as the applicant is providing the following:

- Relocating an existing and healthy tree from the front yard where the proposed driveway access point would be; and
- A voluntary contribution to the Affordable Housing reserve fund in accordance to the City's Affordable Housing Strategy.
- A voluntary contribution to the City's Public Art Fund, or the provision of Public Art to the City.

An increase in base density to the project is common when these elements are taken into consideration. Similar developments in the area have benefited from making similar contributions.

#### Site Assembly

Staff had requested that the single lot to the west (9671 Alberta Road) and to the east (9731 Alberta Road) be purchased and incorporated into the design, and the City has received documentation that the current owners of these properties are not interested in receiving offers. The OCP does have minimum lot assembly requirements, and this application does meet that requirement. Exceptions are allowed if the applicant has made efforts to purchase the property, provides a conceptual site design to show that the site can be developed to a similar density and can provide a community benefit. The applicant has also shown a conceptual design of both these properties to show that they can be redeveloped to the same density as what is being proposed on this property. Access to these adjacent parcels in this conceptual plan will be the same one proposed for the subject site.

#### Affordable Housing

In accordance with the Affordable Housing Strategy, the applicant has opted to provide a voluntary contribution of \$2 per buildable square foot of allowable density for the proposed zone as it applies to the subject site. This voluntary contribution amount to the Affordable Housing Reserve Fund is \$55,696.78.

#### Amenity Space

The outdoor amenity space is located in a central area of the site, at the bend in the internal drive-aisle. The plan currently shows the outdoor amenity which will require modification to ensure the required size (144m<sup>2</sup> min.) for the 24 unit proposal. The space is currently intended for a community garden and benches for sitting. A more detailed review will be conducted at the Development Permit stage when landscaping drawings will be submitted with more detailed information. No indoor space is being proposed, but a voluntary cash-in-lieu contribution of \$29,000.00 will be made prior to final adoption of this application.

#### Design

The three-storey proposal meets the intent and requirements of the neighbourhood plan. The proposed design consists of conventional 3 storey design with a combination of horizontal siding and brick finish. The Development Permit application will provide more information and detail regarding the form and character of the proposal.

### Public Art

The applicant is considering providing a piece of public art and will be in touch with the City to begin the process should they decide to head in that direction. Should the applicant decide not to go ahead, the applicant has agreed to provide a voluntary contribution in the amount of \$0.75 of the allowable density for the proposed zone. The amount of the contribution would be \$20,886.30.

### Utilities and Site Servicing

Engineering has reviewed the submitted servicing plans and have determined that:

- Upgrades to the existing storm system along Alberta Road is not required;
- A water analysis is not required. Fire flow calculations are to be submitted at the Building Permit stage; and
- Sanitary analysis and upgrades are not required.

Detailed information will be outlined as part of a separate Servicing Agreement with the City.

### Servicing Agreement

Prior to the issuance of the Building Permit, the owner is to enter into a Standard Servicing Agreement. Works include, but are not limited to:

- Frontage improvements to Alberta Road to include infrastructure improvements as required; and
- Road development to match with existing, curb/gutter, boulevard and sidewalk in accordance with City standards.

### Development Permit

A separate Development Permit application would be required with a specific landscaping plan to include the following:

1. The outdoor amenity area needs to be at least 144m<sup>2</sup>.
2. Information to the treatment of the edges of the site that will remain exposed to the adjacent sites due to the grade increase to meet the requirements of the Flood Protection Bylaw.
3. Justification for any variance to Zoning Bylaw 8500 requested in the design.
4. Submit a site plan to show the manoeuvrability of larger vehicles (i.e. SU-9) within the site to the satisfaction of the Director of Transportation.
5. A landscaping plan from a registered professional Landscape Architect to provide an appropriate plan that will need to take into account:
  - The design of the central amenity area, including a child's play area.
  - Edge treatment of the eastern and western sides of the site due to any increase in grading to the subject site.
6. A context plan to show the Form and Character of the townhouse units and how they address adjacent properties.
7. To identify and design for units that can be easily converted to universal access.

The submitted plans currently show two variances to the RTL4 zone within the Zoning Bylaw 8500. The type and extent of the variance are indicated in the Development Application Data Sheet (**Attachment 3**):

1. A variance to the lot width is supported as these three lots are surrounded by road and a recently developed townhouse site. To meet the lot width requirement would require additional lots which are not available.
2. A variance to the front yard setback is supported should the design of the building be improved because of the variance request.

Further details will be provided and reviewed at the Development Permit stage.

**Financial Impact**

None expected.

**Conclusion**

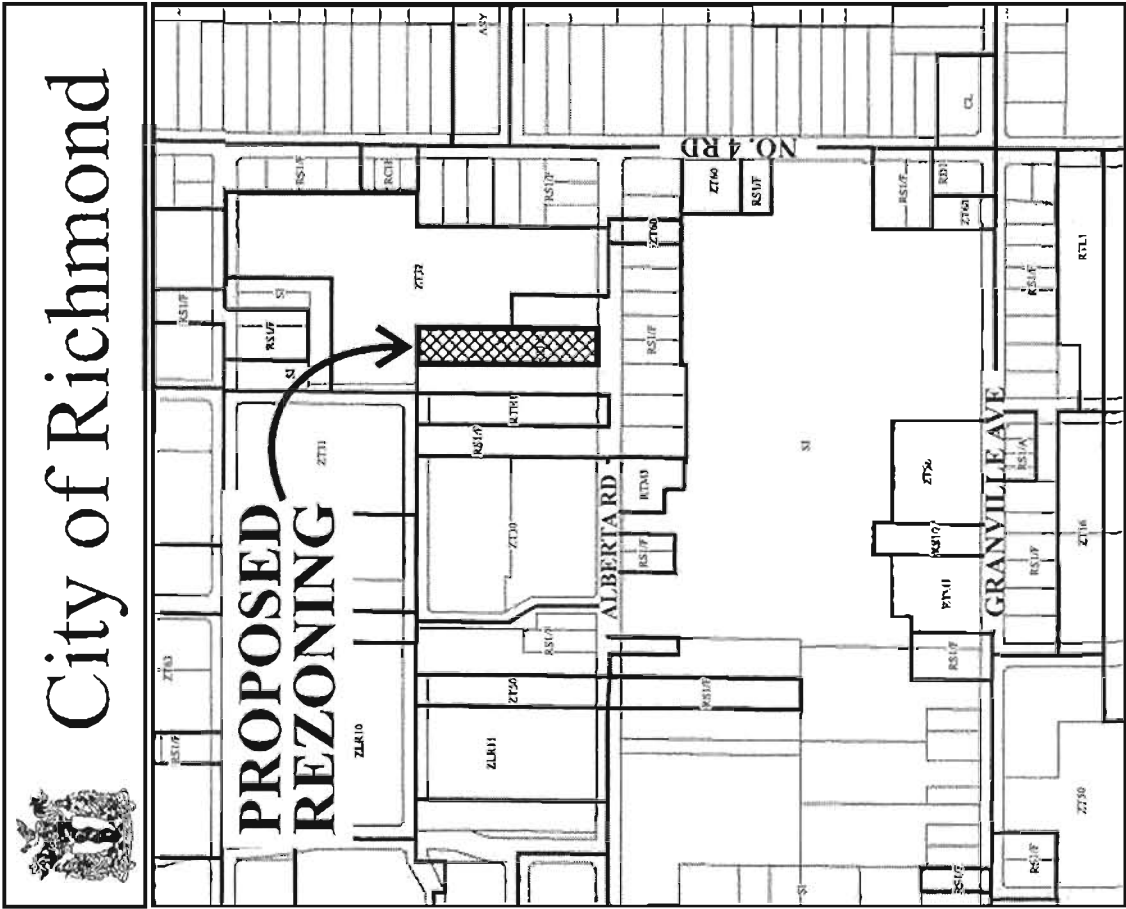
The proposed 24 unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the Medium Density Townhouses (RTL4) zone for the McLennan North neighbourhood plan. Staff feel that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption. Staff therefore recommend that rezoning application RZ 11-590114 proceed to first reading.



David Johnson  
Planner 2  
(604-276-4193)

DJ:cas

- Attachment 1: Location Map
- Attachment 2: Submitted drawings of the proposed development
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan North Sub-Area Land Use Map
- Attachment 5: Tree Survey Map
- Attachment 6: Conditional Rezoning Requirements



City of Richmond

PROPOSED  
REZONING

ALBERTA RD

GRANVILLE AVE

CNCL - 236



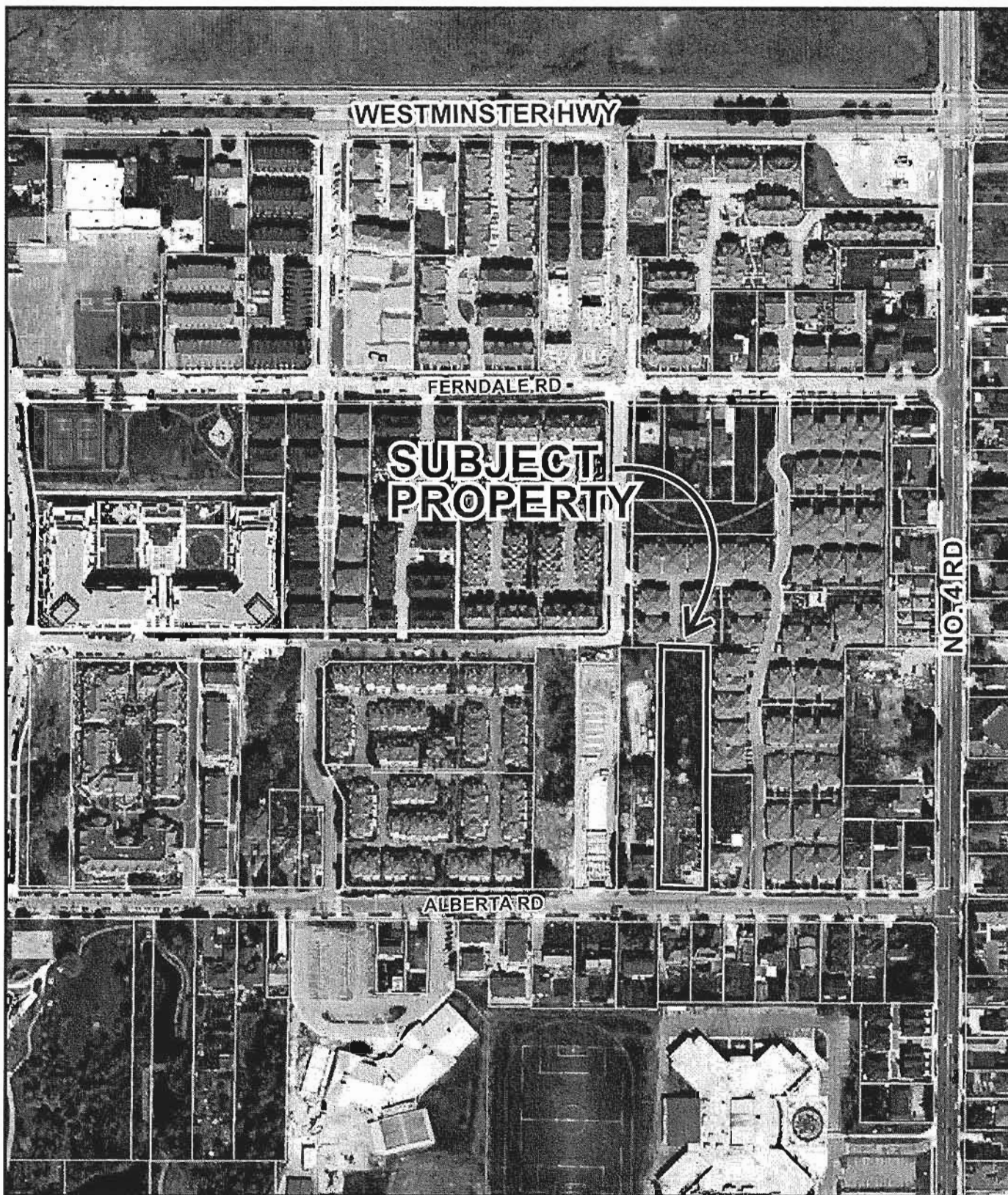
RZ 11-590114

Original Date: 10/07/11

Revision Date:

Note: Dimensions are in METRES







RZ 11-590114

Original Date: 06/25/12

Amended Date:

Note: Dimensions are in METRES

CNCL - 237



# NOT FOR CONSTRUCTION

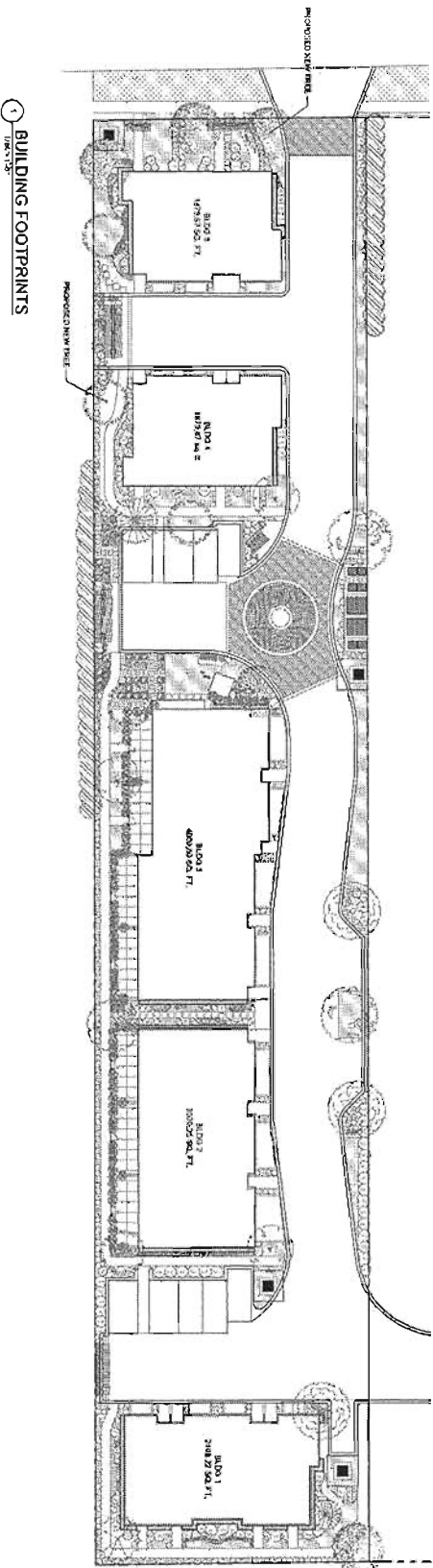
## ARCHITECTS

11

COMPANIES

### CONTEXT PLAN

A-102

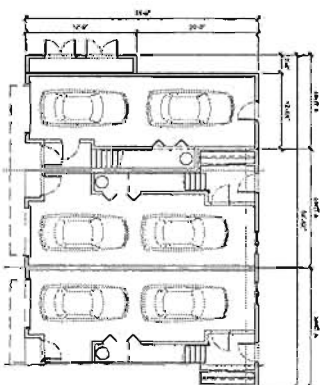




This architectural floor plan depicts a symmetrical, four-story building. The layout is organized around a central vertical corridor that provides access to multiple rooms on each floor. The building's footprint is rectangular, with a central section flanked by smaller wings. The plan includes detailed room divisions, door swings, and staircase locations. Dimensions are provided along the top and right edges, indicating the overall size and spacing of the various sections. The drawing is a technical sketch, likely for a construction or design project.

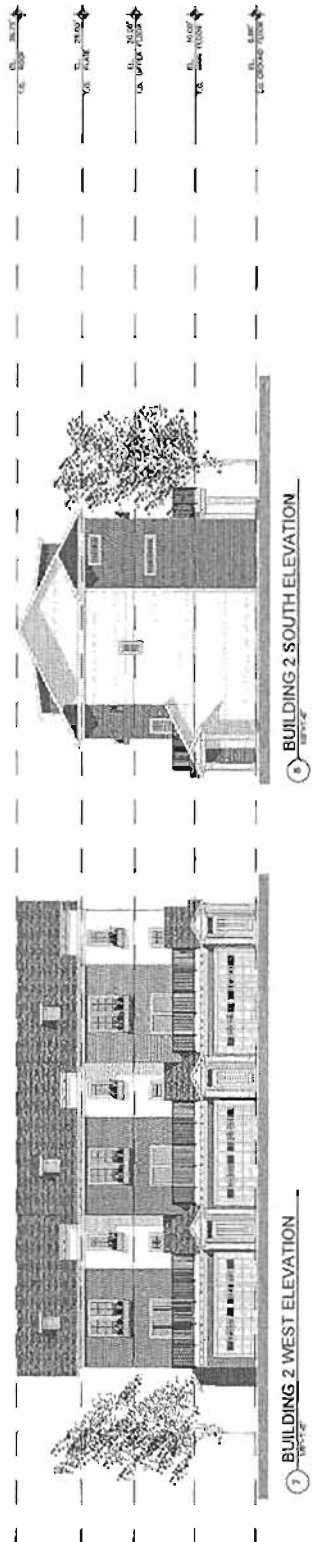
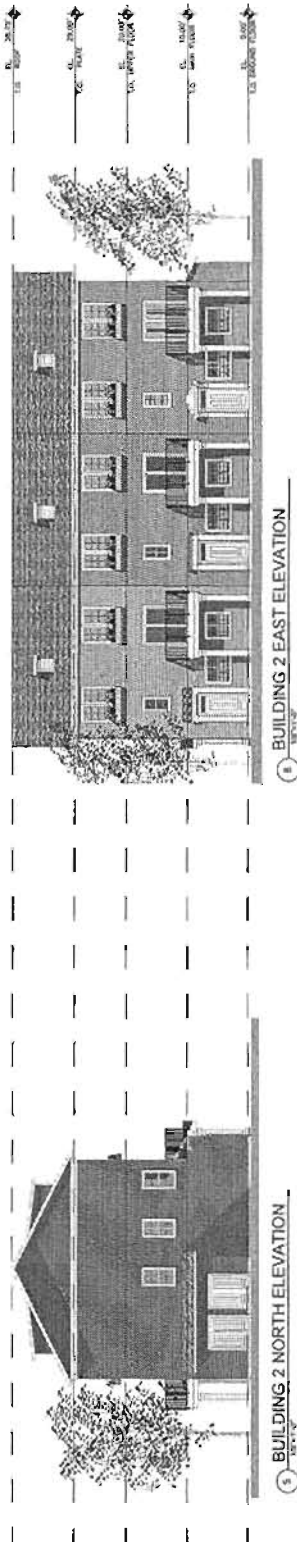
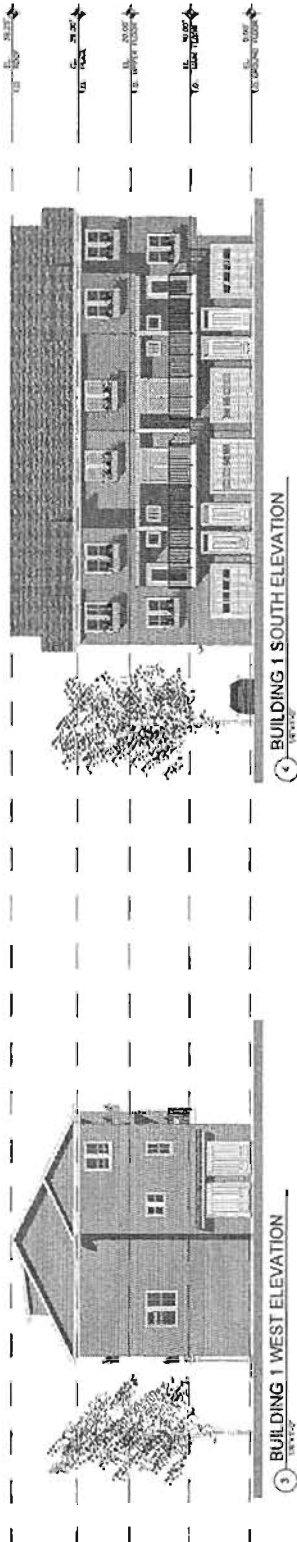
This architectural floor plan shows a five-story building with a symmetrical layout. The overall dimensions are 45' 0" wide by 100' 0" deep. The plan includes a central corridor, multiple stairwells, and various rooms such as offices, a reception area, and a kitchen. The layout is detailed with room numbers and furniture placement.

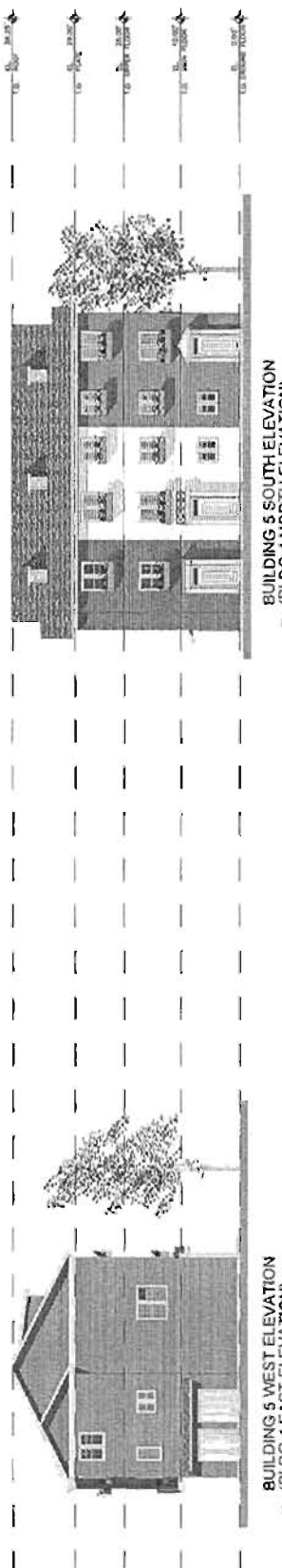
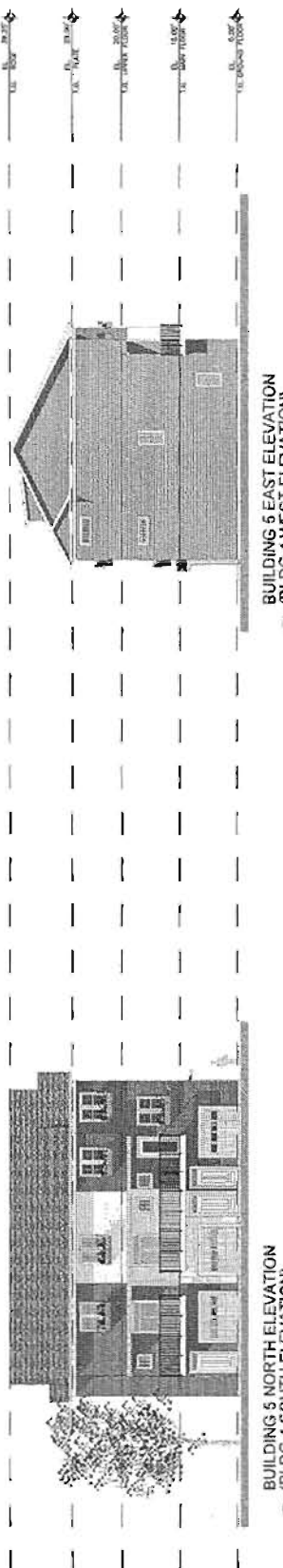
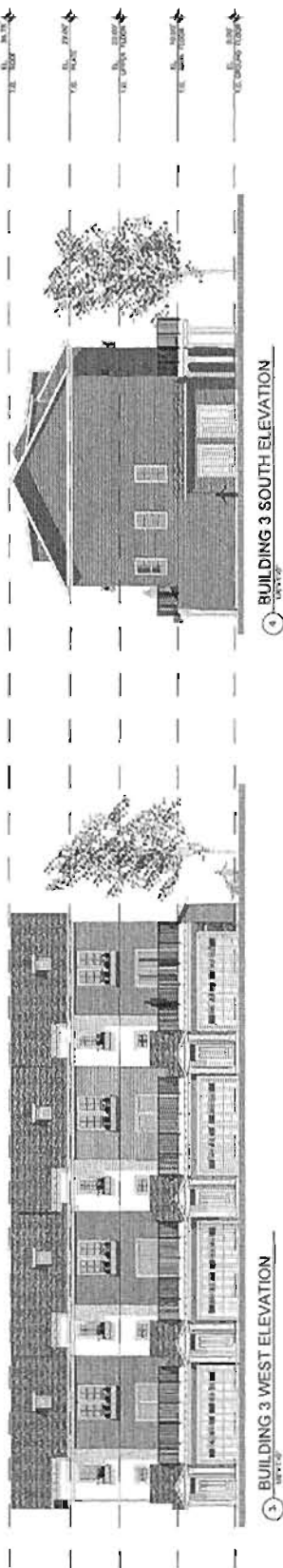
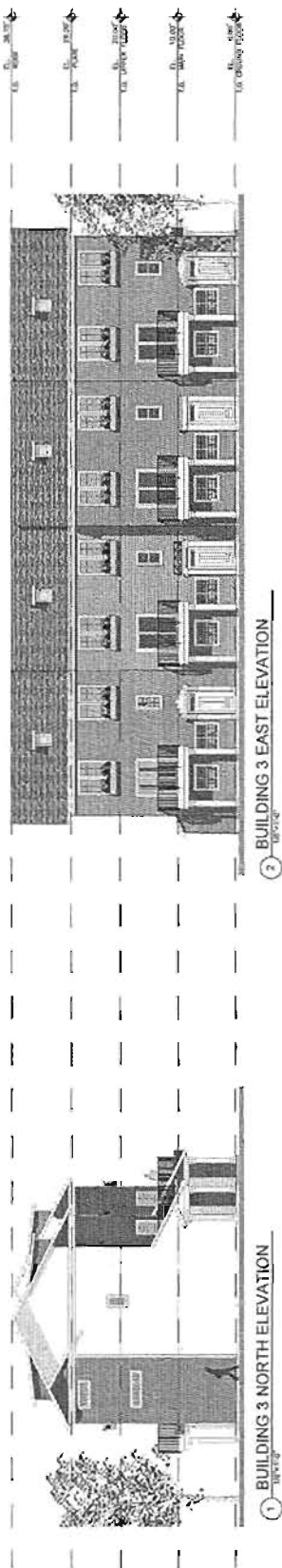
3 BUILDING 3 UPPER FLOOR PLAN  
1/4" = 1'-0"



6 BUILDING 4 UPPER FLOOR PLAN  
(BUILDING 5 SIMILAR)







**CNCL - 244**





## City of Richmond

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

## Development Application Data Sheet

**RZ 11-590114**

Address: 9691 Alberta Road

Applicant: Cotter Architect Inc.

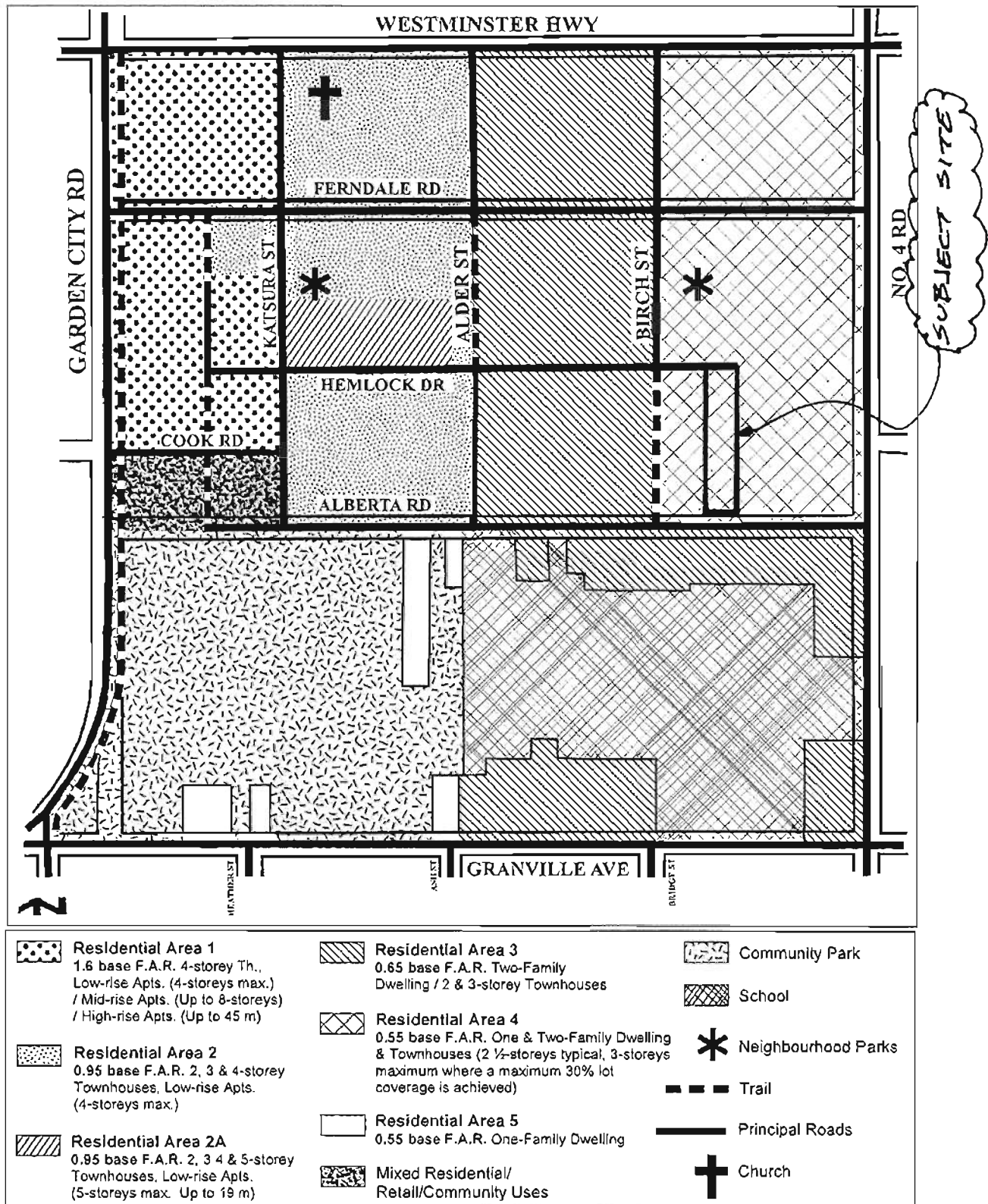
Planning Area(s): City Centre Area, McLennan North Sub-Area Plan (Schedule 2.10C)

	Existing	Proposed	
Owner:	Tien Sher Alberta Road Properties Inc.	Tien Sher Alberta Road Properties Inc.	
Site Size (m <sup>2</sup> ):	4,312.0m <sup>2</sup>	4,312.0m <sup>2</sup>	
Land Uses:	Single-family residential	Townhouses	
OCP Designation:	Residential	No change	
Area Plan Designation:	Residential Area 4, 0.55 base F.A.R. One and Two Family Dwelling and Townhouses (2 ½ storeys typical, 3 storeys maximum where a maximum of 30% lot coverage is achieved)	No change	
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F)	Low Density Townhouses (RTL4)	
Number of Units:	1 single-family dwelling	24 unit townhouses	
On Future Subdivided Lots	Bylaw Requirement (RTL4)	Proposed	Variance
Density (FAR):	Max. 0.60 with a contribution to the Affordable Housing Reserve Fund. = 2,587.2m <sup>2</sup>	0.55 FAR as no proposed lots exceed 464.5m <sup>2</sup>	none permitted
Lot Coverage – Building:	Max. 40%	28.3%	none
Setbacks (front) Alberta Road:	Min. 6.0m	5.4m	0.6m
Setback (east):	Min. 3.0m	3.0m	none
Setback (west)	Min. 3.0m	5.1m	none
Setback (rear):	Min. 3.0m	4.0m	none
Maximum Height:	Max. 12.0m	11.8m	none
Lot Size (width):	Min. 40.0m	28.6m	11.4m
Lot Size (depth)	Min. 35.0m	150.9m	none

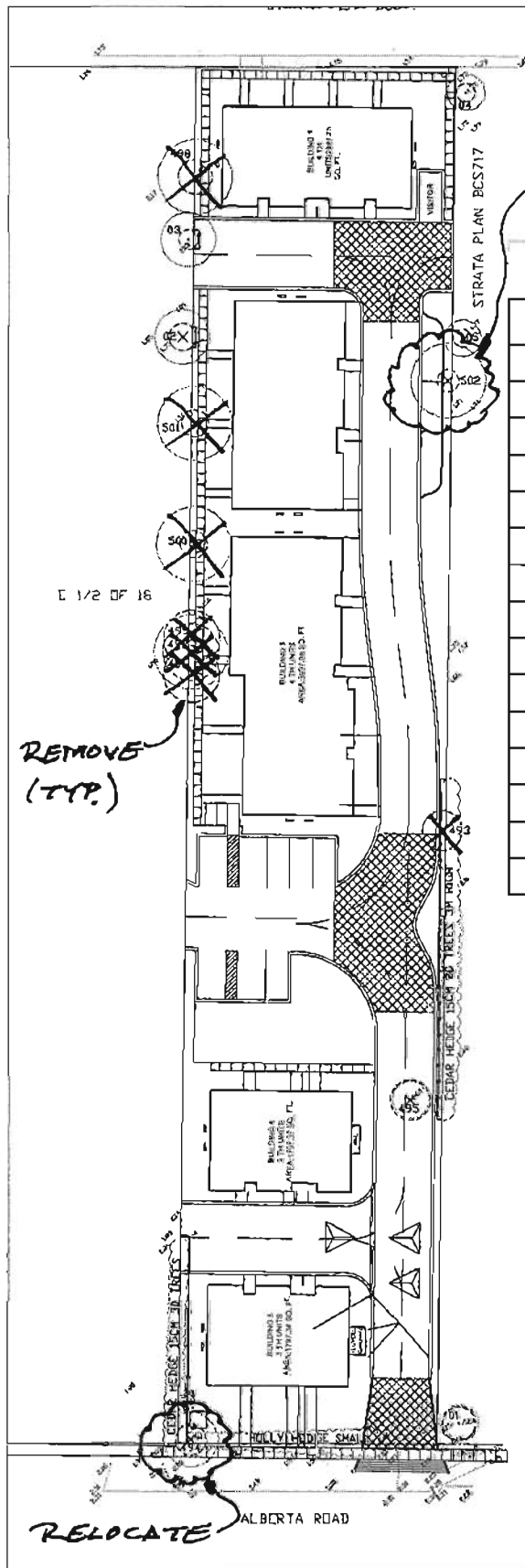
City of Richmond

# Land Use Map

Bylaw 8630  
2010/07/19



# APPENDIX 3 TREE PROTECTION PLAN



## TREE INVENTORY

#	Type	Action	DBH	MPZ
1	Araucaria	Retain	4x18	1.8m
2	Silver Birch	Retain	20cm	1.2m
3	Paper Birch	Retain	18cm	1.1m
4	Beech	Retain	15cm	0.9m
5	Beech	Retain	15cm	0.9m
493	Silver Birch	Remove	30/20/15	2.2m
494	Cedar	Remove	28cm	1.7m
495	Cherry	Remove	37cm	2.2m
496	Silver Birch	Remove	32cm	1.9m
497	Silver Birch	Remove	25cm	1.5m
498	Silver Birch	Remove	27/25cm	1.9m
499	Silver Birch	Remove	25cm	1.5m
500	Silver Birch	Remove	20/18cm	1.5m
501	Cottonwood	Remove	22cm	1.3m
502	Cottonwood	Remove	20cm	1.2m

## TREE PROTECTION FENCING

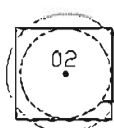
### Minimum Radial Distance from trunk

#	Type	DBH	Metres	Feet
2	Silver Birch	20cm	1.2m	3.9ft
3	Paper Birch	18cm	1.1m	3.5ft



SCALED TO FIT  
1:1 1:2 1:3 1:4  
ALL DISTANCES ARE IN METRES

TREE PROPOSED  
FOR RETENTION



CANOPY  
PROTECTION  
FENCING  
MINIMUM PROTECTION  
ZONE (MPZ)

## LEGEND

TREE PROPOSED  
FOR REMOVAL



CNCL - 247

## NOTES:

1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER JC YAM AND ASSOCIATES' BC LAND SURVEYORS

2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.

3. PROPOSED TREE REMOVAL AND RETENTION REFLECTS PRELIMINARY DRIVEWAY AND SERVICE CORRIDOR ALIGNMENT CONSIDERATIONS.

4. ALL MEASUREMENTS ARE METRIC

Froggers Creek  
Tree Consultants Ltd

7763 McGregor Avenue Burnaby BC V5J 4H4  
Telephone: 604-731-6008 Fax: 604-637-0970

3891 ALBERTA ROAD RICHMOND

TREE PROTECTION PLAN  
THE DRAWING PLOTS ALL TREES, PROPOSED FOR RETENTION, REMOVAL, THEIR CANOPIES, MPZs AND PROTECTION FENCING IN RELATION TO PROPOSED LAYOUT

DECEMBER 20, 2011

## Conditional Rezoning Requirements

9691 Alberta Road  
RZ 11-590114

**Prior to final adoption of Zoning Amendment Bylaw 8925, the developer is required to complete the following:**

1. Registration of an aircraft noise sensitive use covenant on title.
2. Registration of a flood indemnity covenant on title.
3. 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 9671 Alberta Road and 9731 Alberta Road. Legal plans are to locate access points in accordance with the conceptual development plan provided within the submitted drawings attached to the Staff Report as **Attachment 2**.
4. Contribution of \$29,000.00 in-lieu of providing on-site indoor amenity space at 9691 Alberta Road.
5. City acceptance of the developer's offer to voluntarily contribute \$2.00 per allowable buildable square foot (e.g. \$55,697.00) to the City's affordable housing fund.
6. City acceptance of the developer's offer to voluntarily contribute \$0.75 per allowable buildable square foot (e.g. \$20,886.30) to the City's public art fund.
7. 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. Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan requirements for Aircraft Noise Sensitive Development. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

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

1. Enter into a Servicing Agreement\* for the design and construction of 9691 Alberta Road. Works include, but may not be limited to, frontage improvements along Alberta Road and required service connections to the site.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

3. 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.
4. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

\* This requires a separate application.

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

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

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

[Original signature on file]

---

Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8925  
9691 ALBERTA ROAD  
(RZ 11-590114)**

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 and Development 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. 003-432-726

WEST HALF LOT "A" SECTION 10 BLOCK 4 NORTH RANGE 6 WEST NEW  
WESTMINSTER DISTRICT PLAN 3499

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8925**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee

*To: Planning Comm. July 17, 2012*  
**Date:** June 28, 2012

**From:** Brian J. Jackson, MCIP  
Director of Development

**File:** RZ 11-587764

**Re:** Application by Yamamoto Architecture Inc. for Rezoning at 9040 and 9060/9080  
No. 2 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

**Staff Recommendation**

That Bylaw No. 8926, for the rezoning of 9040 and 9060/9080 No. 2 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

BJJ:el  
Att.

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

## Staff Report

### Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to rezone 9040 and 9060/9080 No. 2 Road (**Attachment 1**) from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit the development of nine (9) townhouse units. A preliminary site plan and building elevations are contained in **Attachment 2**.

### Findings of Fact

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

### Surrounding Development

- To the North: Two (2) newer single-family homes on a lot zoned Single Detached (RS1/C) fronting Francis Road;
- To the East: Existing single-family dwellings on lots zoned Single Detached (RS1/E) fronting Francis Road and Martyniuk Place.
- To the South: Older non-conforming duplex fronting No. 2 Road and then two (2) single-family homes fronting Maple Road, all on lots zoned Single Detached (RS1/E); and
- To the West: Across No. 2 Road, a 15-unit townhouse complex on a lot zoned Low Density Townhouses (RTL1), and existing single-family dwellings on lots zoned Single Detached (RS1/E).

### Related Policies & Studies

#### Arterial Road Redevelopment and Lane Establishment Policies

The Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along major arterial roads. The subject site meets the location criteria set out in the Policy and is identified for multiple-family residential development on the map included in the Policy.

#### Floodplain Management Implementation Strategy

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

#### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$22,638.53.



### Public Art

The City's Public Art Policy does not apply to residential development consisting of less than 10 units. The proposed nine (9) unit development will not participate in the City's Public Art Program.

### **Public Input**

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

### **Staff Comments**

#### Trees Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 19 bylaw-sized trees on site and 14 trees located on neighbouring properties were identified and assessed.

#### *On-site Trees*

A site inspection conducted by the City's Tree Preservation Coordinator revealed that two (2) of the "bylaw-sized trees" on site (tag# 29 & 32) are Rhododendron shrubs and thus are not candidates for retention.

The City's Tree Preservation Coordinator reviewed the Arborist's Report and concurs with the arborist's recommendations to remove 15 bylaw-sized trees onsite:

- eight (8) trees (tag# 2-9) have all been previously topped at 6-8' high and are located approximately 2 m below the crown of the road;
- five (5) fruit trees (tag# 10- 14) are all in very poor condition (topped, bacterial canker, Cherry Tortrix borer, fungal conk indicative of root rot, and visibly dying);
- one (1) Maple tree (tag# 19) has been previously topped and the canopy is under-developed due to suppression from growing under adjacent Douglas Fir tree; and
- one (1) multi-branched Cedar tree (tag #30) is covered in basal, trunk and stem Galls as a result of Phomopsis sp. fungus. The Galls are a sign the tree is already under stress and further construction impacts will result in further decline. The tree is currently located within the new driveway right-of way and will be further impacted by required grade changes. This tree should be removed and replaced with a larger calliper coniferous species (i.e. Cedar, Spruce or Douglas Fir) along the street frontage.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 30 replacement trees are required for the removal of 15 bylaw-sized trees on-site. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant all replacement trees on-site. If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

The developers have agreed to retain and protect two (2) Douglas Fir tree (tag# 20 & 21) on site and to provide a minimum 2.5 m of un-encroached tree protection area for each tree. In order to ensure that the two (2) protected trees will not be damaged during construction, the applicant is required to submit a \$10,000.00 Tree Survival Security for the two (2) Douglas Fir trees prior to Development Permit issuance.

#### *Off-site Trees*

The developers are proposing to remove two (2) trees on the adjacent property to the south (9100 No. 2 Road), along the common property line. A consent letter from the property owners of 9100 No. 2 Road is on file. The City's Tree Preservation Coordinator has no concern on the proposed removal. A separate Tree Cutting Permit and associated replacement planting/compensation will be required at Tree Cutting Permit stage. Twelve (12) trees located on the adjacent properties to the north and east are to be retained and protected (see Tree Preservation Plan in **Attachment 4**).

#### *Tree Protection*

Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

#### Site Servicing

An independent review of servicing requirements (storm) has concluded no upgrades are required to support the proposed development.

Prior to final adoption, the developer is required to consolidate the two (2) lots into one (1) development parcel and contribute \$5,000 towards the future upgrade of traffic signals at No. 2 Road/Francis Road with Audible Pedestrian Signals (APS).

#### Frontage Improvements

Prior to final adoption, the developer is required to dedicate a 2.0 m wide strip of property along the entire west property line and enter into a Servicing Agreement for the design and construction of frontage improvements from Francis Road to the south property line of the consolidated site. The improvements to include, but not limited to: 1.5 m concrete sidewalk at the east property line of No. 2 Road with grass and treed boulevard between the new sidewalk and the existing curb.

#### Vehicle Access

One (1) driveway off No. 2 Road at the southern edge of the development site is proposed. The long-term objective is for the driveway access established on No. 2 Road to be utilized by adjacent properties if they ultimately apply to redevelop. A Public Right of Passage (PROP) will be secured as a condition of rezoning to facilitate this vision.

### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$9,000 as per the Official Community Plan (OCP) and Council Policy.

### Outdoor Amenity Space

Outdoor amenity space will be provided on-site and is adequately sized based on Official Community Plan (OCP) guidelines. The design of the children's play area and landscape details will be refined as part of the Development Permit application.

### **Analysis**

The proposal is also generally in compliance with the development guidelines for multiple-family residential developments under the Arterial Road Redevelopment Policy. The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes. All rear units immediately adjacent to the neighbouring single-family dwellings to the east have been reduced in height to two (2) storeys. The front buildings along No. 2 Road have been stepped down from three (3) storeys to 2½ storeys at the entry driveway and to, two (2) storeys at the north end of the site. The building height and massing will be controlled through the Development Permit process.

### Requested Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTL4) zone. Based on the review of current site plan for the project, the following variances are being requested:

- Reduced minimum front yard setback from 6.0 m to 5.0 m;
- Allow tandem parking spaces in six (6) of the units; and
- Allow one (1) small car parking stall in each of the side-by-side garages.

Transportation Division staff have reviewed the variance requested related to parking arrangement and have no concerns. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is required prior to final adoption.

All of the variances mentioned above will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

### Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9040 and 9060/9080 No. 2 Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Detailed review of building form and architectural character;
- Review of the location and design of the convertible unit and other accessibility/aging-in-place features;
- Review of site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space;
- Landscaping design and enhancement of the outdoor amenity area to maximize use;
- Ensure there is adequate private outdoor space in each unit; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

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

### **Financial Impact or Economic Impact**

None.

### **Conclusion**

The proposed nine (9) unit townhouse development is generally consistent with the Official Community Plan (OCP) regarding developments along major arterial roads and meets the zoning requirements set out in the Low Density Townhouses (RTL4) zone. Overall, the proposed land use, site plan, and building massing relates to the surrounding neighbourhood context. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

The list of rezoning considerations is included as **Attachment 5**, which has been agreed to by the applicants (signed concurrence on file).

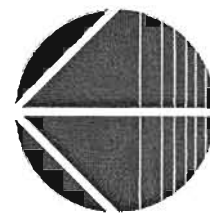
On this basis, staff recommends support for the rezoning application.



Edwin Lee  
Planner I  
(604-276-4121)

EL:rg

Attachment 1: Location Map  
Attachment 2: Conceptual Development Plans  
Attachment 3: Development Application Data Sheet  
Attachment 4: Tree Preservation Plan  
Attachment 5: Rezoning Considerations Concurrence



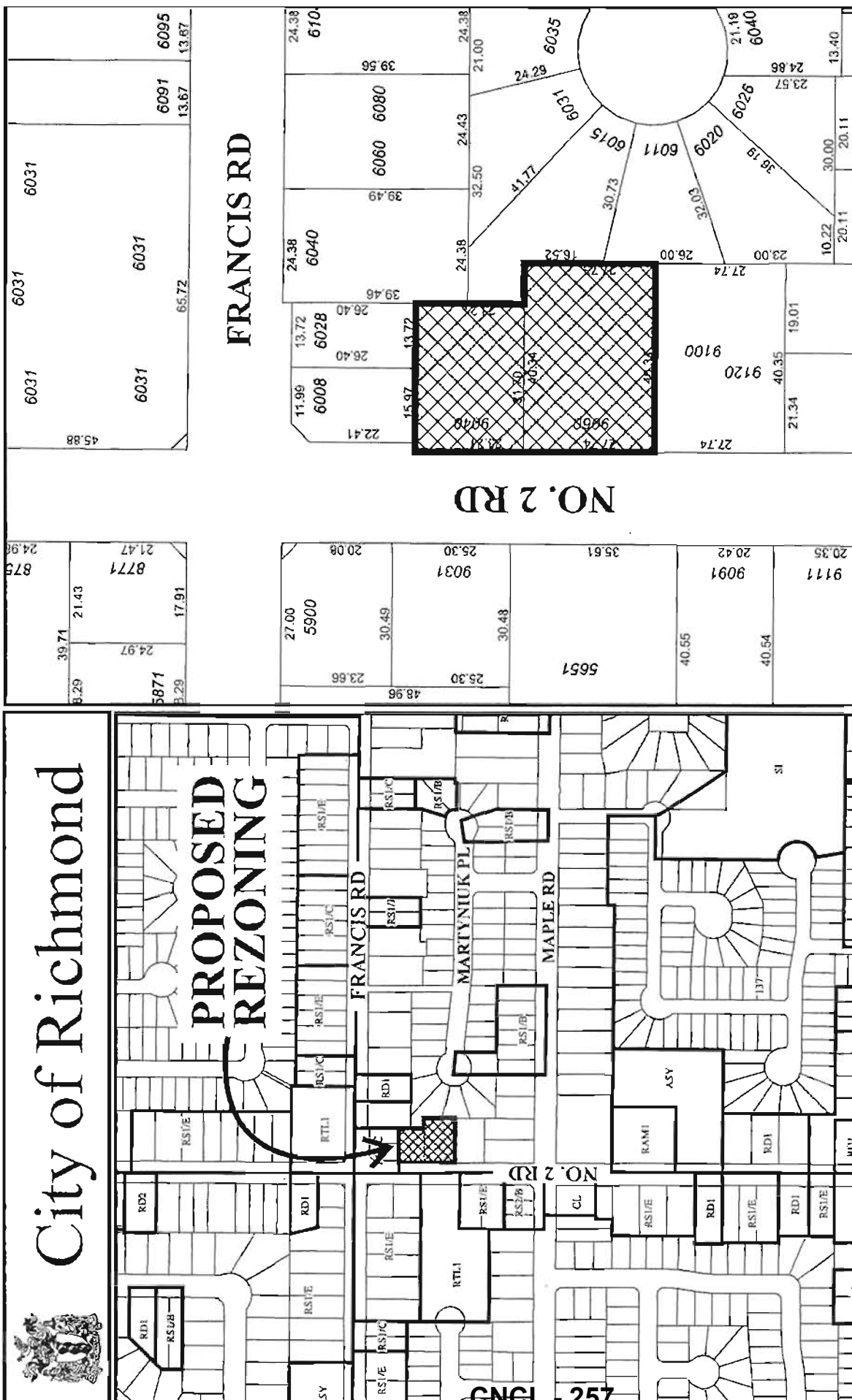
# City of Richmond

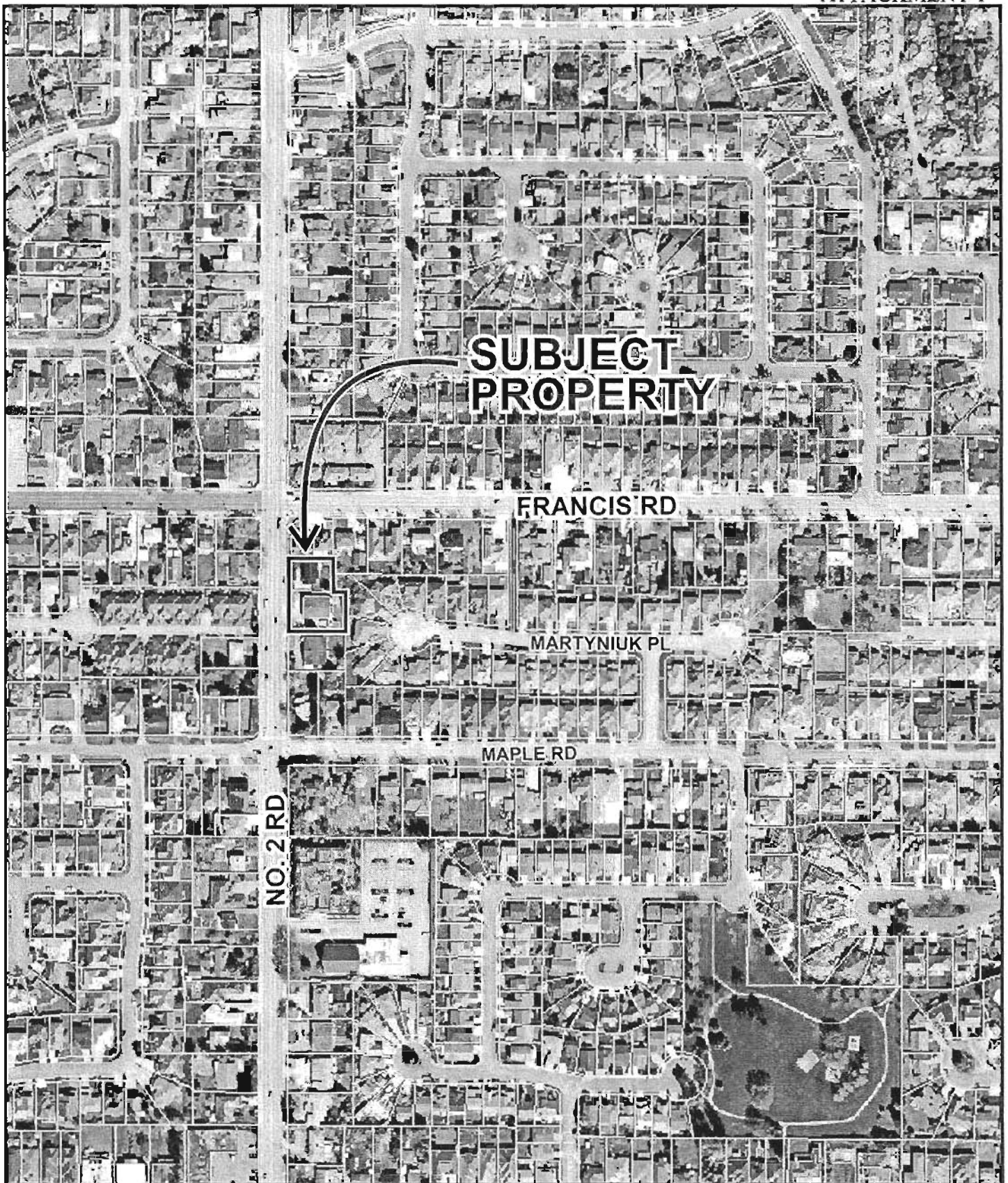
# PROPOSED PREZONING

FRANCIS RD

NO. 2 RD

**CNCL - 257**





RZ 11-587764

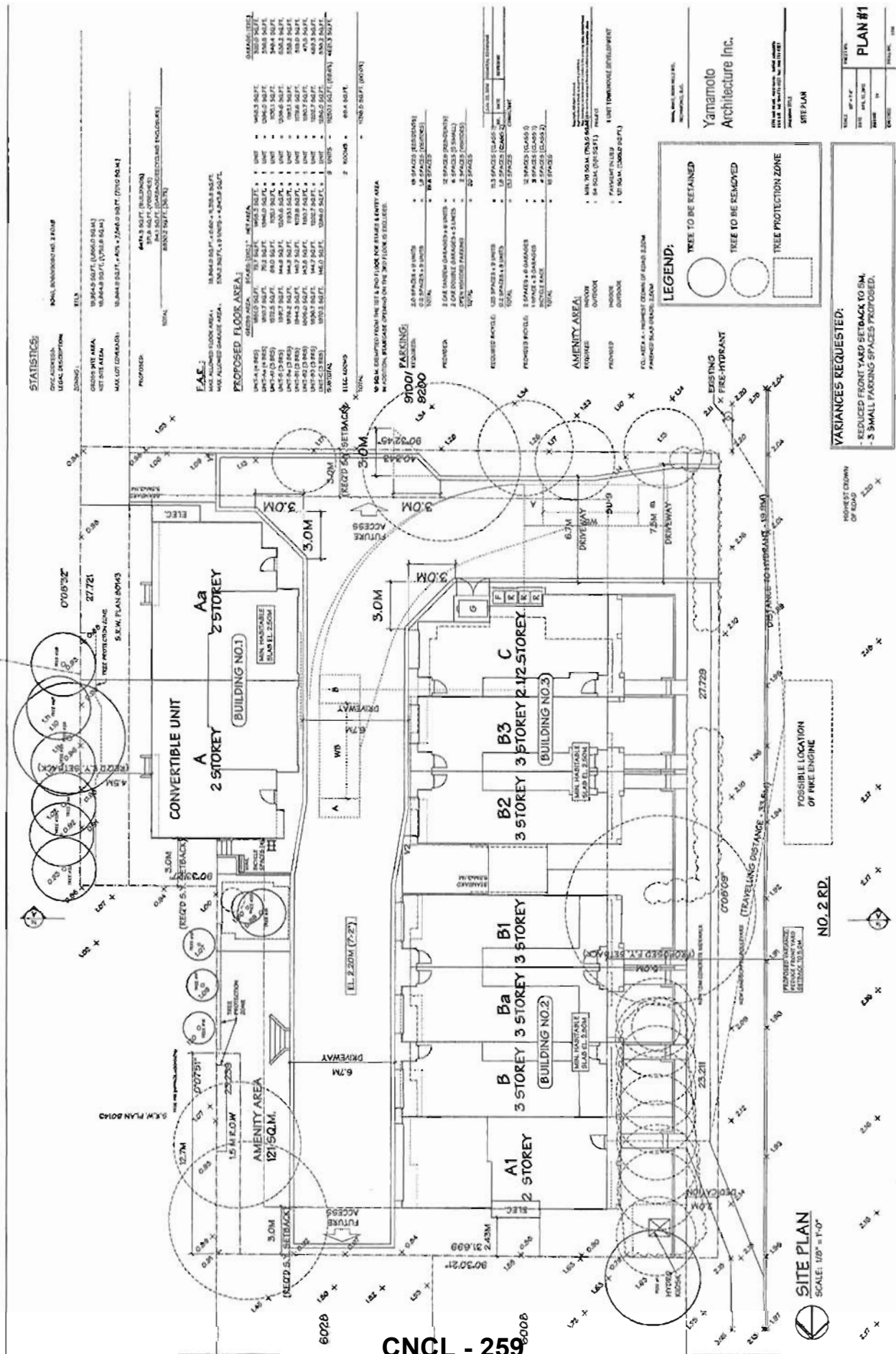
CNCL - 258

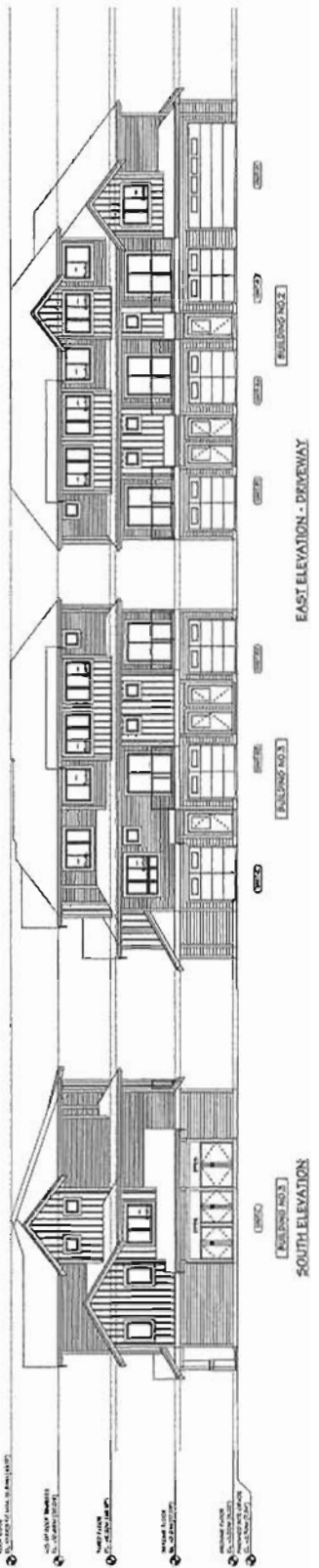
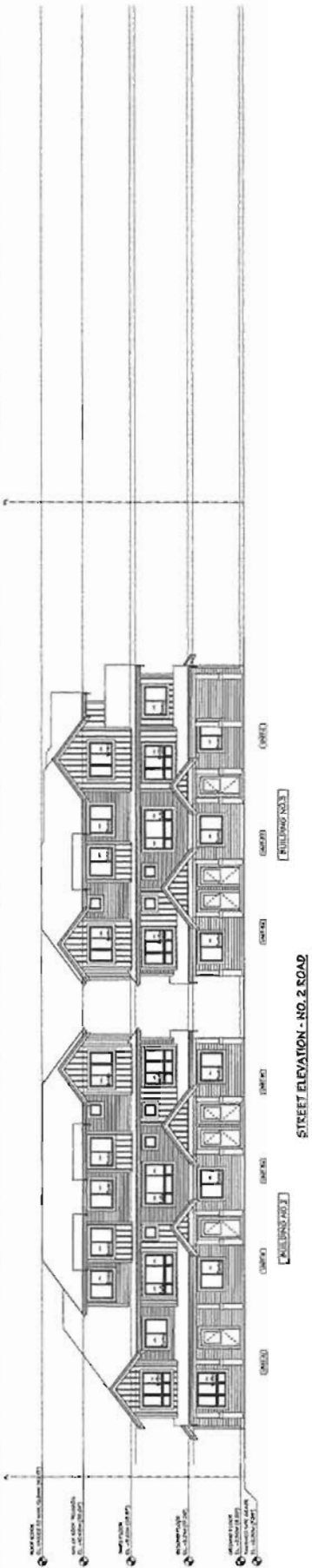
Original Date: 08/29/11

Amended Date:

Note: Dimensions are in METRES







DATE	10/10/2017
BY	YANAMOTO
CHECKED BY	YANAMOTO

THIS DRAWING IS THE PROPERTY OF YANAMOTO ARCHITECTURE INC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF YANAMOTO ARCHITECTURE INC.

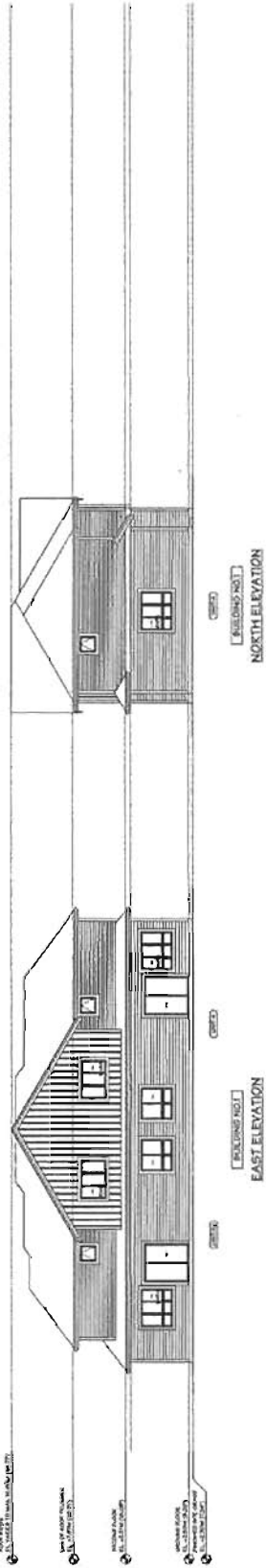
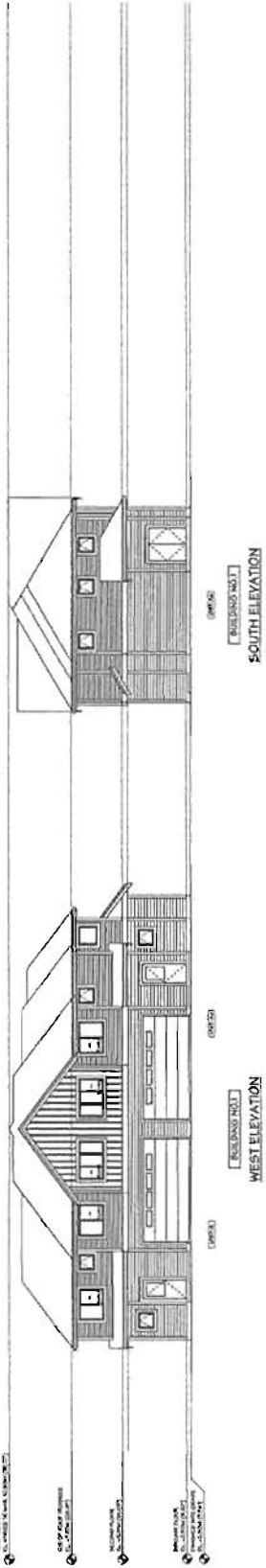
YANAMOTO ARCHITECTURE INC.  
1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202

Yanamoto  
Architecture Inc.

THIS DRAWING IS THE PROPERTY OF YANAMOTO ARCHITECTURE INC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF YANAMOTO ARCHITECTURE INC.

PROJECT	1000 WEST 10TH AVENUE, SUITE 100
DATE	10/10/2017
BY	YANAMOTO
CHECKED BY	YANAMOTO





DATE	BY	REVISION
10/10/10	J. H. H.	1.0

YAMAMOTO ARCHITECTURE INC.  
10000 100TH AVE. S.W.  
SUITE 100  
REDMOND, WA 98053  
TEL: (206) 881-1111  
WWW.YAMAMOTOARCH.COM

YAMAMOTO ARCHITECTURE INC.  
10000 100TH AVE. S.W.  
SUITE 100  
REDMOND, WA 98053  
TEL: (206) 881-1111  
WWW.YAMAMOTOARCH.COM

Yamamoto  
Architecture Inc.

YAMAMOTO ARCHITECTURE INC.  
10000 100TH AVE. S.W.  
SUITE 100  
REDMOND, WA 98053  
TEL: (206) 881-1111  
WWW.YAMAMOTOARCH.COM

DATE	BY	REVISION
10/10/10	J. H. H.	1.0

PLAN #5



Copyright © 2012 M2 Landscape Architecture, LLC  
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without prior written permission from M2 Landscape Architecture, LLC.



**M2**  
LANDSCAPE ARCHITECTURE

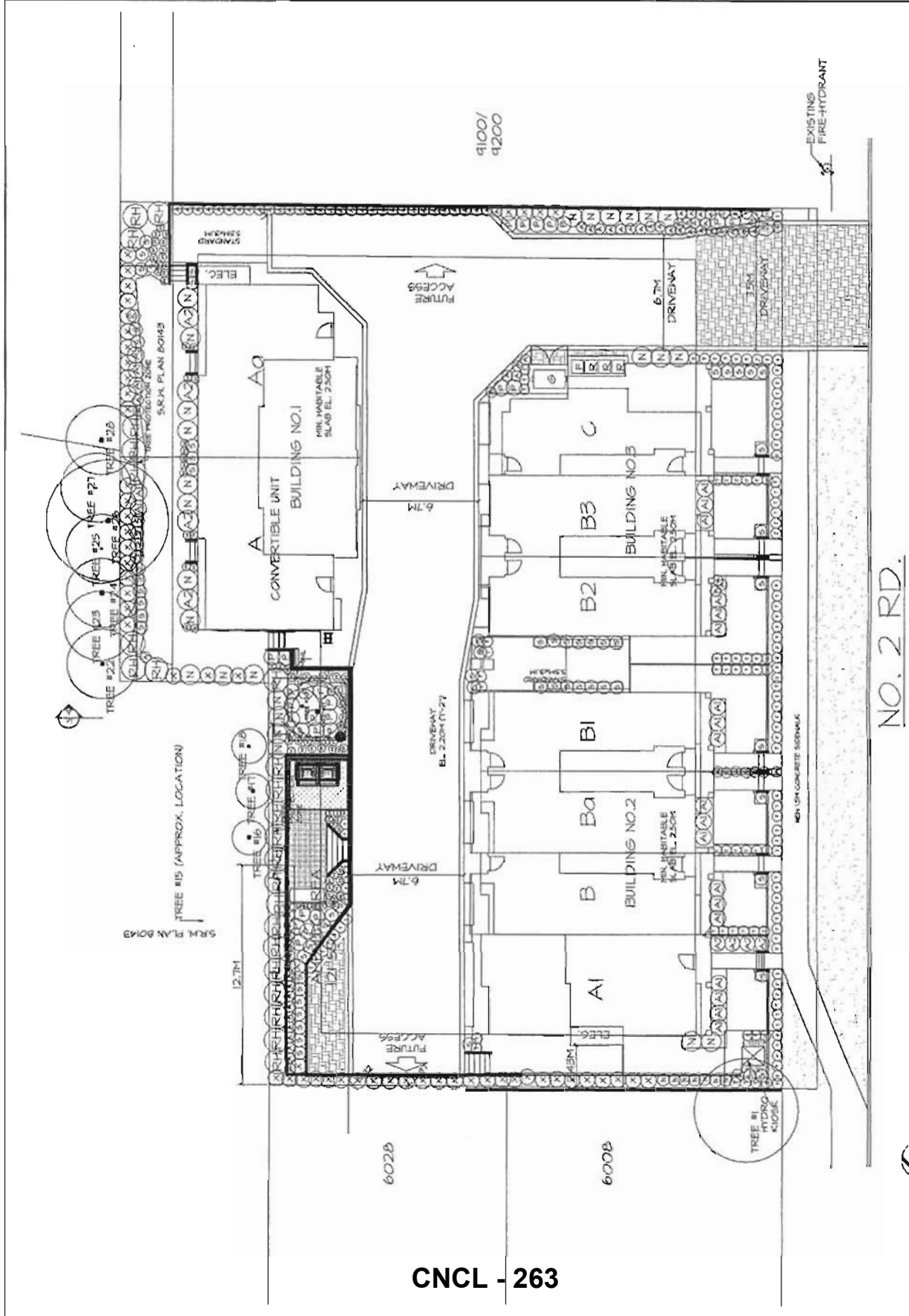
2020 - 25 LANE ROAD  
 SUITE 100  
 FARMINGTON, CT 06030  
 TEL: 860.676.1234 FAX: 860.676.1235  
 EMAIL: INFO@M2LA.COM WEBSITE: M2LA.COM

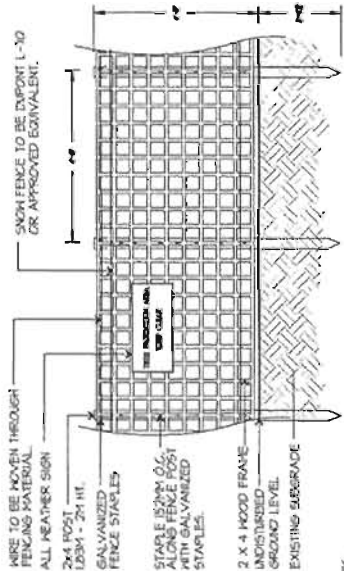
NO.	DATE	REVISION DESCRIPTION	BY	CHK.
1	01/10/2012	ISSUED FOR PERMIT	JA	
2	01/10/2012	ISSUED FOR PERMIT	JA	
3	01/10/2012	ISSUED FOR PERMIT	JA	

NAME: MULTI-FAMILY RESIDENTIAL  
 3000 ROAD NO. 2 ROAD,  
 FARMINGTON, CT

PROJECT NO: 101  
 SHEET NO: 101

DATE	BY	REVISION
01/10/2012	JA	ISSUED FOR PERMIT
01/10/2012	JA	ISSUED FOR PERMIT
01/10/2012	JA	ISSUED FOR PERMIT



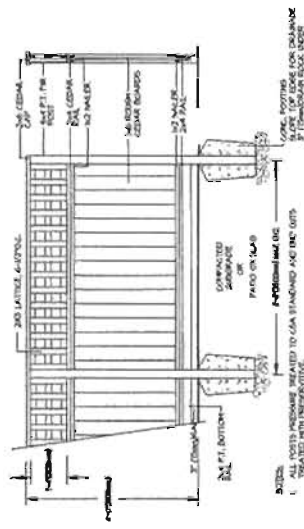


- NOTES:
1. TREE RETENTION FENCES TO BE IN PLACE PRIOR TO ANY WORK ON SITE
  2. LANDSCAPE ARCHITECT TO VERIFY PLACEMENT.
  3. FENCE TO ENCLOSE ALL TREE RETENTION ZONES.

**TREE RETENTION ZONE PROTECTIVE FENCING**

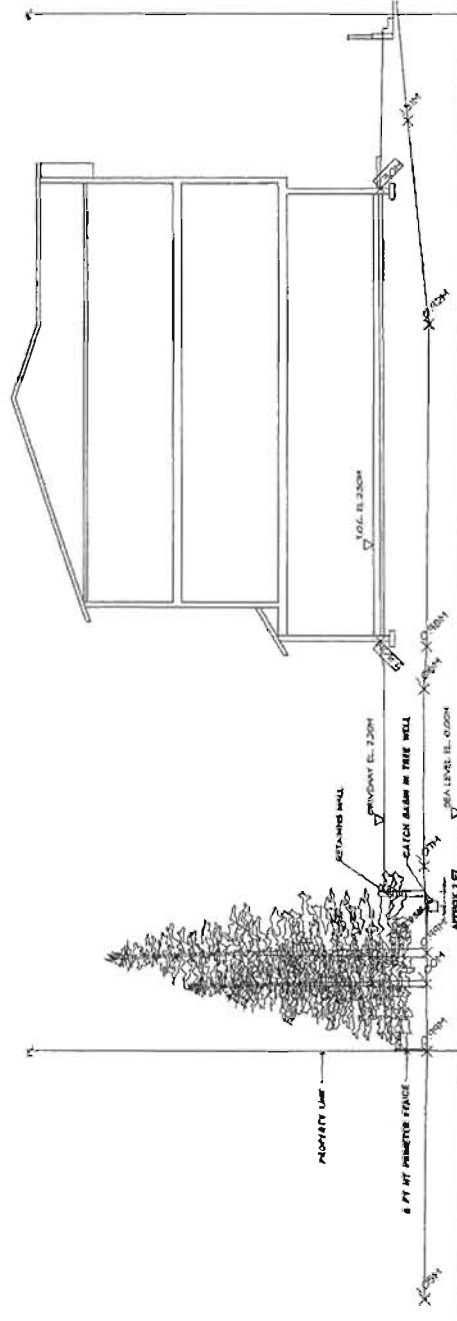
 $1/2^{\circ} = 1.0^{\circ}$ 

NOTE: EXTENT OF TREE RETENTION FENCE  
TO BE AS SHOWN ON SITE PLAN AND LANDSCAPE PLAN  
OR AS RECOMMENDED BY ARBORIST



- [illegible]

**6 FT. (1.8m) HEIGHT SOLID FENCE WITH LATTICE**

 $1/2^{\circ} = 1'-0"$ 

SECTION 'A': NORTH SOUTH CROSS SECTION SHOWING RETAINED TREES

[illegible]

**MULTI-FAMILY  
RESIDENTIAL**  
9040, 9040, 9040 MA. 2 FOLD,  
RICHMOND, B.C.

[illegible]LANDSCAPE  
DETAILS

DATE	02/06/23	ISSUING OFFICE	
SCALE	AS SHOWN		
DESIGN	J		
SECTION	J		
ORIENT	PH		



## City of Richmond

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

## Development Application Data Sheet

**RZ 11-587764**

**Attachment 3**

Address: 9040 and 9060/9080 No. 2 Road

Applicant: Yamamoto Architecture Inc.

Planning Area(s): Blundell

	Existing	Proposed
<b>Owner:</b>	Azim Bhimani	To be determined
<b>Site Size (m<sup>2</sup>):</b>	1,855.0 m <sup>2</sup> (19,964.5 ft <sup>2</sup> )	1,752.6 m <sup>2</sup> (18,864.9 ft <sup>2</sup> )
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Low-Density Residential	No Change
<b>Area Plan Designation:</b>	N/A	No Change
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Low-Density Townhouses (RTL4)
<b>Number of Units:</b>	One (1) single-family dwelling and (1) non-conforming duplex – 3 units in total	9 units
<b>Other Designations:</b>	N/A	No Change

On Future Development	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 max.	none permitted
Lot Coverage – Building:	Max. 40%	40% max.	none
Lot Coverage – Non-porous Surfaces	Max. 65%	65% max.	none
Lot Coverage – Landscaping:	Min. 25%	25% min.	none
Setback – Front Yard (m):	Min. 6 m	5.0 m	variance requested
Setback – Side Yard (North) (m):	Min. 3 m	3.0 m min.	none
Setback – Side Yard (South) (m):	Min. 3 m	3.0 m min.	none
Setback – Rear Yard (m):	Min. 3 m	4.5 m min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) max.	none

<b>On Future Development</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Lot Size (min. dimensions):	Min. 50 m wide x 35 m deep	Approx. 50.94 m wide x average 36.02 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	18 (Residential) and 2 (Visitor)	none
Off-street Parking Spaces – Total:	20	20	none
Tandem Parking Spaces:	not permitted	12	<b>variance requested</b>
Small Car Parking Spaces:	not permitted	3	<b>variance requested</b>
Handicap Parking Spaces:	0	0	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	12 (Class 1) and 2 (Class 2) min.	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	\$9,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 9 units = 54 m <sup>2</sup>	54 m <sup>2</sup> min.	none

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

Copyright reserved. This drawing and design is the property of M2 Landscape Architecture and shall not be reproduced without the written permission of M2 Landscape Architecture.

M2

**LANDSCAPE ARCHITECTURE**

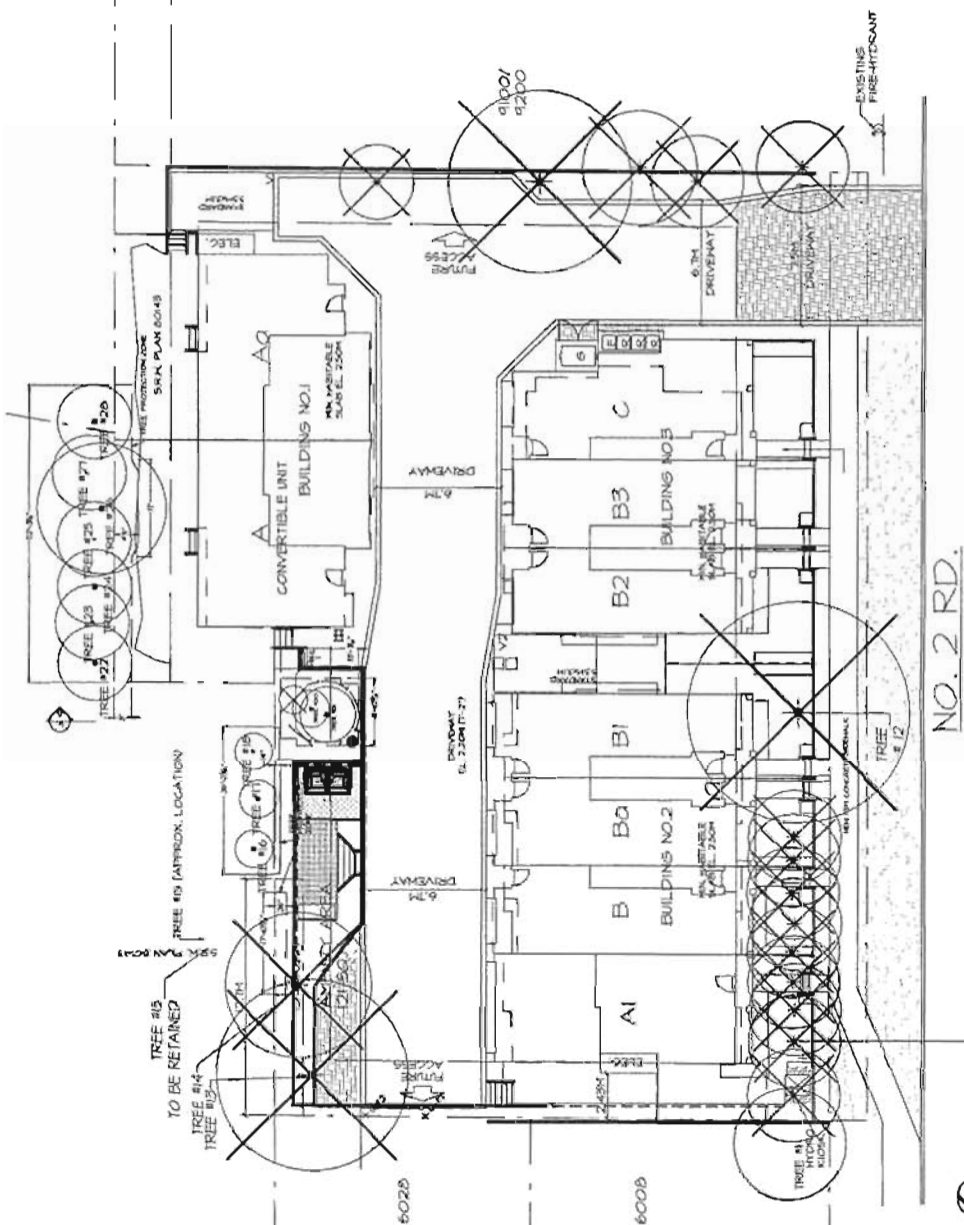
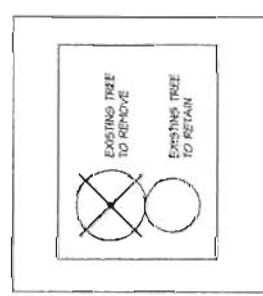
4820 15th Avenue SW, Suite 102  
 Seattle, WA 98148  
 Tel: (206) 355-0544 Fax: (206) 355-0545  
 Email: info@m2landscape.com

NO. 1	DATE	DESCRIPTION
1	10/10/18	PRELIMINARY DESIGN
2	11/15/18	REVISED DESIGN
3	12/10/18	REVISED DESIGN
4	01/10/19	REVISED DESIGN
5	02/10/19	REVISED DESIGN
6	03/10/19	REVISED DESIGN
7	04/10/19	REVISED DESIGN
8	05/10/19	REVISED DESIGN
9	06/10/19	REVISED DESIGN
10	07/10/19	REVISED DESIGN
11	08/10/19	REVISED DESIGN
12	09/10/19	REVISED DESIGN

**PROJECT:**  
 MULTI-FAMILY  
 RESIDENTIAL  
 1000 15th Avenue SW, Suite 102  
 SEATTLE, WA 98148

**ARCHITECT:**  
 M2 LANDSCAPE ARCHITECTURE  
 4820 15th Avenue SW, Suite 102  
 SEATTLE, WA 98148

DATE	DESIGNED BY	CHECKED BY
10/10/18	J. L. L.	J. L. L.
11/15/18	J. L. L.	J. L. L.
12/10/18	J. L. L.	J. L. L.
01/10/19	J. L. L.	J. L. L.
02/10/19	J. L. L.	J. L. L.
03/10/19	J. L. L.	J. L. L.
04/10/19	J. L. L.	J. L. L.
05/10/19	J. L. L.	J. L. L.
06/10/19	J. L. L.	J. L. L.
07/10/19	J. L. L.	J. L. L.
08/10/19	J. L. L.	J. L. L.
09/10/19	J. L. L.	J. L. L.
10/10/19	J. L. L.	J. L. L.



CNCL - 267



# City of Richmond

## Rezoning Considerations

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

**Address:** 9040 and 9060/9080 No. 2 Road

**File No.:** RZ 11-587764

**Prior to final adoption of Zoning Amendment Bylaw 8926, the developer is required to complete the following:**

1. 2.0m road dedication along the entire No. 2 Road frontage.
2. The granting and registration of a 6.7m wide statutory Public Right Of Passage (PROP) along the entire internal drive aisle to provide access to/from the future development sites to the north and south. Owner responsible for maintenance and liability.
3. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
6. Enter into a Servicing Agreement\* for the design and construction of frontage improvements from Francis Road to the south property line of consolidated site. The improvements to include, but not limited to: 1.5 m concrete sidewalk at the east property line of No. 2 Road with grass and treed boulevard between the new sidewalk and the existing curb.
7. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$22,638.53) to the City's affordable housing fund.
8. City acceptance of the developer's offer to voluntarily contribute \$5,000.00 towards the future upgrade of traffic signals at No.2 Road/Francis Road with Audible Pedestrian Signals (APS).
9. Contribution of \$1,000 per dwelling unit (e.g. \$9,000.00) in-lieu of on-site indoor amenity space.
10. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of a Tree Survival Security to the City in the amount of \$10,000.00 for the two (2) Douglas Fir trees to be retained. 50% of the security will be released upon completion of the proposed landscaping works on site (design as per Development Permit for 9040 and 9060/9080 No. 2 Road). The remaining 50% of the security will be release two (2) year after final inspection of the completed landscaping in order to ensure that the trees have survived.
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.

**Prior to Building 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.
2. Submission of a Tree Cutting Permit application and provide associated compensations, if required, for the removal of remove two (2) trees on the adjacent property to the south (9100 No. 2 Road), along the common property line.
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.



4. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

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

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

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

[Signed original on file]

---

Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8926 (RZ 11-587764)  
9040 AND 9060/9080 NO. 2 ROAD**

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

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

P.I.D. 004-061-365

Lot 1 Except the North 93.21 Feet Section 30 Block 4 North Range 6 West New Westminster District Plan 15982

P.I.D. 004-113-071

Lot 682 Except: Part Subdivided by Plan 78412, Section 30 Block 4 North Range 6 West New Westminster District Plan 53532

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8926**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee  
**From:** Brian J. Jackson, MCIP  
Director of Development

*To: Planning Comm. July 17, 2012*

**Date:** July 3, 2012

**File:** RZ 11-596490

**Re:** Application by Matthew Cheng Architect Inc. for Rezoning at 8200, 8220, 8280 and 8300 No. 1 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

### Staff Recommendation

That Bylaw No. 8929, for the rezoning of 8200, 8220, 8280 and 8300 No. 1 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

BJ:ke  
Att.

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

## Staff Report

### Origin

Matthew Cheng Architect has applied to the City of Richmond to rezone 8200, 8220, 8280 and 8300 No. 1 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit development of a 28 unit townhouse proposal on the consolidated property. A location map is contained in **Attachment 1**.

### Project Description

The 28 unit low density townhouse project is proposed on 4 existing single-family zoned properties that will be consolidated into one development parcel with a total area of 5,329 sq. m (1.32 acres). Vehicle access will be provided by a driveway from No. 1 Road at the north end of the site. Internal vehicle drive-aisles will consist of a main north-south running driveway running the length of the consolidated parcel. A smaller east-west running drive aisle will be established to provide access to townhouse units situated farther to the east due to the greater depth of one of the properties (8220 No. 1 Road).

Three story townhouse units are arranged in fourplex building typologies only located on the west portion of the site, which has direct frontage No. 1 Road. Townhouse unit massing across the remainder of the subject site is limited at 2 storeys in duplex configuration.

A centrally located outdoor amenity space is situated at the intersection of the north-south and east-west running internal drive-aisles. Front and rear yard setbacks along No. 1 Road and the east property line are maintained at 6 m (20 ft.). Side yard setbacks along the north and south property line are maintained at 3 m (10 ft.). Please refer to **Attachment 2** for the proposed development plans of the townhouse project.

### Findings of Fact

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

### Surrounding Development

To the North: A single-family dwelling zoned Single Detached (RS1/E)

To the East: Single-family dwellings zoned under Land Use Contract 102 in a residential cul-de-sac adjacent to the proposed development site.

To the South: Two single-family dwellings fronting Coldfall Road zoned Single Detached (RS1/E)

To the West: Across No. 1 Road, a variety of existing and compact lot single-family dwellings zoned Single Detached (RS1/E) and Compact Single Detached (RC1) with access to an existing rear lane.

**Related Policies & Studies****Official Community Plan – Land Use Map Designations**

The subject properties are designated for Neighbourhood Residential and Low Density Residential in the General and Specific Official Community Plan land use maps. The proposed low-density townhouse project complies with the existing OCP land use map designation.

**Arterial Road Redevelopment Policy**

This portion of No. 1 Road (East side of No. 1 Road south of Blundell Road and North of Coldfall Road) is designated for multi-family residential redevelopment in the OCP. The Arterial Road Redevelopment Policy in the OCP contains a number of criteria that apply to townhouse applications along identified arterial roads. A review of the proposed townhouse project and redevelopment criteria contained in the OCP is outlined in a latter section of the report. The proposed townhouse rezoning for the subject properties complies with the Arterial Road Redevelopment Policy contained in the OCP.

**Floodplain Management Implementation Strategy**

In accordance with the City's Floodplain Designation and Protection Bylaw (Bylaw 8204), a Flood Indemnity Restrictive Covenant is required to be registered on title of the subject property that also specifies the minimum flood construction level. This legal agreement is required to be completed and registered on title of the subject site as a rezoning consideration.

**Affordable Housing Strategy**

Richmond's Affordable Housing Strategy identifies that for smaller townhouse rezoning applications, a cash-in-lieu contribution to the City's Affordable Housing Reserve can be made at a rate of \$2.00 per buildable square foot in exchange for a density bonus that can be applied to the townhouse redevelopment (i.e., 0.4 FAR base density plus a bonus of 0.2 FAR in conjunction with contribution to the Affordable Housing Reserve fund). As a result, the developer is making a payable contribution in the amount of \$67,350 to the City's Affordable Housing Reserve fund as a rezoning consideration attached to the proposed development.

**Public Art**

The developer has agreed to make a voluntary contribution to the City's Public Art fund at a rate of \$0.75 per buildable square foot. As a result, a contribution of \$25,250 payable to the City's Public Art fund and is being secured as a rezoning consideration for the development.

**Indoor and Outdoor Amenity Space Provisions**

Based on the relatively small size of the of the overall townhouse development, the developer is proposing to make a cash-in-lieu of on-site indoor amenity space payment in the amount of \$28,000 (based on \$1,000 per unit) based on the OCP guidelines on indoor amenity space contributions for townhouse developments.

An outdoor amenity area is located in a central location on the townhouse development site at the intersection of the internal drive-aisles and is sized to meet OCP requirements (6 sq.m per unit; 168 sq. m total outdoor amenity space area).

## Consultation and Public Correspondence

Both the developer and City staff have had discussions with residents in the Coldfall Court subdivision, which is situated to the immediate east and backs onto the rear of the proposed development site. Public correspondence was submitted to City staff from these residents outlining their concerns and questions about the proposed redevelopment. Public correspondence is contained in **Attachment 4** for reference. The following is a summary of concerns raised in the letters followed by applicable project/developer responses, revisions and/or provisions taken into account (responses are in *bold italics*).

- Preference for a single-family redevelopment serviced by either a cul-de-sac street off No. 1 Road or rear lane – *A cul-de-sac oriented development with vehicle access provided from No. 1 Road is not possible given the limited depth of properties fronting No. 1 Road. This form of redevelopment is generally not in compliance with OCP policies for redevelopment along arterial roads and not consistent with transportation objectives along major roads. In 2006, a comprehensive review of the City's Arterial Road Redevelopment Policies was completed. As a result, this portion of No. 1 Road was identified for multi-family development in the conceptual map contained in the OCP and also complies with all multi-family redevelopment criteria contained in the Arterial Road Redevelopment Policy.*
- Opposition to development of multi-family townhouses on this portion of No. 1 Road based on predominant single-family development in the surrounding area and concerns about the impact on existing property values – *The OCP supports redevelopment of townhouses along this portion of No. 1 Road (major arterial road) so long as specific guidelines are complied with in the proposal. Given the existing base of single-family land uses within the City, integration of multi-family projects within existing single-family residential areas can be successfully achieved with proper consideration given to address adjacency issues, architectural form and character, implementing appropriate setbacks and building massing to ensure an high level of urban design for the project, therefore not resulting in any potential decrease in surrounding property's values.*
- Concerns about the setbacks for townhouse units that would be adjacent existing single-family dwellings to the east. Requested setbacks from neighbours ranging from 6 m (20 ft.) to 12 m (40 ft.) – *The developer, in response to requested setbacks from neighbours, is proposing a 6 m (20 ft.) setback along the entire rear yard (east property line) that is adjacent to the existing single-family dwellings that back onto the subject site. This setback is greater than the 3 m (10 ft.) rear yard minimum required in the Low Density Townhouses (RTL4) zone and exceeds the 4.5 m (15 ft.) setback guideline in the OCP for two storey townhouse units adjacent to a single-family dwelling. The proposed 6 m (20 ft.) rear yard setback for the townhouse project is also the same rear yard setback required for a single-family residential dwelling in Richmond. The 6 m (20 ft.) setback is maintained along the entire east adjacency of the subject site, including the one lot (8220 No. 1 Road) that has a greater depth. A rear yard setback greater than 6 m (20 ft.) would be difficult to achieve, as the development needs to take into account required 6 m (20 ft.) front yard setbacks along No. 1 Road and minimum drive-aisle widths to service the development.*

- Concerns over loss of privacy, landscaping and shadowing impacts from proposed townhouse development for surrounding single-family dwellings to the east – *As noted previously, the developer is proposing a larger 6 m (20 ft.) rear yard setback for all townhouse dwelling units that have a direct adjacency to the single-family dwellings to the east. This increased setback enables the ability to plant appropriate landscaping in the rear yards of the townhouse development to help address privacy concerns. Massing for the townhouse units along the east side of the development site is maintained at 2 storeys, which is consistent with a single-family dwelling and helps to mitigate privacy, overlook and shadowing issues. Townhouse units are also oriented to ensure that rear yards for units in the development site abut existing single-family areas. A shadow analysis (Attachment 5) was also undertaken by the architect, which shows minimal incursion of shadows into the neighbour's back yards as a result of the 6 m (20 ft.) rear yard setback and 2 storey massing for the rear townhouse units.*
- Impacts of development for drainage on subject site and surrounding area as a result of the approach to grading on the subject site – *The existing grade of the subject properties is lower than the elevation of No. 1 Road. In response to concerns about site grading, the developer is proposing to raise the grade of the site to match the existing grade at No. 1 Road and gradually decrease the grade along the eastern portions of the site to match existing grades where possible. This approach is proposed to minimize grade changes between the townhouse development site and surrounding single-family residential properties. Retaining walls are proposed along portions of the north and south property lines of the development site as a result of the proposed grade differences, but the proposed grading approach minimizes the need for retaining walls along the east edge of the site. In response to concerns about drainage, the subject development site is required to install all necessary drainage infrastructure (including perimeter drainage to capture all storm water that falls on the development site so that it can be channelled into the City's storm sewer system along No. 1 Road. Through the future building permit application, a site servicing permit is required to ensure proper drainage infrastructure is being provided for the development. Requirements for single-family dwellings (existing and new houses) exists to ensure adequate on-site drainage infrastructure is in place to channel storm water from single-family properties into the City storm sewer system as well. Therefore, all individual property owners are responsible for ensuring storm water that lands on their property can be drained into the City system.*
- Concerns over the traffic generated by the proposed townhouse development and potential impacts on vehicle and pedestrian safety in the area (i.e., No. 1 Road and Pacemore Avenue intersection and pedestrian crosswalk) – *Transportation staff have reviewed the development proposal and confirmed that the traffic generated by the 28 townhouse units can be accommodated along No. 1 Road. The development proposal also complies with transportation objectives by consolidating and removing individual driveway crossings along major arterial roads and situating new accesses for developments in locations that minimize potential conflicts. The proposed driveway access along No. 1 Road (at the north end of the development site) is supported by Transportation staff as this location is situated far enough from the intersection at Pacemore Avenue and the existing pedestrian cross-walk to provide adequate separation distance.*

**Staff Comments**Engineering

A servicing capacity analysis to examine City storm, water and sanitary sewer systems was reviewed and approved by Engineering staff. No upgrades to City systems were identified in the analysis. Through the forthcoming Servicing Agreement (to be completed as a rezoning consideration) for frontage works, a site analysis will be required for City storm and sanitary sewer systems for the site connection only.

An impact assessment is required to be undertaken by the developer's consulting engineer to ensure any on-site development works (i.e., retaining walls, foundations, on-site servicing, construction activities, ongoing maintenance) does not cause damage to existing City sanitary sewer services contained in existing statutory right-of-way running along the east and south boundary of the development site. This impact assessment and accompanying recommendations is required to be approved by engineering staff through the Servicing Agreement process for frontage works related to the development.

Off-Site Frontage Works and Contributions

The developer is required to upgrade the subject site's No. 1 Road frontage to implement the following works:

- A 1.5 m (5 ft.) grass and treed boulevard and 1.5 m (5 ft.) concrete sidewalk.
- To accommodate frontage works, a 0.41 m dedication is required along the subject site's entire No. 1 Road frontage.
- New bus pad along the No. 1 Road frontage. A 1.5 m (5 ft.) by 9 m (30 ft.) public-right-of-passage (PROP) statutory-right-of-way (SRW) is required to be registered on the subject site's No. 1 Road frontage to accommodate the new bus stop pad and accompanying shelter.
- The developer is also making a contribution of \$22,000 for works related to the new bus shelter.

Frontage works are required to be designed and constructed through the City's Servicing Agreement process. The Servicing Agreement and contribution for the new bus stop shelter is required to be completed and approved as a rezoning consideration attached to the subject development application.

Transportation

The proposed townhouse development enables the elimination of individual driveway crossings onto a major arterial road through the consolidation of the properties into one development site with a single driveway access at the north end of the site. This access location and configuration is supported by Transportation Division staff as it provides sufficient separation distances from the existing pedestrian crosswalk to the south at Pacemore Avenue and takes into account the existing bus stop along No. 1 Road in front of the site, where a new bus pad and shelter will be incorporated into the development.



The driveway access to No. 1 Road and main north-south running internal drive-aisle also has the potential to serve as a vehicle access for potential future consolidated townhouse projects to the north or south of the site. As a result, a public-right-of-passage is being secured as a rezoning consideration over the driveway access to No. 1 Road and internal north-south running drive-aisle to serve as the vehicle access and driveway for properties that may redevelop to the north or south of the site.

A total of 62 off-street parking stalls are provided on the townhouse site (56 parking stalls for the 28 townhouse units plus 6 visitor parking stalls). The total number of parking stalls complies with zoning requirements for townhouse development. 28 parking stalls are proposed to be parked in tandem arrangement. These tandem stalls are located in the 3 storey townhouse units that front onto No. 1 Road. Therefore, a total of 14 units have a tandem parking arrangement. A variance will be required through the forthcoming Development Permit application to allow the 28 tandem parking spaces. Registration of a legal agreement on title to prohibit the conversion of tandem parking areas into habitable space is a rezoning consideration attached to this development.

#### Tree Retention, Removal and Replacement

The site plan, tree survey and accompanying arborist report was reviewed by the City's Tree Preservation staff who concur with the tree assessment and recommendations of the report. The tree survey and arborist report reviewed a total of 31 on-site trees and 7 off-site trees located on neighbouring properties. The report recommends retention of 1 on-site tree and 7 off-site trees on neighbouring lots (refer to **Attachment 6** for the tree retention/protection and removal plan).

29 trees are recommended for removal due to conflicts with proposed buildings, drive-aisles and works associated with the townhouse development. The consulting arborist report and site inspection conducted by Tree Preservation staff have noted that these 29 trees have been previously topped, resulting in significant decay and structural defects that would not be suitable for retention. Other on-site trees that are situated outside of proposed townhouse building footprints have also been identified as not being suitable for retention as a result of previous topping and general decline of trees.

1 tree (Tag# 0101) is a larger Deodar Cedar in good condition located in the front yard of the existing house at 8280 No. 1 Road. However, due to conflicts with the proposed building envelope and requirement to raise the elevation of the site adjacent to No. 1 Road to meet flood construction requirements, this tree is also recommended for removal and should be replaced with two larger calliper conifers trees to be located on No. 1 Road frontage. This specific recommended replacement planting will be required to be incorporated in the landscape plan submitted by the developer as part of the Development Permit application. Retention of this tree would generally involve removal of a minimum of four townhouse units along No. 1 Road around the tree and keeping the existing grade around the base of the tree for a 6 m (20 ft.) radius, which is not feasible for the proposed development. On this basis, tree replacement is recommended.

Tree protection fencing on the subject site will be required to be installed around the trees to be retained on-site and off-site on neighbouring properties. Confirmation of installation of tree protection fencing to City and consulting arborist specifications is to be completed prior to any construction or site preparation activities on the development site.

Based on the proposed on-site tree removal, a minimum of 60 replacement trees (deciduous and conifers) are required to be planted on the subject site based on a 2:1 tree replacement ratio. Confirmation on the number of replacement trees that can be accommodated on the townhouse site will be through the Development Permit application process. If all replacement trees cannot be accommodated on the townhouse site, a cash-in-lieu contribution of \$500 per tree is required for the remaining balance of replacement trees to the City's Tree Compensation Fund for off-site planting.

## **Analysis**

### Arterial Road Redevelopment Policy

The townhouse development proposal complies with the City's Arterial Road Redevelopment Policy and corresponding criteria contained within the OCP on the following basis:

- The east side of No. 1 Road (south of Blundell Road and North of Coldfall Road) is specifically identified for multi-family development in the Arterial Road Redevelopment Policy concept map in the OCP.
- The subject site is located along a major arterial road serviced by public transit and is located approximately 525 m away from the intersection of Francis Road and No. 1 Road (Seafair Shopping Centre).
- The consolidated lots under rezoning have a combined frontage in excess of 100 m, which exceeds the minimum 50 m of frontage required for townhouses along major arterial roads.
- A majority of lots along this portion of No. 1 Road between Blundell Road and Coldfall Road have development potential based on existing lot width, general age of housing stock and multi-family OCP designation.
- There are examples of more intensive forms of development on No. 1 Road around the development site such as the Gilmore Gardens congregate housing and church development to the north at the corner of No. 1 Road and Blundell Road. Further south, there are examples of older multi-family forms of development ranging from dwelling units arranged in duplex building forms to medium density apartments (i.e., Apple Greene Park development).
- The development proposal adheres to multi-family OCP requirements along arterial roads as 3 storey massing is limited to only units that front directly onto No. 1 Road. At the north and south ends of the development, three storey massing is stepped down to 2 ½ storey massing adjacent to the side yard to the south and driveway access to the north. All proposed townhouse units at the east end of the site, which have direct adjacencies to existing single-family dwellings, are limited to 2 storey massing with a 6 m rear yard setback.

A conceptual development plan for adjacent properties has been submitted and is on file to show how surrounding lots have the ability to utilize the driveway access from No. 1 Road implemented as part of this townhouse proposal.

### Future Development Permit Application and Design Review

The proposed townhouse project is required to submit a Development Permit application for review and processing by staff to examine the proposal in conjunction with applicable Development Permit guidelines for multi-family development contained in the OCP. Processing of the Development Permit application to a satisfactory level is required to be completed as a rezoning consideration.

The following are a list specific urban design and landscaping issues to be addressed in the forthcoming Development Permit application:

- Finalize architectural detailing and form and character of the townhouse buildings to ensure a proper fit with surrounding mix of residential land uses.
- Develop and refine landscape plans for the rear units to maximize opportunities for buffering between the townhouse and adjacent single-family dwellings while also taking into account existing City services in the area.
- Design refinement of the 3 storey and 2 storey townhouse buildings to reduce overall massing.
- Design development of the outdoor amenity space to maximize usability and accessibility to townhouse residents and examine the location of walkways providing pedestrian access out to No. 1 Road.
- Landscape plan development to ensure sufficient replacement tree planting on the townhouse site and designed to maximize use of yard space directly adjacent to townhouse units.

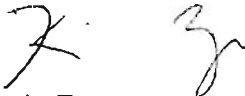
Based on the preliminary site plan for the development submitted through the rezoning, variances requested through the forthcoming Development Permit application will be required for 28 tandem parking stalls located in 14 of the townhouse units. Additional variances identified through the processing of the Development Permit application will be reviewed by staff.

#### **Financial Impact or Economic Impact**

None.

#### **Conclusion**

The application to rezone 8200, 8220, 8280 and 8300 No. 1 Road to Low Density Townhouses (RTL4) in order to permit development of a 28 unit townhouse development complies with OCP criteria for the residential redevelopment along arterial roads. Specific issues related to vehicle access, setbacks and adjacency to neighbouring single-family lots have been addressed. The consolidated list of rezoning considerations is contained in **Attachment 7**, which must be completed prior to final adoption of the rezoning bylaw. In addition to the rezoning application, the next development application will be the Development Permit application that will be submitted by the proponent in the near future.



Kevin Eng  
Planner 1

KE:cas

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Public Correspondence

Attachment 5: Shadow Diagram

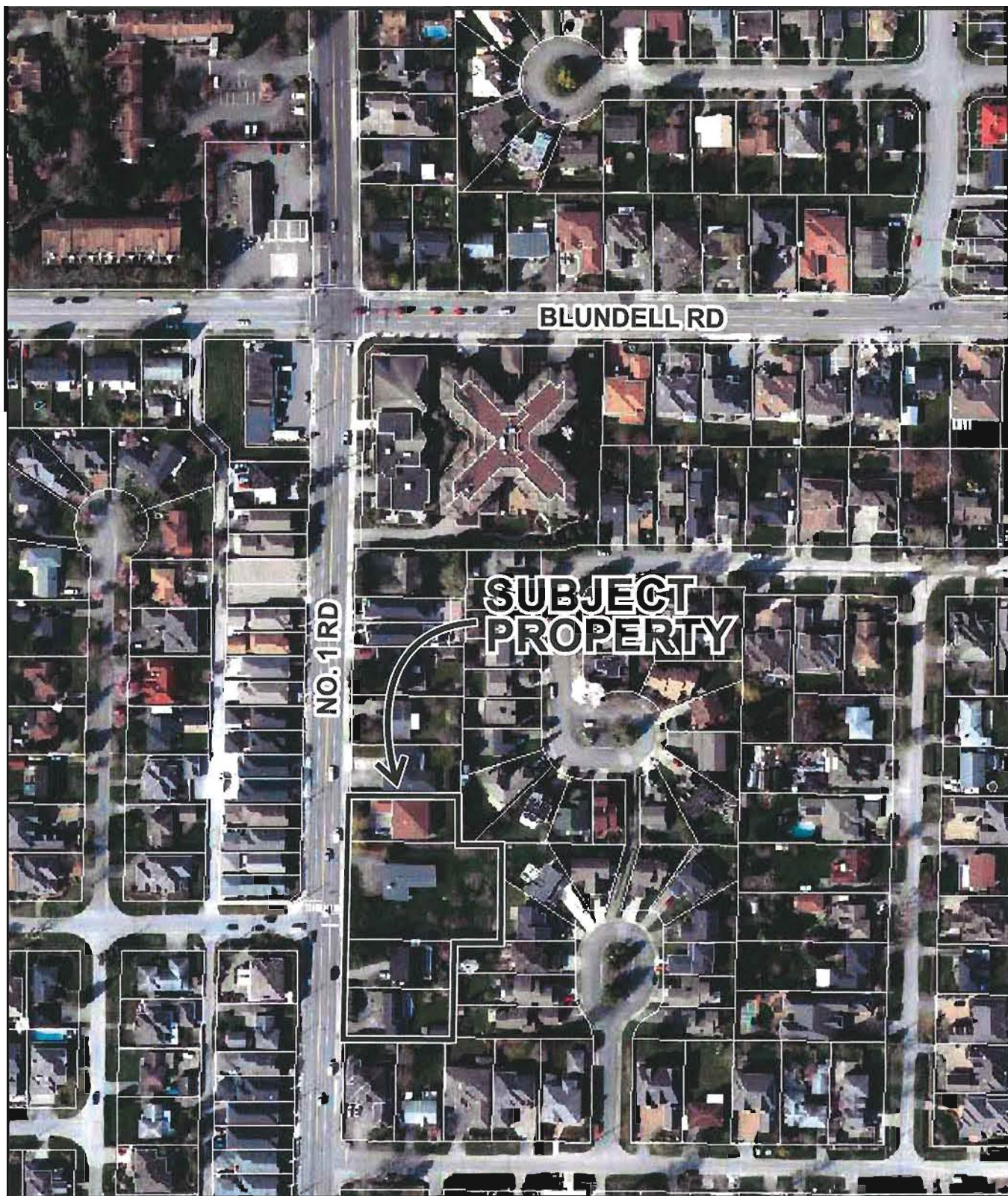
Attachment 6: Tree Retention/Protection and Removal Plan

Attachment 7: Rezoning Considerations **CNCL 279**



RZ 11-596490





RZ 11-596490

Original Date: 01/12/12

Amended Date: 04/07/12

Note: Dimensions are in METRES



MATTHEW CHENG  
ARCHITECT INC.

2000 WEST 10TH AVENUE  
SUITE 100  
VANCOUVER, BC V6H 2B6  
TEL: 604-275-1111  
WWW.MATTHEWCHENGARCHITECT.COM

THIS DOCUMENT IS THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. IT IS TO BE USED FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHENG ARCHITECT INC.

DATE: 01/20/2021  
PROJECT: 28-UNIT TOWNHOUSE DEVELOPMENT  
DRAWN BY: [Name]

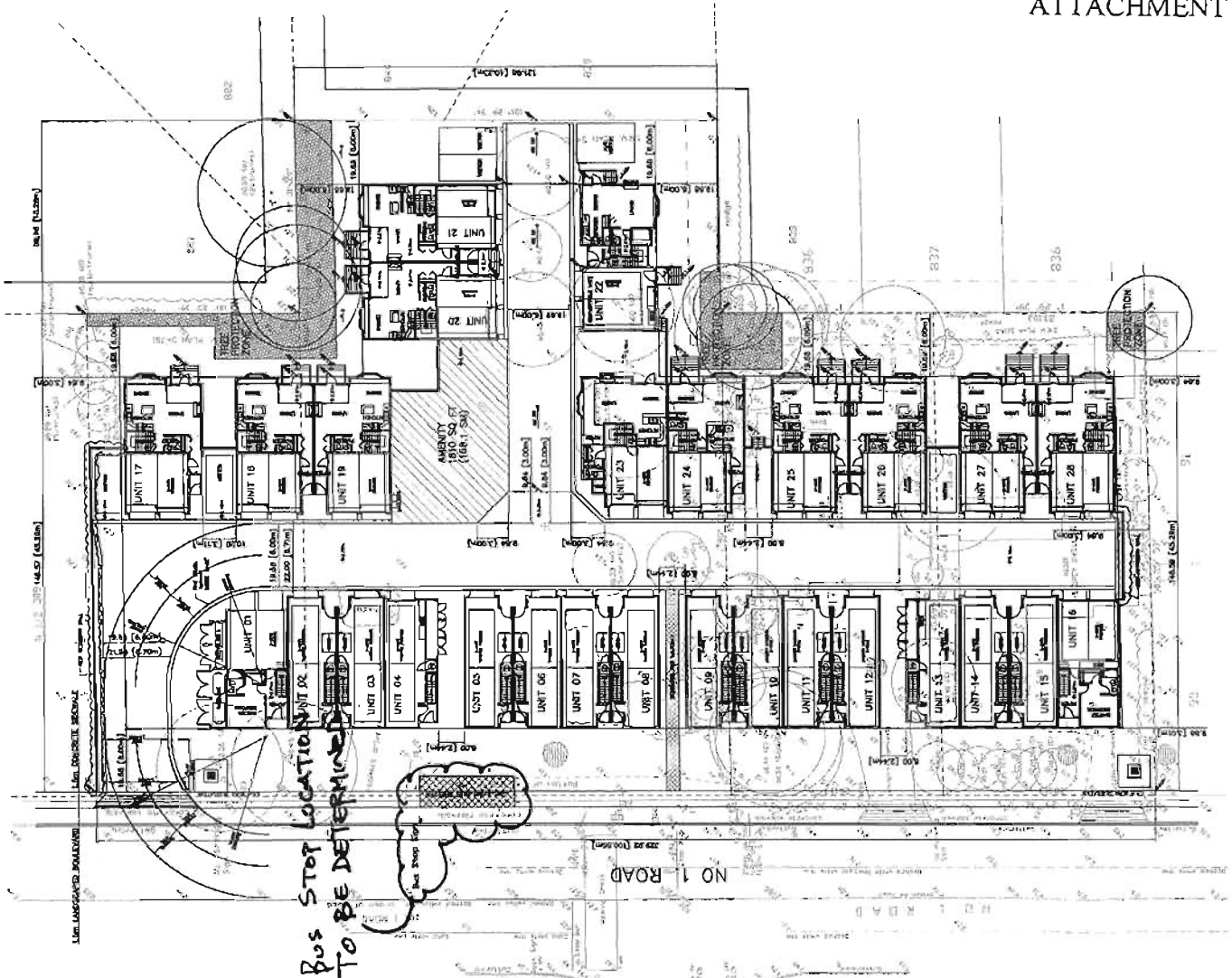
COMP: [Name]

PROJECT NO:  
28-UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
8280/8300  
NO. 1 ROAD  
RICHMOND, BC

SHEET NO:  
SITE PLAN &  
GROUND FLOOR PLAN

DATE: 01/20/2021  
PROJECT: 28-UNIT TOWNHOUSE DEVELOPMENT  
SHEET: 1 OF 1  
PROJECT NUMBER: A01

ATTACHMENT 2



EXISTING:	SITE AREA:	57372.58 SF (5330.09 SM)	PROPOSED:	58928.75 SF (5288.85 SM)
	LAND USES:	SINGLE DETACHED TOWNHOUSE		
OCP DESIGNATION:	LOW-DENSITY RESI		LOW-DENSITY RESI	
	RS1/E		RS1/E	
NUMBER OF UNITS:	4		28	
	REQUIRED/ALLOWED: (BASED ON R1L3)			
FLOOR AREA RATIO:	34157.25 SF (0.800)		33572.95 SF (0.591)	
	0.40		0.39	
SETBACK-FRONT YARD:	MIN. 6m		5.00m (19.68')	
	MIN. 3m		3.00m (9.84')	
SETBACK-SIDE YARD: (NORTH)	MIN. 3m		3.00m (9.84')	
	MIN. 3m		3.00m (9.84')	
SETBACK-SIDE YARD: (SOUTH)	MIN. 3m		3.00m (9.84')	
	MIN. 3m		3.00m (9.84')	
SETBACK-REAR YARD:	MIN. 3m		3.00m (9.84')	
	MIN. 3m		3.00m (9.84')	
HEIGHT: (m)	12.0m (3 Storeys)		9.56m	
	9.56m		9.56m	
LOT SIZE:	57372.58 SF (5330.09 SM)		58928.75 SF (5288.85 SM)	
	56 AND 6		56 AND 6	
OFF-STREET PARKING RESIDENTIAL/COMMERCIAL:	56 AND 6		56 AND 6	
	56 AND 6		56 AND 6	
ACCESSIBLE:	1		1	
	1		1	
OFF-STREET PARKING TOTAL:	62		62	
	62		62	
TANDEM PARKING SPACES:	28		28	
	28		28	
INDOOR AMENITY SPACE:	MIN. 60 SM		CASH-IN-IN-LIU	
	MIN. 60 SM		CASH-IN-IN-LIU	
OUTDOOR AMENITY SPACE:	MIN. 168 SM		1809 SF (168.06 SM)	
	MIN. 168 SM		1809 SF (168.06 SM)	





ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE. DATE 08-22-2011 BY 60322 UCBAW/STP

[illegible]

**Conclusions**

**Project Title**  
**28-UNIT TOWNHOUSE  
DEVELOPMENT  
B200/8220/  
B280/8300  
NO. 1 ROAD  
RICHMOND, BC**

Sheet Title PARKING PLAN &  
GROUND FLOOR PLAN

Design:	14C/14G	Chargé:	ME	Signature:	$1/15^{\text{th}} = 1^{\text{st}} - 4^{\text{th}}$	14C/14G Description:									
							<table><tr><td>Serialized Defect:</td><td>444, 20, 10712</td><td>Chargé:</td><td>ME</td></tr><tr><td>Print Code:</td><td>444, 20, 10713</td><td colspan="2">A01a</td></tr></table>	Serialized Defect:	444, 20, 10712	Chargé:	ME	Print Code:	444, 20, 10713	A01a	
Serialized Defect:	444, 20, 10712	Chargé:	ME												
Print Code:	444, 20, 10713	A01a													





MATTHEW CHING  
ARCHITECT INC.

2000 AVENUE 10  
SUITE 100  
VICTORIA, BC V8P 1A1  
250.363.1111

THIS DOCUMENT IS THE PROPERTY OF MATTHEW CHING ARCHITECT INC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. ANY REUSE OR MODIFICATION OF THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHING ARCHITECT INC. IS STRICTLY PROHIBITED.

Project No. 2017-001  
Date: 01/10/2017

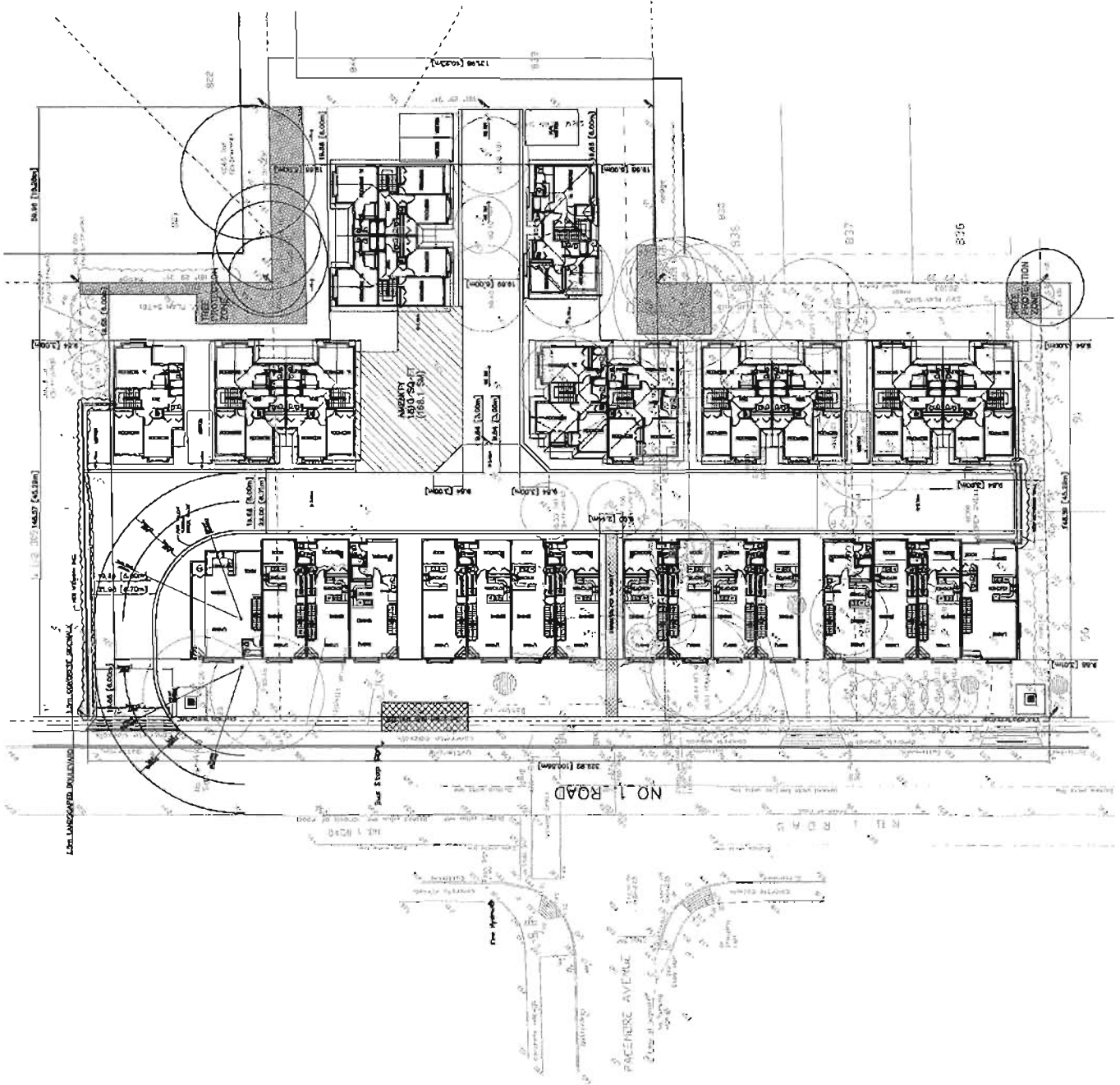
Drawn: JCH

Project Title  
28-UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
8260/8300  
NO. 1 ROAD  
RICHMOND, BC

Sheet Title  
SITE PLAN &  
MAIN FLOOR PLAN

Owner	8200/8220/8260/8300
Architect	Matthew Ching Architect Inc.
Scale	1/8" = 1'-0"
Project Number	2017-001
Revision	01
Drawn	JCH
Project Name	28-UNIT TOWNHOUSE DEVELOPMENT
Project Address	8200/8220/8260/8300 NO. 1 ROAD, RICHMOND, BC

A02







MATTHEW CHENG  
ARCHITECT INC.

100-10101 PACEMORE AVENUE  
RICHMOND, BC V6X 1A1  
TEL: (604) 273-8888  
WWW.MATTHEWCHENGARCHITECT.COM

THIS DOCUMENT IS NOT BE LOANED, REPRODUCED, COPIED, OR IN ANY MANNER BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. ALL RIGHTS ARE RESERVED. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ARCHITECT IS NOT RESPONSIBLE FOR ANY OTHER ASPECTS OF THE PROJECT. THE ARCHITECT'S DESIGN IS BASED ON THE INFORMATION PROVIDED BY THE CLIENT. THE ARCHITECT IS NOT RESPONSIBLE FOR ANY OTHER ASPECTS OF THE PROJECT. THE ARCHITECT'S DESIGN IS BASED ON THE INFORMATION PROVIDED BY THE CLIENT.

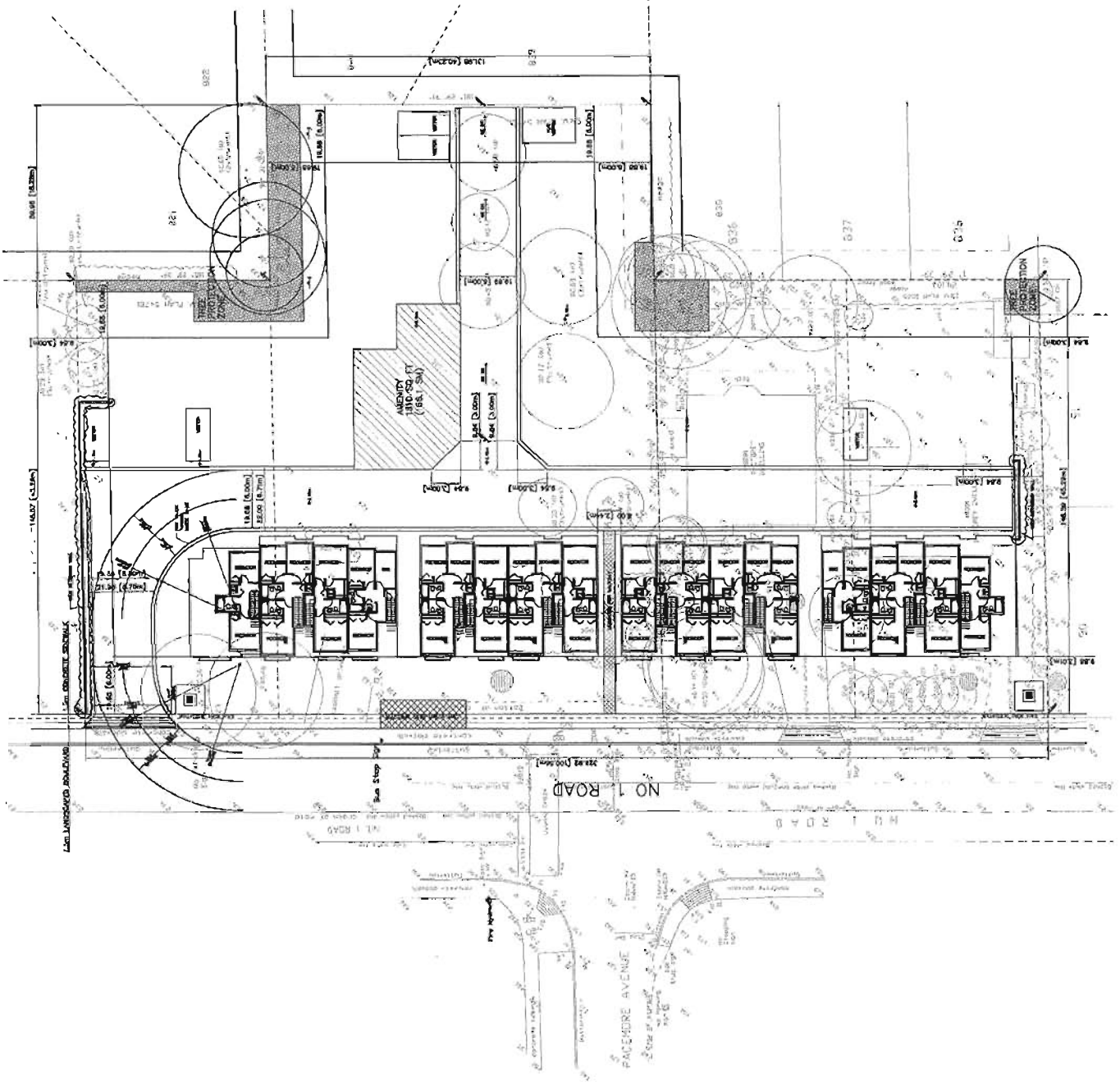
Project No. 2018-001  
Date: 11/15/2018  
By: MCH/MS/MS

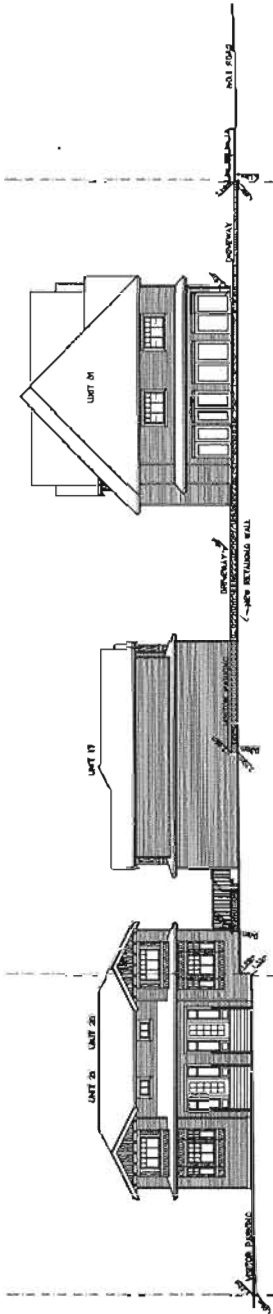
Comments:

Project No. 2018-001  
28-UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
8280/8300  
NO. 1 ROAD  
RICHMOND, BC

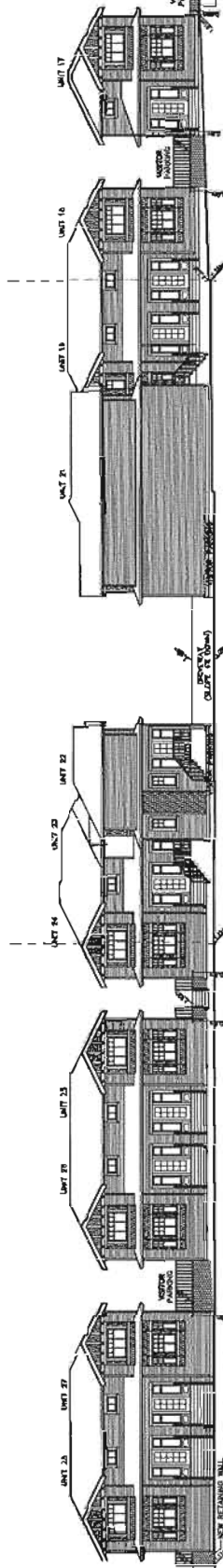
Sheet No. 1  
SITE PLAN &  
UPPER FLOOR PLAN

Owner:	MCH/MS
Architect:	MCH/MS
Engineer:	MCH/MS
Project Name:	28-UNIT TOWNHOUSE DEVELOPMENT
Project No.:	2018-001
Project Date:	11/15/2018
Project Location:	8200/8220/8280/8300 NO. 1 ROAD, RICHMOND, BC
Project Sheet:	A03

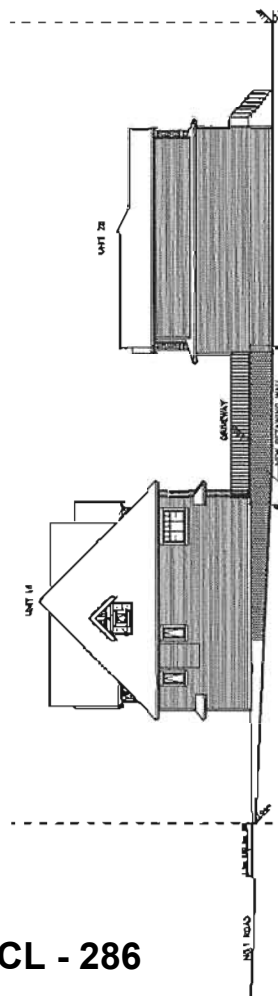


[illegible]

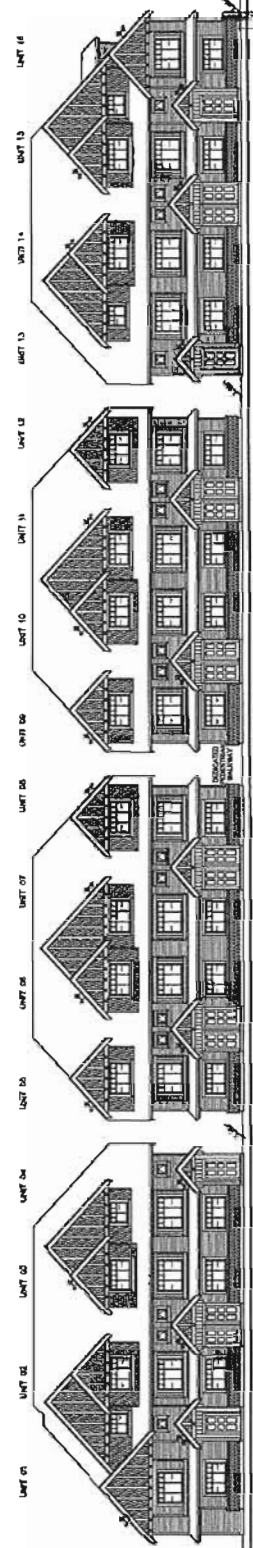
SECTION ALONG THE NORTH PROPERTY LINE



SECTION ALONG THE EAST PROPERTY LINE



SECTION ALONG THE SOUTH PROPERTY LINE



SECTION ALONG THE WEST PROPERTY LINE (ELEVATION FRONTING NO.1 ROAD)

**Project Title**  
**28 UNIT TOWNHOUSE  
DEVELOPMENT**  
**8200/8220/  
8280/8300  
NO. 1 ROAD  
RICHMOND, BC**

**CROSS SECTIONS**

Gravimetric	Grav. Anal.	A05
IR, $^{60}Co$	Residual Deficit A05, 18, 2012d	
Chlorine in	Print, Deficit A05, 18, 2012d	
Soils	Print, Deficit A05, 18, 2012d	
$1/200'' - 1/4''$		
Printed Letter		

**A05**



**RZ 11-596490**

**Attachment 3**

Address: 8200, 8220, 8280 and 8300 No. 1 Road

Applicant: Applicant Name

	Existing	Proposed	
Owner:	8200 No. 1 Road – Kraftsmen Homes 8220 No. 1 Road – Kraftsmen Homes 8280 No. 1 Road – P. Tessmer/A. Avery 8300 No. 1 Road – X. Liu	To be determined	
Site Size (m <sup>2</sup> ):	5,329 m <sup>2</sup> (combined lots)	5,288 m <sup>2</sup> (after road dedication)	
Land Uses:	Single-family residential	28 unit low-density townhouse development	
OCP Designation:	General – Neighbourhood Residential Specific – Low Density Residential	No change - Complies	
Zoning:	Single-Detached (RS1/E)	Low Density Townhouses	
Number of Units:	4 single-family dwellings	28 townhouse units	
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6 FAR	0.59 FAR	none permitted
Lot Coverage – Building:	Max. 40%	39%	none
Lot Size (min. dimensions):	Min. 50 m frontage Min. 35 m depth	100 m frontage 45 m to 64 m depth	none
Setback – Front Yard (m):	Min. 6 m	6 m	none
Setback – North Side Yard (m):	Min. 3 m	3 m	none
Setback – South Side Yard (m):	Min. 3 m	3 m	none
Setback – Rear Yard (m):	Min. 3 m	6 m	none
Height (m):	12 m	10 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	56 (R) and 6 (V) per unit	none
Off-street Parking Spaces – Total:	62	62	none
Tandem Parking Spaces:	Not permitted	28 tandem stalls	Variance requested
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or cash-in-lieu (\$1,000 per unit)	\$28,000	none
Amenity Space – Outdoor:	6 m <sup>2</sup> per unit	168 m <sup>2</sup>	none

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

## PUBLIC CORRESPONDENCE

Dear Kevin Eng, as property owners at 8311 Coldfall Court we are quite concerned about the type of redevelopment that will occur along #1 Rd from 8300 heading north toward the Flemming Property. Our backyard faces directly into the backyard of the 8300 # 1Rd property. This has been our family home for 33 yrs and we very much love the neighborhood consisting of single dwelling homes no higher than the current two stories. Although we realize that change is inevitable, we would like to express some of our concerns so that change can be influenced in a positive way.

Currently to access the 8300 # 1 Rd property, you must drive down a short steep driveway. If this property were to be redeveloped as part of a larger complex we fear drainage could be a big issue as the land would likely be leveled off by elevating it, leaving our backyard at a lower gradient, thus susceptible to water accumulation.

We value our privacy and the sunlight we get, which allows our gardens to flourish providing fresh fruits, vegetables and flowers during the spring, summer and fall months. Building a high multifamily complex behind our property would certainly ruin our privacy and greatly impact the amount of sunlight we rely upon for our garden. Also, with the heavy traffic along #1Rd, increasing the housing density concerns us as it is not a safe environment for youngsters to play in and it just adds to the traffic in an already congested area.

Along with increased population density comes increased noise pollution. Citizens need to be able to rest and relax in their backyard in a peaceful environment - this is very important for one's emotional health. We also value the green space and would really be disappointed to see the hedge that borders our property torn down along with the other trees that exist on the future developmental properties.

When we initially bought our property here, we did so knowing we would be living in a single dwelling family neighborhood. Although many of our new immigrants find living in compact multidwelling units to be spacious, that is not how we are accustomed to living in our neighborhood. A multifamily complex development impacts all of us long-term in the neighborhood, and it saddens us to feel that all we have worked for, is being destroyed by the big business of property development. It is such a shame to see perfectly good homes torn down so that double or triple the number of family dwellings can be built on the same sized lots. Ideally, if redevelopment is to take place we would much prefer to see only single dwelling homes to a maximum of two stories on those sites. Our family hopes these concerns are clear and not misunderstood. We feel everyone can live together if the project is tastefully planned with consideration given to the input of residents currently living in the neighborhood. Thank you for taking the time to read this email.

Yours,

The Steed Family

Sent from my iPad=

Serge and Margaret Milaire  
8280 Coldfall Court,  
Richmond, B.C. V7C4X3  
604-275-1076

Mr. Kevin Eng,  
Policy Planning Division,  
Richmond City Hall,  
6911 No. 3 Road,  
Richmond, B.C.  
V6Y 2C1

Re: Rezoning and redevelopment proposal on No. One Road including 8200, 8220 and adjacent properties recently added.

The proposed development of 18 townhouses will forever change the current pleasant character of our single family neighbourhood. While we understand the property developer wanting a significant financial return on his investment, his interest in our area is only short term. By adding more people and vehicles into this small area, we and especially our neighbours on the boundary of this property will be the ones having to deal with the long term effects.

The street located directly across from this property, Pacemore Avenue, is the access point to No. 1 Road for many of the residents living west of No. 1 Road. Without a proper traffic signal controlling the flow of traffic and pedestrians, the addition of many vehicles moving into and out of this new development will significantly increase the potential for accidents and injury. A recent pedestrian death on Feb. 16<sup>th</sup> 2012 near this location illustrates the hazards of this busy crossroads.

Ideally, we would expect single family homes to be built on smaller lots, similar to what is on the west side of No. 1 Road. We hope that you will consider the long term interest of Richmond residents' first and the developers' interest as secondary.

Please turn down this redevelopment as proposed and keep our neighborhoods' livability in mind for present and future families.

Sincerely,

Serge and Margaret Milaire

Eng, Kevin

---

**From:** out west [jtrichmond@telus.net]  
**Sent:** Monday, 12 March 2012 3:32 PM  
**To:** Eng, Kevin  
**Subject:** Re: Emailing: 8291 Coldfall Court Kaczor

Hi Kevin,

Thank you for letting us know that you received the letter from our neighbour that I emailed you.

I see a coloured peg out on the lawn of 8220 #1 RD, the Fleming property and saw a surveyor there within the last 2 weeks. I hope this peg is not a proposed set back, because it seems much too close to our back yard. Also, I had the opportunity to see the backyard of 8291 Coldfall Court, Lorraine and Richard's property. I can see that all of the neighbours on our side of the cul-de-sac have deep back yards and maintain some privacy in spite of houses behind them that front # 1 Road. It really makes a difference to have a deep back yard, unlike our property at 8251 Coldfall Court.

If any proposal were to be approved, a significant set back from our back yard is essential to ensure that our property value, and the privacy and enjoyment of our property is not sacrificed in order to allow large profits to a developer.

There are other suitable alternatives for the proposed zoning of the property that could also maintain the principle in the Community Plan, that is, for higher density on arterial roadways. For example, four single family homes in a cul-de-sac configuration would respect the single family zoning that has been in place for the entire time of our residency and would be an appropriate response to many of the concerns we have identified for our property (i.e. shallow back yard) at 8251 Coldfall Court

I hope the City of Richmond can recognize that a single family zoned approach is best. If a modest multi-family approach is approved a significant setback must be mandatory for any property that sides or backs onto our property.

Are there any meetings, council meetings or proposals etc. set or going forward that we should be aware of? Before any proposal goes forward it is essential that the City of Richmond addresses the full set of concerns we have identified.

Thank you.  
Regards,  
Jim and Teri Barkwell  
604-275-4810

**From:** Eng, Kevin  
**Sent:** Monday, March 12, 2012 10:26 AM

**CNCL - 290**

2012-03-13-

**To:** Out West ; Wendy Steed ; margaret milaire ; Rosie Rosie ; Jo-Ann Steed  
**Subject:** RE: Emailing: 8291 Coldfall Court Kaczor

Good Morning,

Attached letter received - Thanks.

KevIn Eng  
*Policy Planning*  
City of Richmond  
P: 604-247-4626 F: 604-276-4052  
[keng@richmond.ca](mailto:keng@richmond.ca)

---

**From:** Out West [mailto:[jtrichmond@telus.net](mailto:jtrichmond@telus.net)]  
**Sent:** Friday, 9 March 2012 6:07 PM  
**To:** [jtrichmond@telus.net](mailto:jtrichmond@telus.net); Eng, Kevin; 'Wendy Steed'; margaret milaire; Rosie Rosie; Jo-Ann Steed  
**Subject:** Emailing: 8291 Coldfall Court Kaczor

Hi Kevin,

Lorraine and Richard Kaczor asked me to email you their letter of their concerns.

Regards,

Teri Barkwell  
8251 Coldfall Court  
Richmond, BC V7C 4X3

**CNCL - 291**

2012-03-13

March 9, 2012

Kevin Eng  
City of Richmond Planner Number One  
Policy Planning Division  
Richmond City Hall  
6911 No. 3 Road  
Richmond BC V6Y 2C1

Dear Kevin

In further to our telephone conversation of February 27th we wish to register our concerns regarding the rezoning and redevelopment proposal on No. 1 Road, incorporating the properties at 8200 and 8220.

We have resided at 8291 Coldfall Court for the past thirty years and while our property does not back directly onto 8200 and 8220 No. 1 Road it does back onto the two No. 1 Road properties immediately to the south of 8220 No. 1 Road and would be affected if the proposed development is enlarged to encompass these two lots to the south.



A townhouse development backing on to our property raises the following concerns:

1. Drainage. Any development that raises the elevation of lands could create water damage to our home and property.
2. Set-backs. We understand that the townhouses on No. 1 Road are to be three storey and those backing onto the properties on Caldwell Court two storey, with a three metre distance from the backs of the townhouses to our yards. We do not consider this a sufficient set-back as it will affect our privacy. It would be more desirable to have the buildings kept to the front of the property.
3. Shading and lighting. Shading will affect the amount of sunshine we receive and that will impact on vegetable gardens and other plants. Lighting will not only affect our privacy, it will impact on our ability to enjoy our backyard and possibly intrude into our homes as well.

4. Landscaping and fencing of the proposed development. Will residents of Coldfall Court have any input into the choices for landscaping and fencing?
5. Traffic and parking. Obviously traffic in our neighbourhood will increase but we question what plans there are for parking in the townhouse development particularly visitor parking. Insufficient visitor parking will likely result in an overflow onto our cul-de-sac.
6. Reduction in the value of our property. We have been advised by a realtor with fifteen years experience that a townhouse complex backing onto our property may discourage prospective buyers. While it is impossible for us to stop this development, our hope is that we can influence its design so that it affects the value of our property as little as possible.

We would like to add, as resi-

dents of Richmond since 1965, that not only are we concerned about this particular development, we have even greater concerns about the development in Richmond in general. We are concerned about the loss of prime agricultural land (we engaged in the protest against the development of Terra Nova), about the issue of livability, about the transformation of Richmond from a peaceful, semi-agricultural, affordable community to a high density metropolis with huge condo developments emulating those of downtown Vancouver. While we were able to buy our first house in Richmond when we were in our late twenties with a two year old child, our son and his family had to move to Maple Ridge to find affordable housing. We have lost our favourite walk along the river in Steveston, to development and are dismayed by the increasing commercialism of Steveston Village, once a quiet haven that seemed a fitting tribute to its history. Progress seems inevitable but it does not always preserve and enhance

5.

the human values in a society. We do realize that our growing population must be accommodated but hope a balance can be struck between housing our residents and providing them with the type of environment that contributes to their quality of life.

We thank you for your time and attention.

Yours truly  
Richard W Kaczor  
Lorraine Kaczor

RICHARD AND LORRAINE KACZOR

8291 COLD FALL COURT  
RICHMOND BC V7C 4X3  
604-277-0457

February 15, 2012

Dear Kevin Eng:

Re: Concerns regarding rezoning and redevelopment proposal on #1 Road  
at 8200 and 8220 and additional properties on No. 1 Road

Thank you very much for taking the time to meet with us and educate us on how the process works and sharing the proposed plan with us.

We have a few concerns that we would like to address so that the plan can proceed in a harmonious fashion.

We have a semi-private backyard and the current plan envisions multiple second story windows overlooking our backyard – the loss of privacy to us will be increased additionally if the land is elevated. To address these concerns, we would like to see the side adjacency set-back increased from 4.5m to 6m. We would also like the elevation change reduced to the minimum amount possible. We are also asking for the least number of windows possible to be overlooking our yard as since the back of the proposed townhouses will be directly overlooking our backyard.

Please keep us informed of any meetings, changes or new information regarding these properties or any additional properties added to the proposal.

Kind regards,

Dawn & Millan Patel  
8271 Coldfall Court, Richmond  
[dawnpatel@gmail.com](mailto:dawnpatel@gmail.com)  
604-271-9470

February 15, 2012

Dear Kevin Eng:

Re: Major concerns regarding rezoning and redevelopment proposal on #1 Road at 8200(the Fleming property) and 8220, from the owners of 8251 Coldfall Court:

This is to advise you that we, the homeowners of 8251 Coldfall Court, are completely opposed to the rezoning and proposed redevelopment of the property behind 8251 Coldfall Court, at 8200 (the Fleming property) and 8220 #1 Road.

For over 20 years we have lived in a quiet cul-de-sac in an area zoned for single-family residential use. This includes the two properties behind our home. Our home is not near any commercial or multi-family zoned properties. The lot behind us is approximately equidistant from the intersections of Blundell and Francis, and is therefore in an area where it could be expected that no large commercial or multi-family zoning would take place. The zoning rules passed in recent years for major roadways have resulted in some densification in our area along #1 Road by virtue of narrower lots for newly built single family residences. This is an acceptable and appropriate approach to increasing density while maintaining the suburban character appropriate to an area zoned for single-family residences.

The purchaser of the Fleming property paid an amount consistent with redevelopment of that property into two or three single-family residences. This would be an acceptable outcome, consistent with the spirit of the zoning for higher density in appropriate areas along a major west Richmond roadway. Allowing a fundamental rezoning of the property to allow a large number of intrusive multi-storey, multi-family buildings would destroy the character of the single family zoned area, including our cul-de-sac, and is completely inappropriate and highly objectionable. If approved by the City of Richmond, it would also be an unfair means of enriching the developer through unjustifiable zoning changes, to the financial detriment of all nearby residents, including us. It is our intention to use all means possible to prevent this completely unacceptable outcome.

As longstanding tax paying residents of Richmond we ask that you keep us updated on any proposed changes, meetings, proposals, planning committees and Council meetings etc. by email at [jrichmond@telus.net](mailto:jrichmond@telus.net) or directly by mail regarding the development property know as the "Fleming property" on 8200 and 8220 #1 Road.

There are multiple specific objections that can be identified, in addition to the general objections noted above.

The Fleming property that backs on to our back yard is an anomaly and not consistent with depth sizes on other major arterial roads in Richmond. That is, most lots on arterial roads are not as deep as the Fleming property at 8200 #1 Road. The lot depth raises fundamental issues that are problematic not only for a proposed redevelopment and rezoning of this lot but it also creates unique issues/problems for 8251 Coldfall Court.

There are several privacy concerns. Our house on 8251 Coldfall Court is set far back and has a shallow back yard due to the lot being "pie shaped" with a narrow frontage. This was as approved by the City of Richmond, consistent with single family zoning in the entire surrounding area of our property. Therefore, the back of the house does not have a deep back yard and most of our back yard would be in close proximity to any structures/dwellings of a proposed townhouse development. This would significantly diminish our enjoyment and privacy of our property, and could dramatically undermine the property value. Consequently, allowing such high density would enrich the developer at the expense of existing homeowners. A minimum requirement would be to ensure that any dwellings are at least 40 feet from our property. The depth of the Fleming property easily allows this outcome.

A critical concern relates to drainage. With the high water table in Richmond, and with the configuration allowed when our property was built, any development process that results in an elevation of lands above the existing levels could create severe water damage to our home and on our property. We understand that there have been several court cases over the years with similar scenarios. We do not intend to allow development approaches that create financial and health issues. You are reminded that we have resided in this home for over 20 years and that the current land and building configurations were approved by the City of Richmond. Any development approaches that undermine the value of our property or enjoyment will be vigorously contested in whatever manner is possible.

In addition to the setback requirement noted above there are numerous other details that would have to be agreed upon prior to even considering a large redevelopment proposal. The drainage issue is most significant. Some form of perimeter drainage around the whole land site and including individual drainage for each unit so that there will be no drainage issues for properties in the area would be required at a minimum, as would a written guarantee from the City of Richmond accepting liability for any subsequent water drainage issues. Important but lesser considerations include the right type of landscaping on the Fleming property, set back far enough so that lighting levels are not appreciably diminished and to maintain suitable privacy in keeping with expectations in an area zoned for single-family dwellings.

A potential development with 18 town homes potentially translates into 36 vehicles on the site if each homeowner has a minimum of 2 vehicles; however there is a potential for many more vehicles if each homeowner has children or other family members of driving age. This creates pollution and congestion issues for the remaining homeowners who should be able to expect a different outcome in an area zoned for single-family residences. The height of buildings in a single family zoned area is important for retaining the character and quality of the neighbourhood. Consequently it is expected that any buildings on the Fleming site would be single or two story. If two story, the required setback as noted above is even more critical. The property currently has only one single story building that is set back from our property line by well over 100 feet.

The increased density in the middle of the block between Francis and Blundell could create other concerns in regard to traffic accidents & injuries to school age children and others crossing at Pacemore. We are aware of serious pedestrian injuries at that general location already. This form of densification is not appropriate to our area and is not supported. Congestion and safety concerns along #1 Road are already reaching critical levels. This proposal would exacerbate those issues.

In summary, we strongly oppose this proposed redevelopment. It is highly inappropriate in an area of single-family residences. It is very likely to cause financial hardship and to detract from the personal enjoyment all residents of single-family zoned areas in Richmond are entitled to expect. There are also significant potential health and safety issues. The City of Richmond would be liable for any such losses. We expect to use all available means to prevent this highly inappropriate proposal from proceeding.

If you wish to further discuss our concerns or to offer solutions to the issues raised we look forward to hearing from you.

Sincerely,

Jim and Teri Barkwell

8251 Coldfall Court  
Richmond, BC V7C 4X3  
604-275-4810





**MATTHEW CHENG  
ARCHITECT INC.**

100-1000 JONES AVENUE  
VICTORIA, BC V8P 2G2  
TEL: 250-383-1111  
WWW.MATTHEWCHENGARCHITECT.COM

PREPARED FOR: CITY OF RICHMOND - THE COUNCIL  
FOR THE: 28-UNIT TOWNHOUSE DEVELOPMENT  
PROJECT NO.: 8200/8220/8280/8300  
NO. 1 ROAD, RICHMOND, BC  
DATE: 09/20/2021  
BY: [Signature]

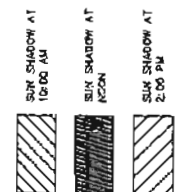
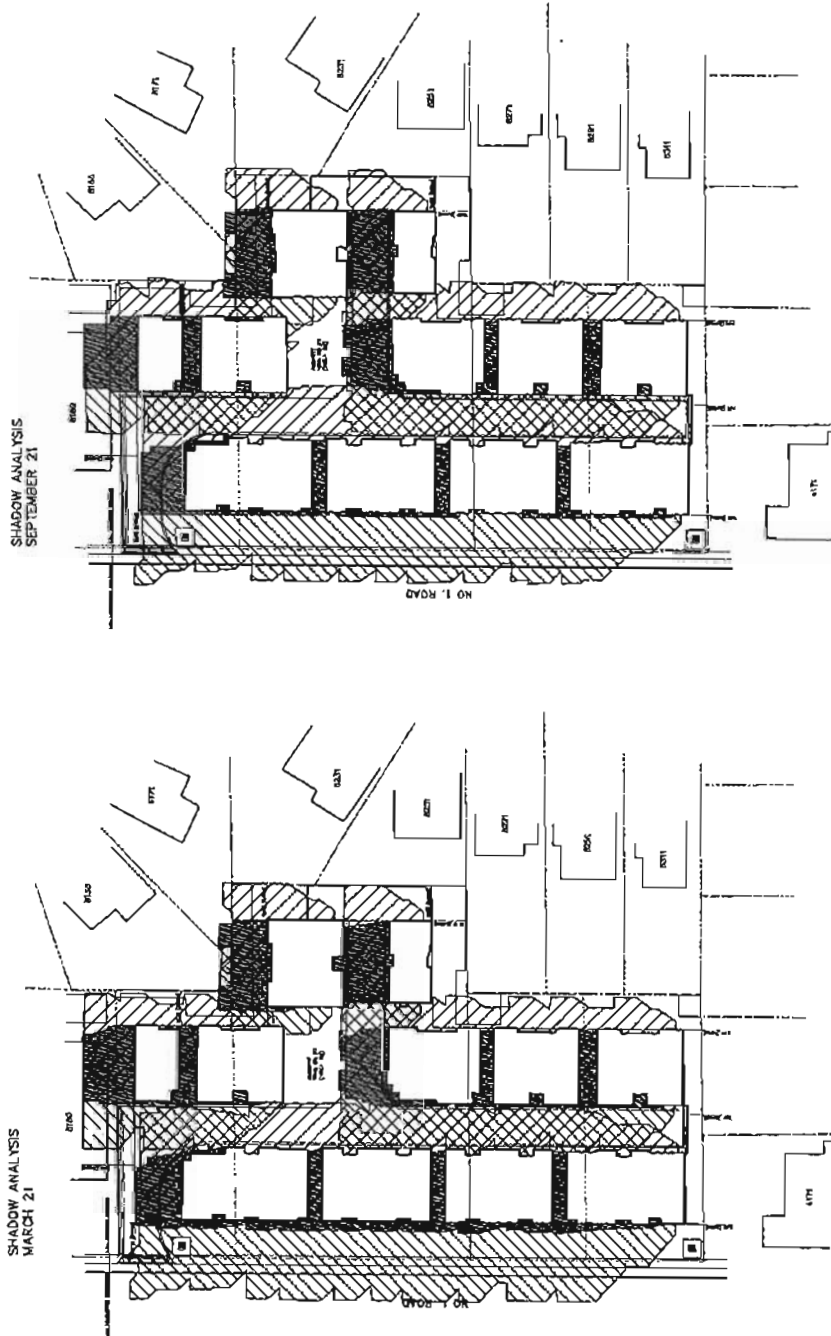
PROJECT NO.: 8200/8220/8280/8300  
NO. 1 ROAD, RICHMOND, BC  
DATE: 09/20/2021  
BY: [Signature]

Comments:

Project No.: 28-UNIT TOWNHOUSE  
DEVELOPMENT  
8200/8220/  
8280/8300  
NO. 1 ROAD  
RICHMOND, BC

Project Name: SHADOW ANALYSIS

ATTACHMENT 5







Fax: 202-470-8740 • FAXES AVAILABLE  
 VARIOUS OTHER SERVICES FOR  
 THE (404) 721-3071 (Fax) 770-7608  
 1501-1502-1503-1504-1505-1506-1507-1508-1509-1510-1511-1512-1513-1514-1515-1516-1517-1518-1519-1520-1521-1522-1523-1524-1525-1526-1527-1528-1529-1530-1531-1532-1533-1534-1535-1536-1537-1538-1539-1540-1541-1542-1543-1544-1545-1546-1547-1548-1549-1550-1551-1552-1553-1554-1555-1556-1557-1558-1559-1560-1561-1562-1563-1564-1565-1566-1567-1568-1569-1570-1571-1572-1573-1574-1575-1576-1577-1578-1579-1580-1581-1582-1583-1584-1585-1586-1587-1588-1589-1590-1591-1592-1593-1594-1595-1596-1597-1598-1599-1600-1601-1602-1603-1604-1605-1606-1607-1608-1609-1610-1611-1612-1613-1614-1615-1616-1617-1618-1619-1620-1621-1622-1623-1624-1625-1626-1627-1628-1629-1630-1631-1632-1633-1634-1635-1636-1637-1638-1639-1640-1641-1642-1643-1644-1645-1646-1647-1648-1649-1650-1651-1652-1653-1654-1655-1656-1657-1658-1659-1660-1661-1662-1663-1664-1665-1666-1667-1668-1669-1670-1671-1672-1673-1674-1675-1676-1677-1678-1679-1680-1681-1682-1683-1684-1685-1686-1687-1688-1689-1690-1691-1692-1693-1694-1695-1696-1697-1698-1699-1700-1701-1702-1703-1704-1705-1706-1707-1708-1709-1710-1711-1712-1713-1714-1715-1716-1717-1718-1719-1720-1721-1722-1723-1724-1725-1726-1727-1728-1729-1730-1731-1732-1733-1734-1735-1736-1737-1738-1739-1740-1741-1742-1743-1744-1745-1746-1747-1748-1749-1750-1751-1752-1753-1754-1755-1756-1757-1758-1759-1760-1761-1762-1763-1764-1765-1766-1767-1768-1769-1770-1771-1772-1773-1774-1775-1776-1777-1778-1779-1780-1781-1782-1783-1784-1785-1786-1787-1788-1789-1790-1791-1792-1793-1794-1795-1796-1797-1798-1799-1800-1801-1802-1803-1804-1805-1806-1807-1808-1809-1810-1811-1812-1813-1814-1815-1816-1817-1818-1819-1820-1821-1822-1823-1824-1825-1826-1827-1828-1829-1830-1831-1832-1833-1834-1835-1836-1837-1838-1839-1840-1841-1842-1843-1844-1845-1846-1847-1848-1849-1850-1851-1852-1853-1854-1855-1856-1857-1858-1859-1860-1861-1862-1863-1864-1865-1866-1867-1868-1869-1870-1871-1872-1873-1874-1875-1876-1877-1878-1879-1880-1881-1882-1883-1884-1885-1886-1887-1888-1889-1890-1891-1892-1893-1894-1895-1896-1897-1898-1899-1900-1901-1902-1903-1904-1905-1906-1907-1908-1909-1910-1911-1912-1913-1914-1915-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-23

THIS DOCUMENT CONTAINS NEITHER RECOMMENDATIONS NOR CONCLUSIONS OF THE NATIONAL BUREAU OF STANDARDS. IT IS THE PROPERTY OF THE NATIONAL BUREAU OF STANDARDS AND IS LOANED TO YOUR ORGANIZATION; IT AND ITS CONTENTS ARE NOT TO BE DISTRIBUTED OUTSIDE YOUR ORGANIZATION.

2012 2011 2010 2009 2008 2007 2006 2005 2004 2003 2002 2001 2000 1999 1998 1997 1996 1995 1994 1993 1992 1991 1990 1989 1988 1987 1986 1985 1984 1983 1982 1981 1980 1979 1978 1977 1976 1975 1974 1973 1972 1971 1970 1969 1968 1967 1966 1965 1964 1963 1962 1961 1960 1959 1958 1957 1956 1955 1954 1953 1952 1951 1950 1949 1948 1947 1946 1945 1944 1943 1942 1941 1940 1939 1938 1937 1936 1935 1934 1933 1932 1931 1930 1929 1928 1927 1926 1925 1924 1923 1922 1921 1920 1919 1918 1917 1916 1915 1914 1913 1912 1911 1910 1909 1908 1907 1906 1905 1904 1903 1902 1901 1900 1899 1898 1897 1896 1895 1894 1893 1892 1891 1890 1889 1888 1887 1886 1885 1884 1883 1882 1881 1880 1879 1878 1877 1876 1875 1874 1873 1872 1871 1870 1869 1868 1867 1866 1865 1864 1863 1862 1861 1860 1859 1858 1857 1856 1855 1854 1853 1852 1851 1850 1849 1848 1847 1846 1845 1844 1843 1842 1841 1840 1839 1838 1837 1836 1835 1834 1833 1832 1831 1830 1829 1828 1827 1826 1825 1824 1823 1822 1821 1820 1819 1818 1817 1816 1815 1814 1813 1812 1811 1810 1809 1808 1807 1806 1805 1804 1803 1802 1801 1800 1799 1798 1797 1796 1795 1794 1793 1792 1791 1790 1789 1788 1787 1786 1785 1784 1783 1782 1781 1780 1779 1778 1777 1776 1775 1774 1773 1772 1771 1770 1769 1768 1767 1766 1765 1764 1763 1762 1761 1760 1759 1758 1757 1756 1755 1754 1753 1752 1751 1750 1749 1748 1747 1746 1745 1744 1743 1742 1741 1740 1739 1738 1737 1736 1735 1734 1733 1732 1731 1730 1729 1728 1727 1726 1725 1724 1723 1722 1721 1720 1719 1718 1717 1716 1715 1714 1713 1712 1711 1710 1709 1708 1707 1706 1705 1704 1703 1702 1701 1700 1699 1698 1697 1696 1695 1694 1693 1692 1691 1690 1689 1688 1687 1686 1685 1684 1683 1682 1681 1680 1679 1678 1677 1676 1675 1674 1673 1672 1671 1670 1669 1668 1667 1666 1665 1664 1663 1662 1661 1660 1659 1658 1657 1656 1655 1654 1653 1652 1651 1650 1649 1648 1647 1646 1645 1644 1643 1642 1641 1640 1639 1638 1637 1636 1635 1634 1633 1632 1631 1630 1629 1628 1627 1626 1625 1624 1623 1622 1621 1620 1619 1618 1617 1616 1615 1614 1613 1612 1611 1610 1609 1608 1607 1606 1605 1604 1603 1602 1601 1600 1599 1598 1597 1596 1595 1594 1593 1592 1591 1590 1589 1588 1587 1586 1585 1584 1583 1582 1581 1580 1579 1578 1577 1576 1575 1574 1573 1572 1571 1570 1569 1568 1567 1566 1565 1564 1563 1562 1561 1560 1559
--

**Comments:**

**Project Office**  
**28--UNIT TOWNHOUSE**  
**DEVELOPMENT**  
**8200/8220/**  
**8280/8300**  
**NO. 1 ROAD**  
**RICHMOND, BC**

3. Tree Survey Plan & Ground Floor Plan

Chemist	PC/MC		
Circulator	MS		
Isotope	$^{137}\text{Cs}$		
Project Number:			
Revision Date	JUN 20, 2013	A08 Page 166	
Print Date	JUN 20, 2013		





**Address:** 8200, 8220, 8280 and 8300 No. 1 Road

**File No.:** RZ 11-596490

**Prior to final adoption of Zoning Amendment Bylaw 8929 , the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. 0.41 m (to be confirmed by a BCLS) road dedication along the entire No. 1 Road frontage of the subject site to facilitate a 1.5 m grass & treed boulevard and 1.5 m concrete sidewalk along the consolidated subject site's No. 1 Road frontage.
3. Registration of a flood indemnity covenant on title.
4. Discharge of the legal agreement (Covenant AA217274) registered on title for 8200 No. 1 Road.
5. Registration of a Public-Rights-of-Passage Statutory-Right-of-Way and/or other legal agreement, over the internal driveway access to No. 1 Road and internal drive-aisle to allow for future access for properties to the north and south upon redevelopment.
6. Registration of a Public-Rights-of-Passage Statutory-Right-of-Way (PROP SRW) and/or other legal agreement, over a 1.5 m wide by 9 m length area adjacent to No. 1 Road on the subject development site for the purposes of accommodating a new concrete bus pad and shelter. The exact location of the PROP SRW is to be determined through the Servicing Agreement\* design process for frontage works.
7. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
8. City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$22,250) to the City's public art fund.
9. Contribution of \$1,000 per dwelling unit (e.g. \$28,000) in-lieu of on-site indoor amenity space.
10. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$67,350) to the City's affordable housing fund.
11. City acceptance of the developer's offer to voluntarily contribute \$22,000 for bus stop shelter improvements.
12. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
13. Enter into a Servicing Agreement\* for the design and construction of frontage works along No. 1 Road, site analysis for storm and sanitary site connections and impact assessment for all on-site townhouse related development works on existing sanitary sewer services within existing SRW's on the subject site. Works include, but may not be limited to:
  - a) A 1.5 m (5 ft.) grass and treed boulevard and 1.5 m (5 ft) concrete sidewalk along the subject sites No. 1 Road frontage.
  - b) New bus pad along the No. 1 Road frontage and within the registered PROP SRW on the development site.

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

1. Submission of a Landscape Plan and accompanying bond/security that includes the following:
  - a) A minimum of 60 replacement trees (mix of deciduous and conifers) incorporated into the Landscape Plan. Two of the replacement trees are required to be large calliper conifer trees located along the No. 1 Road frontage of the development site. If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500 per tree to the City's Tree Compensation Fund for off-site planting is required.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Prior to any construction, demolition or site preparation activities on the development site, installation of appropriate tree protection fencing to City and consulting arborists specifications around all trees to be retained and provision of tree protection fencing on the subject site for off-site trees on neighboring properties is required to be completed.**

**Note:**

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Signed Copy on File

---

Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8929 (RZ 11-596490)  
8200, 8220, 8280 AND 8300 NO. 1 ROAD**

The Council of the City of Richmond 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. 008-971-978

South Half Lot 309 Section 23 Block 4 North Range 7 West New Westminster District Plan 52748

P.I.D. 009-939-008

Lot 17 Except: Part Subdivided by Plan 53609; Section 23 Block 4 North Range 7 West New Westminster District Plan 14449

P.I.D. 003-927-679

North Half Lot 717 Section 23 Block 4 North Range 7 West New Westminster District Plan 51164

P.I.D. 004-185-587

Lot 717 Except: The Northerly Portion, Section 23 Block 4 North Range 7 West New Westminster District Plan 51164

2. This Bylaw is cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8929**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

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

---

MAYOR

---

CORPORATE OFFICER







# City of Richmond

## Report to Committee

To: Planning Committee

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

Re: **Granny Flats and Coach Houses in Edgemere (2041 OCP Update)**

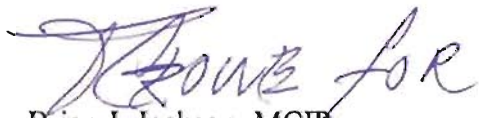
*To: Planning Comm. July 17, 2012*

Date: June 28, 2012




File: 08-4045-00/Vol 01

### Staff Recommendation

- 1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 8922 (**Attachment 1**), to create a new Single Detached with Granny Flat or Coach House (RE1) zone and rezone a portion of the Edgemere neighbourhood with lanes from Single Detached (RS1/E) to Single Detached with Granny Flat or Coach House (RE1):
  - a) be introduced and given 1<sup>st</sup> reading; and
  - b) be referred to the same Public Hearing as the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update for consideration and approval;
- 2) That the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update designate Edgemere as an intensive residential development permit area with guidelines (**Attachment 2**);
- 3) That Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923 (**Attachment 3**), to not require Development Permit signage in Edgemere for granny flat and coach house applications:
  - a) be introduced and given 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> reading; and
  - b) be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted; and
- 4) That Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924 (**Attachment 4**), to introduce a \$1,000 development permit application fee for granny flats and coach houses in Edgemere:
  - a) be introduced and given 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> reading; and
  - b) be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted.



Brian J. Jackson, MCIP  
Acting General Manager, Planning and Development  
(604-276-4138)  
Att. 9

REPORT CONCURRENCE				
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Law		<input checked="" type="checkbox"/>		
Engineering		<input checked="" type="checkbox"/>		
Transportation		<input checked="" type="checkbox"/>		
Development Applications		<input checked="" type="checkbox"/>		
<b>REVIEWED BY SMT SUBCOMMITTEE</b>		<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b> 

## Staff Report

### Origin

On February 27, 2012, Council endorsed a Draft Single Detached Housing Zone with Granny Flat or Coach House and proposed Form and Character Guidelines for public consultation in the Burkeville and Edgemere areas.

The purpose of this report is to outline the results of this public consultation and to have Council authorize City staff to proceed with the following as part of the 2041 OCP Update:

- 1) Create a new Single Detached with Granny Flat or Coach House (RE1) zone and to rezone a portion of the Edgemere neighbourhood to this new RE1 zone (**Attachment 1**);
- 2) Designate a portion of Edgemere as an intensive residential development permit area with guidelines in the 2041 OCP Update (**Attachment 2**);
- 3) Amend the Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw to not require signage for granny flat and coach house development permit applications (**Attachment 3**); and
- 4) Amend the Development Application Fees Bylaw to allow application fees for granny flat and coach house development permits to be a lower cost of \$1,000 rather than \$2,055 as an incentive (**Attachment 4**).

### Findings of Fact

The following is a summary of the March 2012 survey results from Burkeville and Edgemere (see **Attachment 5** for a copy of verbatim comments).

March 2012 Survey Results		Burkeville		Edgemere	
		#	%	#	%
1	Number of Households	284	100%	391	100%
2	Number of Surveys Submitted (by household)	51	18%	48	12%
3	Support the Proposed Development Permit Guidelines (Yes)	29	57%	37	77%
4	Don't support the Proposed Development Permit Guidelines (No)	12	23%	8	17%
5	Don't know if support the Proposed Development Permit Guidelines (Unsure)	9	18%	3	6%
6	Support the City amending the Zoning Bylaw as per Draft New Zone (Yes)	31	61%	34	71%
7	Don't support the City amending the Zoning Bylaw (No)	15	29%	11	23%
8	Don't know if support the City amending the Zoning Bylaw (Unsure)	4	8%	3	6%
9	No answers (letter of concerns)	1	2%	0	0%

When combined with the June 2011 survey results (excluding any duplication), the following totals are reached.

Combined 2011 and 2012 Survey Results		Burkeville		Edgemere	
		#	%	#	%
1	Number of Households	284	100%	391	100%
2	Number of Surveys Submitted (by household)	87	31%	57	15%
3	Support for Granny Flats and Coach Houses	68	78%	45	79%
4	Don't support or Unsure if support Granny Flats and Coach Houses	19	22%	12	21%

Surveys were sent to every household (**Attachment 6**), advertisements were placed in both local newspapers (**Attachment 7**), and information was available on-line at [letstalkrichmond.ca](http://letstalkrichmond.ca) (**Attachment 8**). Based on the Survey findings, there is sufficient residents' support for granny flats and coach houses in Burkeville and Edgemere.

However, the Sea Island Community Association Board has taken the following position:

“Sea Island Community Association asks that the City of Richmond postpone its proposal for ‘Pre-Zoning and Guidelines’ to encourage coach houses and granny flats in Burkeville, for a period of at least 2 years.

Our Board has discussed the proposal at length, and while most of our directors view the Guidelines as beneficial, there is unanimous opposition to the linked prospect of Pre-Zoning. If a 2 year pause is acceptable to Council, we ask that the proposed Guidelines be applied or used as a guide with respect to any individual applications for coach house/granny flat re-zoning in Burkeville, during the two year period.

When the 2 year period has elapsed, the Association would be pleased to reconsider the proposal, and would ask that there be opportunity for further community input.

There are growing concerns in Burkeville regarding the impact of rental units that have already been added to homes here, as discussed when you met with our Board in May 2012. Vehicle traffic and parking in particular, are issues that have an immediate and important impact on quality of life in this community, and we have fought hard to keep our streets safe for children and pedestrians, our boulevards green, and our neighbours friendly. Because our transit options are very limited, each and every new adult resident in Burkeville means at least one additional vehicle in the neighbourhood, and sometimes more.

For these and other reasons, a sudden proliferation of suites/flats could be very damaging to this community, and with Pre-Zoning in place it would be more difficult to control those impacts.

Please let us know of any interim or final decision made with respect of this matter. We also respectfully ask that front-line City staff be made aware that Pre-Zoning is not a fait accompli for Burkeville. We are told that prospective home buyers who make enquiries to City Hall are being assured this is a “done deal”, which is not helping inspire community confidence in the consultation process, as you can imagine.

Thank you again ... for coming out to answer our questions, and for affording us the opportunity to provide additional input on this important issue.”

As detailed in **Attachment 9**, the infrastructure is adequate to proceed with granny flats and coach houses in Edgemere.

## Analysis

In order to control the form and character (e.g., design; appearance; neighbourhood fit) of granny flats and coach houses in Edgemere, it is necessary to designate this neighbourhood as an intensive residential development permit area. In doing so, appropriate guidelines would be put into the proposed new OCP.

Since a Development Permit would be required for granny flats and coach houses not located on an arterial road, it is proposed that the City rezone the portion of Edgemere with lanes as part of the 2041 OCP Update. The intent in doing so is to make the construction of these new forms of housing an attractive alternative to simply constructing a new house through the Building Permit process.

At the same time, it is proposed to amend other City bylaws to not require a Development Permit sign for granny flats and coach houses in Edgemere and to only charge \$1,000 (not \$2,055) for this Development Permit application. Again, the primary reason for these changes is to make this new form of housing an attractive option and to provide an incentive to simply building a new house. The plan is to expedite these applications whenever possible.

At the February 21, 2012 Planning Committee when this matter was previously discussed, two concerns were raised by Committee. The response of staff is noted below each concern.

### 1) Design harmonization between the primary residential structure and the coach house/granny flat

Specifically, concern was expressed that:

- a) *A coach house or granny flat could be located on a lot without a primary residence.*

The proposed new zone has been amended to make the coach house and granny flat a secondary use (i.e., a primary residence must be located on the lot).

### 2) Maximum footprint of a coach house/granny flat

Concern was expressed that:

- a) *40% of the floor area of a coach house is required to be on the ground floor.*

Staff believe this is a critical design requirement to prevent the full 60 m<sup>2</sup> or 645 ft<sup>2</sup> of the coach house being located on the second floor (which increases the bulkiness and intrusiveness of the coach house). If need be, this zoning provision could be varied through the Development Permit process in isolated cases (e.g., where a coach house is being located above an existing garage behind a 2 storey house).

- b) *A 1½ storey coach house consumes too much lot coverage at the expense of green space.*

It is estimated that on a typical Edgemere lot (which is 660 m<sup>2</sup> or 7,100 ft<sup>2</sup> in area), the proposed new coach house would cover approximately 4% of the lot area. This 25 m<sup>2</sup> or 270 ft<sup>2</sup> of green space is just larger than a handicapped parking space, which could be offset by ensuring a porous driveway.

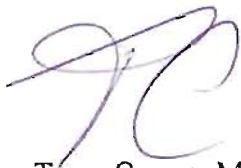
## Financial Impact

None.

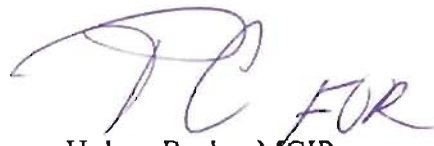
## Conclusion

Should Council wish to proceed with permitting granny flats and coach houses in Edgemere, the following steps are suggested as part of the 2041 OCP Update:

- 1) Edgemere would be designated as an intensive residential development permit area with guidelines in the 2041 OCP Update (which is proposed to be presented to Planning Committee in September, 2012 and, if introduced and given first reading by Council, would be scheduled for the Public Hearing in October, 2012);
- 2) The portion of Edgemere with lanes (not including the arterial road lots along Williams Road and the portion of No. 4 Road north of Dennis Place) would be rezoned to a new Single Detached with Granny Flat or Coach House (RE1) zone by the City (this rezoning would be scheduled for the same Public Hearing as the 2041 OCP);
- 3) The Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw would be amended to not require Development Permit signage for granny flat and coach house applications that Council may approve in Edgemere (this bylaw would not be considered for adoption until after the Public Hearing for the 2041 OCP and would be subject to the adoption of the 2041 OCP Bylaw); and
- 4) The Development Application Fees Bylaw would be amended to introduce a new \$1,000 development permit application fee for granny flats and coach houses in Edgemere, down from the current minimum \$2,055 application fee for most other development permits to provide an incentive (this bylaw would not be considered for adoption until after the Public Hearing for the 2041 OCP and would be subject to the adoption of the 2041 OCP Bylaw).



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



Holger Burke, MCIP  
Development Coordinator  
(604-276-4164)

HB/TC:cas

**List of Attachments**

1. Richmond Zoning Bylaw 8500, Amendment Bylaw 8922
2. 2041 OCP Update Intensive Residential Development Permit Area and Guidelines for Granny Flats and Coach Houses in Edgemere
3. Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923
4. Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924
5. Verbatim Comments from 2012 Surveys
6. 2012 Survey
7. Newspaper Advertisements
8. Public Open House Display Boards Available On-Line
9. Implementation Conditions



City of  
Richmond

Bylaw 8922

**Richmond Zoning Bylaw 8500, Amendment Bylaw 8922  
(Single Detached with Granny Flat or Coach House Zone for Edgemere)**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

- a) repealing the definition of “**coach house**” in Section 3.4 and replacing it with the following new definition:

“**Coach house** means a self-contained **dwelling** that:

- a) is accessory and either attached or detached to the **single detached housing unit**, except in Edgemere where it must be detached from the **principal dwelling unit**;
- b) has at least 75% of its **floor area** located above the **garage**, except in Edgemere where a maximum of 60% of its **floor area** must be located above a detached **garage**;
- c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the **principal dwelling unit** located on the **lot**;
- d) has an entrance separate from the entrance to the **garage**; and
- e) is a separate and distinct **use** from a **secondary suite**, and does not include its own **secondary suite**.”

- b) adding the following to Section 3.4, in alphabetical order:

“**Granny flat** means a self-contained **dwelling** that:

- a) is accessory to and detached from the **single detached housing unit**;
- b) is located totally on the ground floor in the **rear yard** of a **single detached housing lot**;
- c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the **principal dwelling unit** located on the **lot**;
- d) has an entrance separate from the entrance to the **garage**; and
- e) is a separate and distinct **use** from a **secondary suite**, and does not include its own **secondary suite**.”



- c) adding the following parking requirement at the end of Table 7.7.2.1 in Section 7.7:

**Table 7.7.2.1 Residential Use Parking Requirements**

Residential Use	Minimum number of Parking Spaces Required per Dwelling unit	
	Basic Requirement	Visitor Parking Requirement
Granny Flat	1.0	Not applicable

- d) inserting the following after Section 8.13:

**“8.14 Single Detached with Granny Flat or Coach House – Edgemere (RE1)**

**8.14.1 Purpose**

The **zone** applies to the Edgemere (RE1) neighbourhood and provides for **single detached housing** and, where there is a **lane**, either a **granny flat** or a **coach house**.

**8.14.2 Permitted Uses**

- **housing, single detached**

**8.14.3 Secondary Uses**

- **bed and breakfast**
- **boarding and lodging**
- **coach house** where a **lot** abuts a **lane**
- **community care facility, minor**
- **granny flat** where a **lot** abuts a **lane**
- **home business**
- **secondary suite** in the RE1 zone (Edgemere) only

**8.14.4 Permitted Density**

1. The maximum **density** is limited to one **principal dwelling unit** and one detached **granny flat** or **coach house** per **lot**.
2. The maximum **floor area ratio (FAR)** for a **lot** containing:
  - a) **single detached housing** only is 0.55 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>; and
  - b) **single detached housing** and a **granny flat** or **coach house** is 0.6 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>;
3. The **granny flat** must have a minimum **gross floor area** of 33.0 m<sup>2</sup> and a maximum **gross floor area** of 70.0 m<sup>2</sup>.
4. The **coach house** must have a minimum **gross floor area** of 33.0 m<sup>2</sup> and a maximum **gross floor area** of 60.0 m<sup>2</sup>, of which at least 40% of the **gross floor area** shall be located on the **first storey**.

5. For the purposes of this **zone** only, the following items are not included in the calculations of the maximum **floor area ratio**:
  - a) 10% of the **floor area** total calculated for the **lot** in question, which must be used exclusively for covered areas of the **single detached housing, granny flat** or **coach house**, which are open on one or more sides, with the maximum for the **granny flat** or **coach house** being 6.0 m<sup>2</sup>; and
  - b) 50.0 m<sup>2</sup> which may be used only for **enclosed parking**.
6. An unenclosed and uncovered **balcony** of a **coach house** shall have a maximum area of 8.0 m<sup>2</sup>, and shall be located so as to face the **lane** on a mid block **lot** and the **lane** or side street on a **corner lot**.
7. Stairs to the upper level of a **coach house** shall be enclosed within the allowable **building area**.

#### 8.14.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
2. No more than 70% of a **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. 30% of the **lot area** is restricted to **landscaping** with live plant material.

#### 8.14.6 Yards & Setbacks

1. The minimum **front yard** is 6.0 m.
2. The minimum **interior side yard** is:
  - a) 2.0 m for a **coach house**;
  - b) 1.2 m for a **granny flat**;
  - c) 2.0 m for **single detached housing** on lots 20.0 m or more in width;
  - d) 1.8 m for **single detached housing** on lots of 18.0 m or more but less than 20.0 m in width; and
  - e) 1.2 m for **single detached housing** on lots less than 18.0 m wide.
3. A **granny flat** or **coach house** located on a **lot** with an east-west orientation shall be located 2.0 m from the northern interior **side lot line** to reduce shadowing on the **adjacent lot** to the south.
4. The minimum **exterior side yard** is 3.0 m.
5. The minimum **rear yard** is:
  - a) 6.0 m for the **single detached housing**, except for a **corner lot** where the **exterior side yard** is 6.0 m, in which case the **rear yard** is reduced to 1.2 m;
  - b) 1.2 m for no more than 65% of the rear façade of a **granny flat, coach house** and **garage**;

- c) 3.0 m for at least 35% of the rear façade of a **granny flat**, **coach house** and **garage**; and
  - d) 1.5 m for the **building** entry to a **granny flat** or **coach house** from the **rear lot line**.
- 6. A **granny flat** or **coach house** shall be located within 1.2 m and 8.0 m of the **rear lot line**.
  - 7. Portions of the **single detached housing** which are less than 2.0 m in **height** may be located in the **rear yard** but no closer than 1.2 m to any other **lot line**.
  - 8. The minimum **building separation space** between the principal **single detached housing** unit and the **accessory building** containing:
    - a) a **granny flat** is 3.0 m; and
    - b) a **coach house** is 4.5 m.
  - 9. **Granny flats**, **coach houses** and **accessory buildings** are not permitted in the **front yard**.
  - 10. Waste and recycling bins for a **granny flat** or **coach house** shall be located within a **screened structure** that is **setback** a minimum of 1.5 m from the **rear lot line**.
  - 11. **Building** elements in a **granny flat** or **coach house** that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the **side yard** and **rear yard**.

#### 8.14.7 Permitted Heights

- 1. The maximum **height** for **single detached housing** is 2½ storeys or 9.0 m, whichever is less, but it shall not exceed the **residential vertical lot width envelope** and the **residential lot depth vertical envelope**.
- 2. The maximum **height** for the **accessory building** containing a **granny flat** is 1 storey or 5.0 m above **grade**, whichever is less.
- 3. The maximum **height** for the **accessory building** containing a **coach house** is 1½ storeys or 6.0 m above **grade**, whichever is less. For the purposes of this **zone**, the **habitable space** in the ½ storey shall not exceed 60% of the **storey** situated immediately below.
- 4. The maximum **height** of the **eave** of the first **storey** of a **coach house** with a sloping roof shall be 3.7 m above **grade**.
- 5. The maximum **height** to the top of the roof facing the **building separation space** between the **single detached housing** and the **coach house** shall be 4.0 m above **grade**.
- 6. The maximum **height** for **accessory buildings** not containing a **granny flat** or **coach house** is 5.0 m.
- 7. The maximum **height** for **accessory structures** not containing a **granny flat** or **coach house** is 9.0 m.

#### 8.14.8 Subdivision Provisions/Minimum Lot Size

1. The minimum lot dimensions and areas are as follows, except that the minimum lot width for corner lots is an additional 2.0 m.

Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
7.5 m	18.0 m	24.0 m	550.0 m <sup>2</sup>

2. A **granny flat** or **coach house** may not be subdivided from the lot on which it is located.

#### 8.14.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
2. A private outdoor space with a minimum area of 30.0 m<sup>2</sup> and a minimum width and depth of 3.0 m shall be provided on the lot where there is a **granny flat** or **coach house**. The private outdoor space:
  - a) shall be for the benefit of the **granny flat** or **coach house** only;
  - b) shall not be located in the **front yard**;
  - c) may include an open or covered deck, unenclosed **balcony**, **patio** pavers, **porch** or **fenced yard** space which is clearly defined and screened through the use of **landscaping**, planting or architectural features such as trellises, low **fencing** or planters, but not space used for parking purposes;
  - d) shall not be occupied or obstructed by any **buildings**, **structures**, projections and on-site parking, except for **cantilevered roofs** and **balconies** which may project into the private outdoor space for a distance of not more than 0.6 m; and
  - e) shall be **accessed** from the **rear yard**, **lane**, **granny flat** or **coach house**.
3. The **rear yard** between a **granny flat** or **coach house** and the **lane**, including the **building** entry to the **granny flat** or **coach house**, must incorporate the planting of appropriate trees and other attractive soft **landscaping**, but not low ground cover so as to enhance the visual appearance of the **lane**, and high quality permeable materials where there is a driveway to **parking spaces**.
4. High quality **screening** shall be located between the **lane** and any **parking spaces** parallel to the **lane** and along the **lot line** adjacent to the surface **parking spaces**. Where the space is constrained, a narrow area sufficient for the growth of the **screening** shall be provided at the base of the **screening**, **fence** or at the foot of the **granny flat** or **coach house**.

5. The **yard** between the **granny flat** or **coach house** and the **road** on a **corner lot** shall be designed and treated as the **front yard** of the **granny flat** or **coach house**, not be used as private outdoor space and have quality surface treatment, soft **landscaping** and attractive plant materials.
6. Where vertical greening is used as a means to improve privacy, it may include **building** walls and/or the provision of **fences** and arbours as support structures for plants. In constrained areas, tall plantings may include varieties of bamboo for **screening** and **landscaping**.
7. A minimum 0.9 m wide, unobstructed, permeable pathway clearly leading from the **road** to the **granny flat** or **coach house** shall be provided for emergency personnel, delivery agents and visitors.

#### 8.14.10 On-Site Parking and Loading

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except that:
  - a) all **parking spaces** for a lot that contains a new **single detached housing** unit and a **granny flat** or **coach house** must be **accessed** from the rear **lane** only;
  - b) a **coach house** may not be located above more than a maximum of 2 **parking spaces** in the **garage** for the **single detached housing**; and
  - c) the required **parking space** and driveway for a **granny flat** or a **coach house** must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.

#### 8.14.11 Other Regulations

1. **Boarding and lodging** shall be located only in a **single detached housing** unit, and not in the **granny flat** or **coach house**.
  2. A **child care program** shall not be located in a **granny flat** or **coach house**.
  3. A **secondary suite** is not permitted in a **single detached housing** unit in Burkeville (RB1) if the **lot** contains either a **granny flat** or **coach house**.
  4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”
- e) repealing the zoning designation of the following area and designating it **SINGLE DETACHED WITH GRANNY FLAT OR COACH HOUSE – EDMERE (RE1)** on the Zoning Map of the City of Richmond:

That area shown as shaded on “Schedule A attached to and forming part of Bylaw 8922”.

2. This Bylaw is cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8922**”.

FIRST READING

SECOND READING

THIRD READING

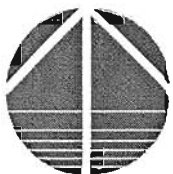
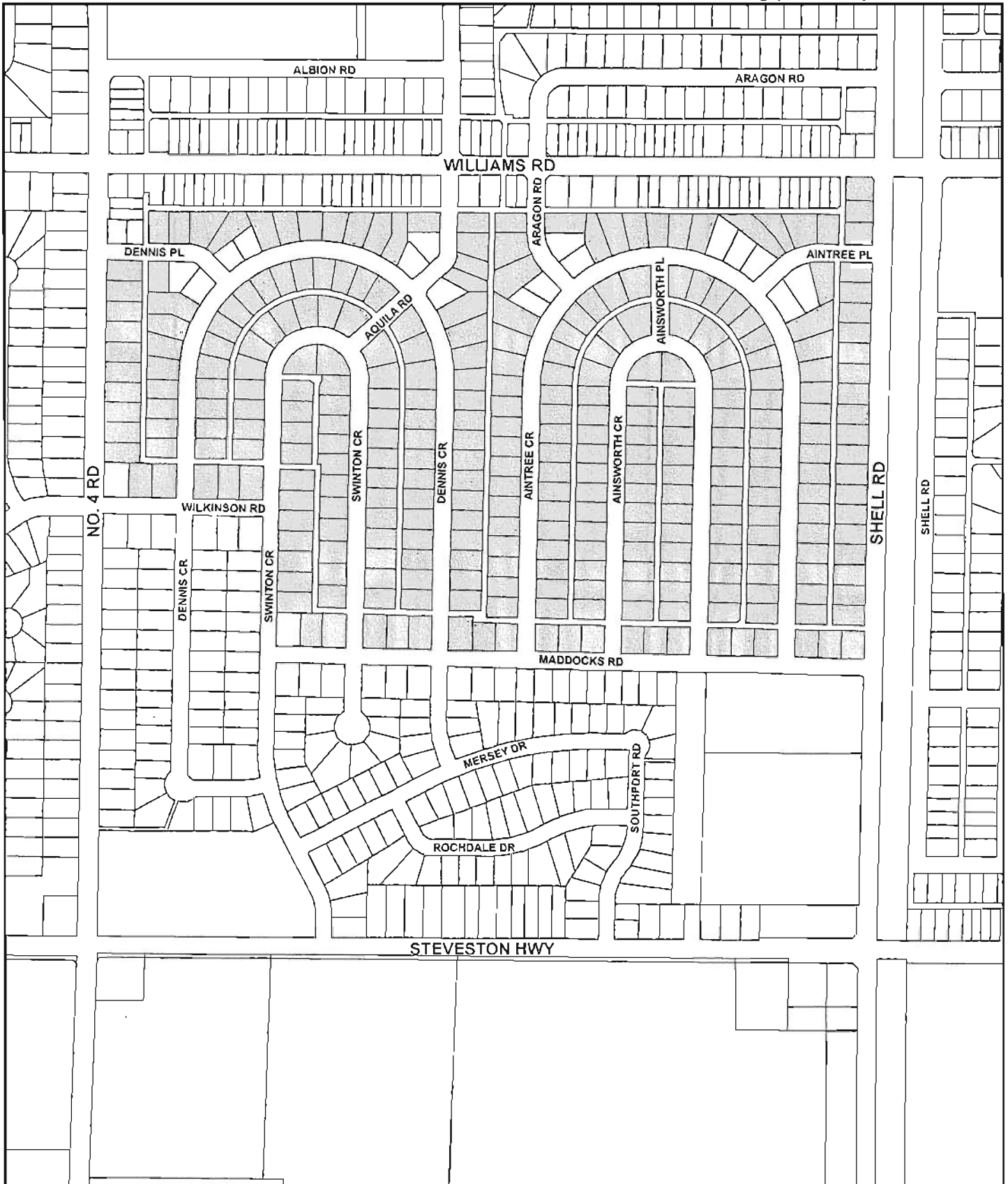
ADOPTED

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



Single Detached with Granny Flats  
and Coach Houses - Edgemere  
(RE1) Zone

**CNCL - 323**

Original Date: 06/08/12

Revision Date:

Note: Dimensions are in METRES

# Intensive Residential Guidelines – Granny Flat and Coach Houses in Edgemere

## Designation

Pursuant to the Local Government Act, the City of Richmond designates the following as Development Permit Areas:

- Intensive residential area in Edgemere (see map)

## Neighbourhood Fit

**The intent is to ensure that granny flats and coach houses achieve high quality design, as well as integrate and blend into the form and character of existing neighbourhood.**

Granny flats and coach houses should demonstrate that they:

- respect the height and setback of neighbouring properties; and
- recognize the unique character of the neighbourhood.

## Variety in Location

- No two similar granny flats and coach houses should be located in a row on neighbouring lots, and wherever possible the two granny flats and coach houses should be offset from each other so as not to be located side by side.

## Variety in Design

- Variations in the design of granny flats and coach houses should be encouraged so as not to repeat the same architectural appearance, building form and elevations on the same lane in a City block (Modular construction is allowed).

## Scale and Massing

- The tallest element of granny flats and coach houses should be located adjacent to the lane.
- The upper level of coach houses should step back from the rear yard of the principal residence in order to enhance solar access to this yard and limit the sense of scale to adjacent neighbours.

## Roofs

- A flat roof is not permitted on granny flats and coach houses, unless:
  - it is built and approved as a green roof that is an urban garden; or
  - it has a contemporary architectural expression that is uniquely designed.
- Cross gable, shed and roof lines that run across or perpendicular to the property are encouraged, with a roof pitch of between 6:12 to 8:12.

## Privacy of Neighbours

- Granny flats and coach houses should be:
  - oriented and sited to protect the privacy and minimize the overlook and shadowing of adjacent properties; and
  - screened from neighbouring yards by suitable landscaping.

## Corner Lots

- Granny flats and coach houses on a corner lot are not to be accessed by vehicles from the street but from the lane only.
- Primary windows to living rooms and bedrooms may face the street and/or lane.



## Visibility

- a) Granny flats and coach houses should front onto and be clearly visible from the lane, with the primary entry and front door:
  - facing towards and accessible from the lane; and
  - illuminated at night.
- b) A secondary entrance and access may be from the street.

## Appearance of the Lane

- a) Granny flats and coach houses should be designed to enhance the lane as a public road or space since this is the primary entrance and access point to these forms of housing.

## Lighting along the Lane

- a) Lighting on granny flats and coach houses should be designed to enhance the pedestrian experience of the lane at night by such means as eave lighting, porch lighting, and bollard or garden lights (not high-wattage, motion-activated security lights).

## Building Materials and Colours

- a) The exterior materials and colours of granny flats and coach houses should:
  - complement, but not replicate, the character of the principal residence;
  - complement the overall character of the existing neighbourhood; and
  - have a high quality of architectural design and detailing (e.g., vinyl siding would only be permitted if finished with wood or other high quality detailing).

## Building Facades

- a) The primary façade of granny flats and coach houses facing the lane, and the street on a corner lot, should be:
  - articulated to create depth and architectural interest, and
  - visually broken into smaller components or sections to discourage wide, flat and unbroken facades.

## Building Faces, Projections and Dormers

- a) Granny flats and coach houses should be designed with consideration given to the relationship between window sizes and the placement and scale of building faces, projections and dormers.

## Windows

- a) Windows should be oriented toward the lane and be designed to maximize light penetration into the interior of granny flats and coach houses while mitigating overlook onto the principal residence and adjacent properties.
- b) The primary living room and bedroom windows on any upper floor should face the lane.
- c) Windows in the upper floor of coach houses facing the yard of the principal residence should be modest in size.
- d) Side yard windows should also be modest in size and be recessed in that section of the building façade.
- e) Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.
- f) Skylights, clerestory windows or glass block should be installed where possible.

## Garage Doors

- a) Garage doors should be recessed behind the main façade where feasible and designed to minimize the visual impact to the lane through careful detailing and sensitive design, such as garage windows and narrower door width facing the lane.

#### **Impact on Private Outdoor Space**

- a) Granny flats and coach houses should be located so as to minimize the amount of shadow cast onto the private outdoor space of the granny flat or coach house and the principal residence.

#### **Trees and Vegetation Retention**

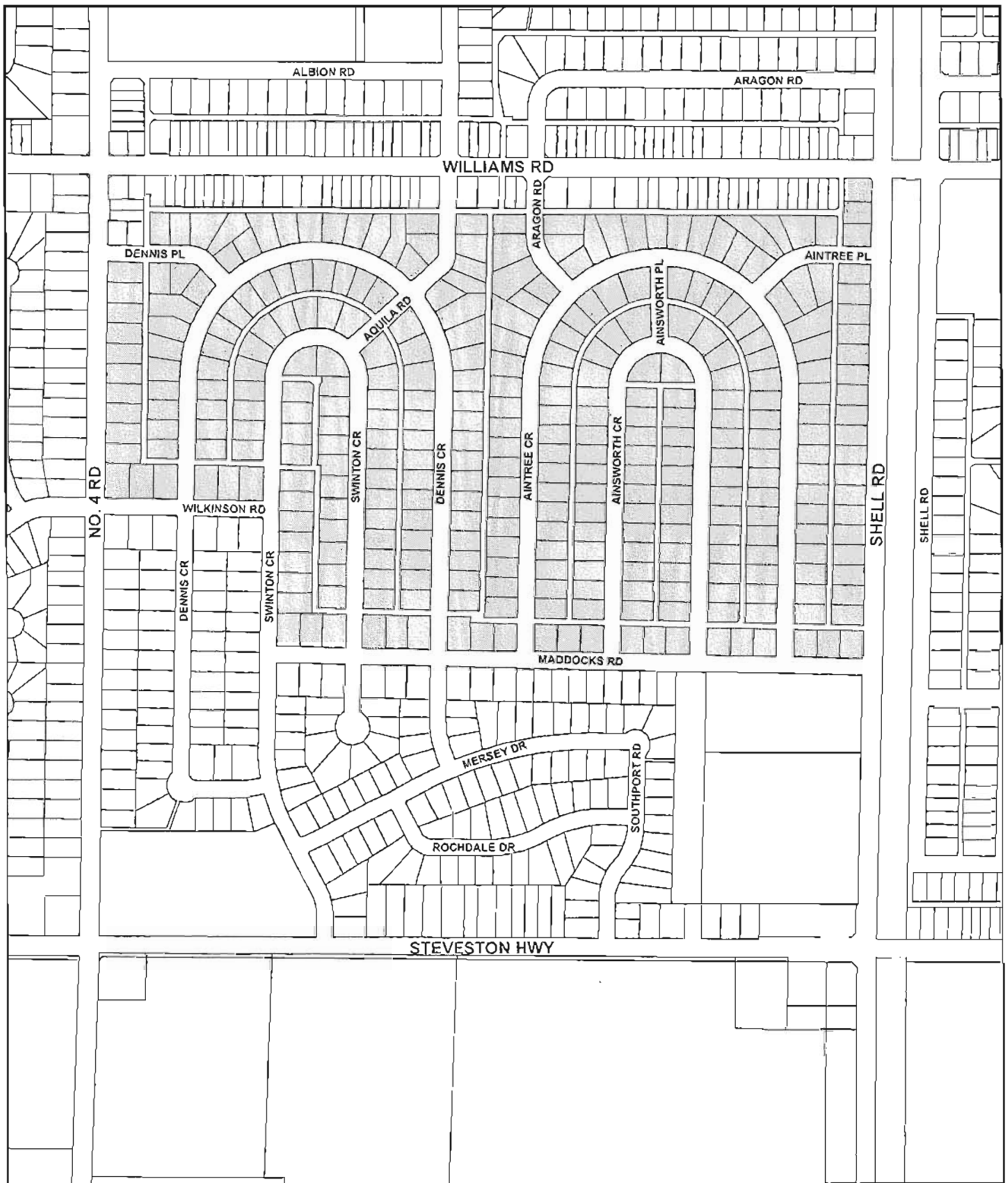
- a) Existing trees and prominent landscape features located outside the building envelope of granny flats and coach houses should meet the Tree Bylaw, for example:
  - retained, unless proven to be diseased or in conflict with utilities and services; and
  - protected before land clearing, demolition or construction commences.

#### **Underground Services**

- a) Underground hydro and communication service lines should be utilized wherever possible to granny flats and coach houses.

#### **Sustainability Initiatives**

- a) Granny flats and coach houses should incorporate sustainable design elements acceptable to the City into site and building design and construction, and exhibit design excellence through such means as:
  - natural filtration of rainwater into a rain garden, rainwater collection system, bioswale or rock pit;
  - solar power technology as an energy source;
  - energy star appliances and low water plumbing fixtures;
  - green technology building products; and
  - naturescaping and permeable materials on outdoor surfaces.



Intensive Residential Development Permit Area  
For Granny Flats and Coach Houses in  
Edgemere  
("2041 OCP Update Amendment Bylaw")  
**CNCL - 327**

Original Date: 06/08/12

Revision Date:

Note: Dimensions are in METRES



City of  
Richmond

Bylaw 8923

**Development Permit, Development Variance Permit and Temporary  
Commercial and Industrial Use Permit Procedure Bylaw No. 7273,  
Amendment Bylaw 8923**

The Council of the City of Richmond enacts as follows:

1. Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, as amended, is further amended by:
  - a) repealing 1.2.2(b) and replacing it with the following:
 

“(b) does not apply to **temporary use** permit applications and **development permit** applications for a **granny flat** or a **coach house**.”
  - b) adding the following definitions to Section 12.1, in alphabetical order:
 

<p>“<b>Coach House</b></p>	means a detached or attached, self contained dwelling that is accessory to a principal dwelling unit and is located either entirely or partially above a garage used for parking purposes.”
<p>“<b>Granny Flat</b></p>	means a detached, self contained dwelling that is accessory to a principal dwelling unit and is located entirely on the ground floor.”
2. This Bylaw is cited as “**Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

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



**Development Application Fees Bylaw No. 7984,  
Amendment Bylaw 8924**

The Council of the City of Richmond enacts as follows:

1. Development Application Fees Bylaw No. 7984, as amended, is further amended by inserting the following at the end of section 1.4.1:  
“except for an application for a **Development Permit** for a granny flat or coach house, which must pay an application fee of \$1,000.”
2. This Bylaw is cited as “**Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept <i>MB</i>
APPROVED for legality by Solicitor <i>M</i>

**2012 OCP Public Consultation  
Granny Flats and Coach Houses  
Burkeville and Edgemere**

<b>Burkeville - Supportive Comments</b>	
1	Well presented documentation and Public Open House. Thank you.
2	This comes at a perfect time as my parents need a safe place to live and this option will fit our goals for them to a tee. I support the Building Permit over Rezoning to save on cost and time to build and the fairness of the process.
3	This old community needs development (including the road). I live in Burkeville community for over five years. My house number is 7240 Miller Road. My lot size is a very unique pie shape (corner lot). There is no parking space at the back. I'm thinking rebuild my house because it is too old (over 70 years old). Can I access from the front (Miller Road)?
4	As a home owner in Burkeville I have been wanting to put a Coach house on my property. I strongly support the regulation of the development of coach houses and granny flats. The proliferation of these style of developments and suites has already occurred.
5	Very much in support of densification. Always very concerned about the form and nature of structures in Richmond in general. We have enough ugly Chinese and east Indian palaces.
6	I think this is a great idea; we have a coach house that was built two houses down from me and it is MASSIVE does not fit in the area AT ALL. The new bylaw addresses several issues that this structure has, but I would like to see the city look at changing
7	No more big square boxes as lane way houses.
8	I do not support any additional 2 (two) storey coach house construction (such as Mr. MacDonald's on Douglas Crescent).
9	Needs regulation to ensure that people are not abusing the rules. Glad that the City is going to make people adhere to rules and regulations. Not supportive of no limit being placed on the number of coach houses/granny flats being allowed. There should be a maximum number allowed in Burkeville and once that number is reached no more should be allowed to be built. I want the integrity of Burkeville to be protected.
10	It would be great if they really paved the lane as it's really hard on the cars. The coach house is a very good idea.
11	I would like to see the alleyways paved at the same time.
12	I support the proposals re: Granny Flats & Coach Houses but only if the back lanes are paved.
13	Coach houses and granny flats will add additional traffic to our back lanes and more dust and pot holes for the City to deal with. The community was not advised that coach houses and granny flats were being included in new houses being built. No permit sign was posted. Why? When some are required to post a proper sign? What's the difference?
14	Need to consider parking in back as streets are already at full capacity.
15	The last and very important to all Burkeville residents is the street's traffic. How can City of Richmond solve that potential problem to our narrow streets and back lanes?
16	We oppose the installation of high-wattage street lighting in Burkeville, especially in back lanes.
17	Rezoning takes too long!!! I heard Development Permit takes too long as well!

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

Burkeville – Concerns	
1	Granny only.
2	I might support - on a case by case basis - a one (1) story Granny Flat with adjacent parking space on property owners property.
3	Privacy for neighbours must be maintained. Concerned about street parking (will "garage" part of coach house be drywalled and become part of dwelling as is happening in Vancouver?). Coach house must not affect sun/garden for neighbours. Granny flats are our first choice, but coach houses are acceptable if they are well-designed and well-situated on the lot.
4	I have much less of an issue with 1 storey structures – 2 storey structures, particularly those that have windows/balconies facing the lane could be quite intrusive on the privacy of the backyard of the property across the lane. Also concern that having 2 possible rentals on 1 property could affect the character of the neighbourhood.
5	I do not like the development permit guidelines as presented for numerous reasons. 1) I would like to see more green space, the proposed guidelines require a larger footprint for the same size coach house than if it were allowed to be 100% on the second floor.
6	My negative position is due to the coach house at 251 Douglas Crescent. It violates #6 guideline the porch and stairs overlook 211's backyard (zero privacy), permitted density, #6 porch covered, #7 stairs not enclosed, #7 permitted heights. This is a full two story structure with the eaves well above height (est. 7 metres). 291 has lost all afternoon sunlight to their back yard!
7	Regardless of the bylaws in place at the time I believe the size, shape and the fact that it be constructed at all be decided by the immediate neighbours.
8	1. Our privacy is definitely going to be affected no matter how good your intentions are. It will ruin one of the unique qualities of Burkeville. 2. "#11 Boarding and Lodging". I think this will be very difficult to control. 3. Parking is already a problem in Burkeville in some places.
9	I do not support the building and rezoning or either coach house or granny flats. Parking issues already exist, some "guidelines" are ambiguous and leave room for interpretation. Would consider in future if parking was better addressed.
10	The parking is bad in Burkeville now where will the extra people park? The roads and the lanes are narrow. Who will be paying for the extra services (garbage, etc.)?
11	Concerned about increased traffic on dirt lanes. No access to fire hydrants in opportune time. Loss of privacy from overhead windows overlooking back yards. Extra noise, dogs. Double parking if a party is occurring.
12	We feel granny flats and coach houses will bring too many more people, kids, cars and pets to Burkeville. We moved here because we liked it the way it is, most lots have more yard than house, which gives a spacious feel. Please leave Burkeville alone, we love it the way it is.
13	We live in this neighbourhood because of its charm. We have been here for 20 years and do not like the monster homes and garages and coach houses that are eating up every bit of green space and casting shadows onto our yards.
14	I support leaving the properties as single family residences, as they were intended.

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

15	<p>Concerned regarding the following:</p> <ul style="list-style-type: none"> <li>- Lack of parking available to Miller Road residents; will decrease with extra homes on Wellington Road using alley for parking.</li> <li>- Increase in traffic to area.</li> <li>- Increase in street parking – already very crowded streets.</li> <li>- Current lack of maintenance in alleyways &amp; sewer/water systems.</li> </ul>
16	<ol style="list-style-type: none"> <li>1. I am not in favour of granny flats or coach houses. It appears that there has been not consideration given to the additional traffic &amp; parking on our narrow streets they create now &amp; in the future.</li> <li>2. I would like to see all new construction design be regulated in order to maintain the character of our community. Monster houses do not fit in Burkeville.</li> <li>3. I do not agree with expediting a Development Permit nor do I agree with reducing the application fees.</li> </ol>
17	<p>Though we were unable to attend the 'open house', we are thankful for the additional opportunity to voice concerns.</p> <p>We do not support permitting 'granny flats' or 'coach houses' in Burkeville.</p> <p>While the idea sounds appealing (extra space for family members to have some independence while remaining close by) I think enforcement would be difficult, leading to a 'relaxation' of enforcement; leaving us with an unacceptable increase in density, population and traffic as numerous people seek to maximize the 'revenue potential' of their back yards.</p> <p>Granny flats and coach houses are popping up like mushrooms in the Dunbar area where I work: though many of them look very nice, I do not wish to see the same thing happen here.</p> <p>Burkeville already has one of the strangest collections of 'garages' or 'out-buildings' that I have ever seen. Many of them are ugly as sin, and would seem to be unsuitable for cars or tenants. How some got the 'ok' from City Hall is beyond me!</p> <p>While the Guidelines look like a major improvement, I still do not want to see 'mini-houses' popping up in half of the back yards.</p> <p>We have had three lots adjacent to us 'redeveloped' in the last year, with another house just sold, and likely to be 'redeveloped' as well.</p> <p>In the brand-new house next door we have a family with three vehicles renting the upstairs, and another tenant downstairs renting the 'in-law suite' with another vehicle. We are lucky the <u>current</u> tenants are very considerate and their vehicles are not a problem, but where are their friends or visitors supposed to park? What if we had less considerate tenants next door? We had more than enough trouble with people blocking our driveway when the old house (with <u>one</u> car) was still there. The neighbourhood has changed a lot in the twenty-five years we have lived here; if we actually have the 'option' to say 'yes' or 'no' to more density, more traffic, and more people,</p>
18	<p>My name is George Francis of 2660 Wellington Crescent, Richmond, BC. I have resided on Sea Island since 1967, mostly in Burkeville, with the exception of residing in the Cora Brown area for five years in the early 70s, followed by my current address. The reason I choose to reside in this neighbourhood is because of what it offers that no other neighbourhood in Richmond offers, i.e., minimal crime, safety, single family homes with friendly neighbours, absence of traffic congestion etc. It is disappointing to witness the transformation of our neighbourhood from a small town atmosphere giving way to large multi-family homes that are unaffordable for locals. Although I am not opposed to replacing old and small existing wartime houses with new ones, I am opposed to the sizes of the new ones being allowed that include three suites, one main living area plus one suite down and another up. Now let's assume that, under normal circumstances, the larger main living quarters occupied by the owner with four children, the adjacent downstairs suite occupied by a couple with two children and the upper suite, a couple with one or two children. This accounts for thirteen bodies in one house (<i>I am aware of the existence of such a home in Burkeville</i>). Now let's assume that, under normal circumstances, that the two adults in each suite own automobiles. That places eight autos in front of a fifty foot lot. As if that isn't bad enough, the City of Richmond and</p>



## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

	<p>some Burkeville residents now want to change the rules to allow granny-flats and/or coach-houses. A coach-house at the aforementioned three suite house puts another two or three bodies on the same piece of property, also adding a couple more autos. Now we have sixteen people residing on one property, and I assume there will be only one utility bill for the entire house, and 10 autos to park, keeping in mind that most Burkeville properties do not exceed fifty feet frontage. Furthermore, these people also have dinner guests or people dropping into watch a game or whatever. This would put a couple more autos at that location bringing the number to twelve. Now let's watch the property on either side do the same thing tripling the population density and their 36 autos, making the street impassable. It is this kind of density and congestions that will eventually force the locals out of what still is, at least to this point, the most liveable community in Richmond. The foregoing are my reasons for totally opposing both granny-flats and coach houses in Burkeville. I can only hope that other Burkeville homeowners realize that with each new coach-house or granny-flat the additional density only serves to lessen the quality of life in this community. Please prevent this from happening and vote both down.</p>
19	<p>When last polled about Coach Houses in Burkeville, I came out in favour of them. Having experienced one in my own laneway, I am not.</p> <p>The Coach House at 251 Douglas Crescent is over sized and imposing. Even the owners were surprised at the size of it when it was finally built. Windows look down on neighbours in all directions. I live three houses down, and without a privacy screen on my deck the Coach House's upstairs porch would look right onto it, even that far away. Fortunately, the Coach House is to the north and doesn't block any daylight, but neighbours on the other side of it aren't so lucky. In summary, it contravenes so many of your proposed development guidelines that it is laughable. This was not a good start to your campaign. It certainly changed my mind.</p> <p>The homeowner next door to it, at 211 Douglas Crescent, is having difficulty selling her house and her realtor tells me the feedback is that the Coach House next door is part of the problem. Who wants to live next door to that? I have never blamed the owners of the Coach House; in fact I defend them to others, because it is the City who permitted them to build in the first place. While I have been extremely unwilling to pit neighbour against neighbour about this or any other issue, I have heard some pretty bitter comments about it from others.</p> <p>I find the process of public hearings to be very divisive, however I must come out and say that I do not wish to see any more Coach Houses permitted, especially one at 140 Wellington Crescent, which would be right across the lane from the one at 251 Douglas Crescent.</p> <p>The streets in Burkeville are narrow and crowded, and you are naive if you think Coach House residents will all park off the street all of the time and not contribute to congestion. We no longer have any bus service in here. Canada Line is a long hike because the closest station (Templeton) was purposely made inaccessible to local foot traffic, plus there is an airport fee for using it unless the fare is prepaid. There are no grocery stores, banks, churches or other services within walking distance, and a proposed outlet mall is hardly an adequate substitute for those kinds of things. Older school children need to be bussed to school. There is noise from the airport, and ground services are moving steadily closer. We have overhead power lines. We have an aging infrastructure. Is the fact that Burkeville has laneways the sole reason for this initiative? We don't seem to meet any other criteria.</p> <p>I have gone online and read your entire Report to Committee re Form and Character Guidelines for Granny Flats and Coach Houses in Burkeville and Edgemere (2041 OCP Update) dated February 03, 2012, which the proposed guidelines provided are an attachment to. I feel it should have been distributed at the same time as it makes very insightful reading. Council doesn't want to just permit Coach Houses and Granny Flats, it wants wholesale building of them. The designation "intensive residential development permit areas", plus the proposal that the fee for a development permit should be reduced, confirms this. I do not want this for Burkeville.</p> <p>Burkeville is a small, safe older neighbourhood, somewhat isolated, and I believe that is what attracts most people living here. We have a strong sense of community. I believe the Burkeville should be preserved as it is, and that allowing multiple Coach Houses to be built, with increased</p>

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

	<p>population density and urbanization, will destroy its unique character. I feel oversize houses area whole other issue. I don't believe the same demographic is building those as who are building Carriage Houses.</p> <p>In October 2010, it was noted that there were only 4 Burkeville respondents to the Round 1 question of permitting Coach Houses. Round 2 netted 46 respondents (perhaps 16% of households in Burkeville). In April 2011 it was decided that more consultation was needed. In May/June 2011, Round 3 netted 35 replies (12%). In September 2011 the Planning Committee moved to allow Coach Houses. Considering the extremely low turnout, I don't feel this was justified.</p> <p>In summary, I believe, a) any Coach Houses to be built elsewhere in Richmond certainly need guidelines, and b) very few, if any, Coach Houses should be built in Burkeville. Your questionnaire does not address this. I believe the community should be polled again, based on your latest report, and response to the one that has already been built.</p>
20	<p>Please accept our comments after the deadline date due to the Easter holidays.</p> <p>Our first comments are regarding point #1. <i>Do you support the proposed Development Permit Guidelines (i.e., is a 1 storey dwelling). A coach house is located on both the ground floor and a ½ storey above ground floor (i.e., is a 1½ storey dwelling)</i></p> <ol style="list-style-type: none"> <li>We would like to answer yes, due to the appealing nature of the buildings and the requirements for the property around the buildings. We do approve of the height restrictions and the parking garages, privacy for neighbours, etc. However, the bylaws state "should" rather than must, which one of the department staff stated they had to put in due to the legal wording (couldn't put the words "must") but could enforce the "musts" once the residents put their proposals through. This is too vague for us as we have seen the results of those doing renovations or new builds in the neighbourhood that know the laws and the wording and are able to work their proposals around those rules to get what they want.</li> <li>If we answer No, then we feel that we would be supporting the bylaws as they exist now, which we do not. Those bylaws allowed for the monstrous coach house on Douglas Crescent, near our house that has encroached on others privacy, caused more build-up of parked cars on the streets and alleys and is an eyesore for the neighbourhood. So again, we cannot support the bylaws as they stand now.</li> <li>Answering Unsure, is not what we are. We are sure that these bylaw changes need more review before building is allowed in this neighbourhood.</li> </ol> <p>Our second comments are regarding point #2. <i>Do you support the proposal that the City of Richmond amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning)?</i></p> <p>Again, this is a difficult question to answer so we left it blank for the following reasons.</p> <ol style="list-style-type: none"> <li>If we answer No, then we feel that we would be supporting the bylaws regarding the zoning as they exist, which we do not.</li> <li>If we answer Yes, then we feel that we are supporting the new bylaws and proposed (no rezoning) suggested and outlined at the public meeting. This we cannot support either for the following reasons: <ol style="list-style-type: none"> <li>These bylaws do not address the infrastructure that needs to be addressed <b>before</b> said granny flats and coach houses can be built. <ol style="list-style-type: none"> <li><sup>1<sup>st</sup></sup> That being parking issues that would come with increased traffic in our neighbourhood. Our neighbourhood was not built with wide enough streets to allow for additional vehicle parking and has become an issue even without the extra population. Already emergency vehicles cannot get through on some streets. This is a serious concern.</li> <li><sup>2<sup>nd</sup></sup> Our alleys are all gravel, the increased traffic would further degrade the alleys and upkeep on our busiest alleys now falls short of what it should be. If you look at where coach houses are being built now, their cities have paved alleyways, sidewalks, and wider streets to allow for the extra traffic. Just look down Miller Road with their lack of parking shows you what an alley would look like with the flats adding to increased vehicles parking on properties.</li> </ol> </li> </ol> </li> </ol>

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

- 3<sup>rd</sup> Transit or lack of available transit in our neighbourhood is an issue now so when these flats are built there will be increased automobile traffic because of the lack of regular, convenient transit. The city already has stated their difficulty in communicating with Translink (re: B-line discontinued) to allow for better transit in our neighbourhood and the new Canada Line actually made transit access in our neighbourhood worse not better for our children, young people and elderly residents so we know that an argument that people will use transit is moot.
- 4<sup>th</sup> We do not live in the Edgemere neighbourhood but we feel that the City is not considering the long term affects that these additional structures are going to do to all our neighbourhoods. Do they allow for sustainability when they are again using up valuable green space? The City has continued to erode our green space to put in even more density and we are seeing traffic congestion, lack of privacy and multiple parking spaces in front of massive homes rather than green space due to the residents need for "more" objects rather than more nature. (Do we want to add a requirement here to have everyone "require" a driveway or garage to keep our streets clear and allow for emergency vehicles to pass on our streets?)
- 5<sup>th</sup> Burkeville was a neighbourhood built around small houses, ditches and little traffic and that has not changed. What has changed is the size of the houses in our neighbourhood, the traffic coming in and around our neighbourhood and traffic we will see increasing due to continued construction on the island. (The new outlet mall, BCIT and the parking issues it created in our neighbourhood, and the construction on the north side of the island. All creating increased traffic around us) The City is not considering this when they look to changing bylaws to respond to a few residents who respond to these surveys, not the majority who don't.

Although we do agree with regulations and controls to keep our neighbourhoods safe, friendly and appealing, we feel that there needs to be more improvements not only with the bylaws there needs to be regulations included from other departments as well. When we asked one staff member we spoke to about what improvements are included in these bylaws regarding the alleys and roads, he said he couldn't comment on the Public Works or Transportation department and what their bylaws plans are, it made us realize that this rezoning proposal still needs more thorough, planning and process in other areas before proceeding.

We thank you for taking our comments into consideration and we look forward to attending the public meeting to see how this decision develops.

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

Edgemere - Supportive Comments	
1	Excellent idea.
2	Excellent idea. I am absolutely convinced that this proposal is very well thought out and will encourage more accommodation that we desperately need. We have a property at Aintree Crescent.
3	Great idea long overdue.
4	I think this will be great so some people will have affordable rent or housing in the community and a mortgage helper for the owner.
5	Good.
6	It is a good proposal. Owners will update their property and a lot of solid homes will not be demolished. Right now all builders want to do is demolish and rebuild. It is a good incentive to owners and also will create legitimate upgrading. Families and renters will definitely benefit.
7	This would allow someone like myself to have my, soon to be retired, parents downsize from their current home and support me with my young family. It will also allow for me to ensure I can care for them in their old age. Very positive Bylaw change.
8	I think this will benefit adult children starting out in life and elderly parents who need assistance close by.
9	It will help people looking for housing.
10	I agree that an amendment to the Zoning Bylaw for all of Edgemere is the most pragmatic approach. Any other internal changes at Richmond City Hall that would make the application process for a coach house or granny flat less cumbersome and time consuming would conceivably go a long way in making the entire process seamless. I would like to see this initiative get the traction this good idea deserves.
11	We agree with both points. Yes for #1 & Yes for #2.
12	1. Property Tax: It is fair that if the property remain as single family house then it should be taxed as single family house. 2. Parking: Designate permit parking on main street in front of each property.
13	Make sure no parking at back lane other than within the property line. Bylaw officers must enforce the bylaws of parking at front and back outside the property lines. No commercial or business trucks are parked within the property line or the residential areas overnight. Must enforce bylaws. How about existing lot with existing house, wants to add a granny flat?
14	Can we assume that with the additional traffic in the lanes, the lanes will be paved? Just with the current traffic it creates a dust trap and we have addressed ongoing problem many times to the City – no results thus far!
15	Trusting that the Arterial Road Policy of allowing 66' lots to be subdivided into two lots remain in place.
16	Why can't the granny suite or the coach house be rented out?
17	Unfortunately I wasn't able to attend the Open House at Kidd School. I have a few comments to offer. 1) Some of the DP Guidelines are open to interpretation, which could result in unintended/unfavourable designs if the DP or BP isn't adhered to.

**2012 OCP Public Consultation  
Granny Flats and Coach Houses  
Burkeville and Edgemere**

18	Would prefer granny flats only. The provision to have illumination in the lane areas needs to be sensitive to the bedrooms in houses across the lane. What about mail/newspaper delivery to dwellings accessed from the lane?
19	We prefer allowing an attached double garage to the primary residence in the front of the house. This means moving the garage from the laneway to the front to ensure the greenspace requirement is met. Here is a drawing of my thoughts (see original survey in binder). Alternatively, leave the garage in the back and allow it to be attached to the primary residence.

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

Edgemere - Concerns	
1	We do not support any granny flats or coach houses in the Edgemere area.
2	I'm not in favour of these places at all. I lose my backyard privacy, pay more taxes on lot value, pay more taxes for alley improvement, sewage, etc. I put up with more noise 24 hours from the tenants next door. More cars in the alley 24/7. I got a 'single family' house and that's what I want!!
3	We have lived in Richmond over 50 years, it used to be a beautiful city, not anymore with monster houses and high rises, around us houses sold and rented, messy yards and not cleaned up lawns not kept up. All we need are more small houses in back yards and taxes going up every year.
4	I do not like the idea. It will bring too many cars and reduce green space. Too many developers are pushing the bylaws to the extreme limits already!
5	There is no room for extra parking. There are no sidewalks and curbs. There are already secondary suites. People park their cars 2/3 onto the road. The ones that do park on the grass boulevard end up chewing up the grass and turning it into mud in the winter. Some people park in the alley and you can't get your pickup past them. So much for green space!
6	I am "not" in favour of higher density in my neighbourhood!
7	Strongly opposed to more people density.
8	Will become too crowded. Parking will be difficult. Will increase violence.
9	Such buildings will only contribute to more congestion and less enjoyable and smaller/restricted views than we now have from our homes, particularly if they are one or more storey residences.
10	My biggest concern with adding new housing to existing footprint will cause significant parking issues. Currently our parking options have been removed from the front of our house due to bike lane. Where are these people supposed to park?
11	Back lanes are no main roads, the road is too narrow and congested with too many vehicles parked. It is totally unsafe and a hazard to those living around the areas.
12	In my opinion it is unacceptable to make a decision as compromising to a neighbourhood as this based on 36 respondents from 545 households. This should have raised flags that the information did not get out. I feel that there should be a re-vote on this development plan now that people are aware as residents received correspondence through the mail for the first time.
13	Do I have a say into which side of the property my neighbour builds a coach house on?

**2012 OCP Public Consultation  
Granny Flats and Coach Houses  
Burkeville and Edgemere**

<b>Other Areas – Comments or Concerns</b>	
1	My first choice on this is to subdivide into two lots. Because this area has more park by space than Williams and Steveston Highway. If not subdivide, I fully support this proposal.
2	There are too many potential variables allowed to not have the neighbourhood informed or allowed input into the process. The guidelines still appear too vague!
3	<p>I do not have any faith that this will be well executed/enforced given the development construction quality that has occurred in the last 25 years in Richmond. Other concerns include:</p> <ol style="list-style-type: none"> <li>1. I purchased into a single family neighbourhood for the privacy/quality of life.</li> <li>2. Increased property taxes on houses in an area allowing this (they gain, I pay!).</li> <li>3. Parking issues – In Edgemere there could be up to 3 families living on a lot.</li> <li>4. How these will be lit – enough already – with making houses look like flying saucers at night with the number of lights in the soffits (I counted 14 on one house). This is already ruining these neighbourhoods as light spills onto other properties (ever heard of light pollution?).</li> <li>5. Loss of privacy (yes, I know it has been addressed, but it will still happen when these are built).</li> <li>6. Concerns about wording that no development permit sign will be posted – how are neighbours to know this is happening? What say will they have in location of a coach house?</li> <li>7. Permit guideline 5(b) "Uniquely designed" is not necessarily "good". Who is passing judgement on this?</li> <li>8. Lots of vague wording in permit guidelines, "Should be encouraged", "should be", "preferred" = no min. standards</li> </ol>
4	I do not support this project at all.



**City of  
Richmond**

**Public Survey – Granny Flats and Coach Houses  
Burkeville and Edgemere – 2041 OCP Update**

6911 No. 3 Road, Richmond, BC V6Y 2C1

1. Do you support the proposed Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere?

*Note: A granny flat is located totally on the ground floor (i.e., is a 1 storey dwelling). A coach house is located on both the ground floor and a ½ storey above the ground floor (i.e., is a 1½ storey dwelling).*

☐ Yes      ☐ No      ☐ Unsure

2. Do you support the proposal that the City of Richmond amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning)?

☐ Yes      ☐ No      ☐ Unsure

**Comments:**

---

---

---

---

---

---

---

---

Thank you for your feedback.

Name:

Address:

Neighbourhood:    ☐ Burkeville                      ☐ Edgemere                      ☐ Other

E-mail:                       Phone:

**Request**

Please fill out the survey form and return it by **Thursday, April 5, 2012.**

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- E-mail it to the City of Richmond to the attention of hburke@richmond.ca; or
- Fill it out online at the City's website at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca); or
- Leave it in the drop off boxes provided at the Public Open House.

Thank you very much. Please use the other side for any additional comments.

**Your comments will be considered by Richmond City Council in preparing the  
2041 Official Community Plan (2041 OCP Update).**

**CNCL - 340**





# City Board

## Make your point – Richmond wants to hear from you

### Granny flats and coach houses in Burkeville and Edgemere

The City of Richmond is proposing to enact Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and the portion of Edgemere with rear lanes, located between Williams Road, Wilkinson/Maddocks Roads, No. 4 Road and Shell Road.

The City is also proposing to amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning) as part of its 2041 Official Community Plan update.

We want to hear from every household in both neighbourhoods about these proposals at a Public Open House.

#### Public Open Houses will be held:

##### Burkeville

Tuesday, March 27, 2012

6:00 – 8:00 p.m.

Sea Island Community Centre

7140 Miller Road, Multipurpose Room

##### Edgemere

Thursday, March 29, 2012

6:00 – 8:00 p.m.

Thomas Kidd Elementary School

10851 Shell Road, Gymnasium

If you are a property owner in one of these areas, you will receive:

- an invitation letter to the Public Open House
- a survey form to complete and a copy of the proposed Development Permit Guidelines
- highlights of the proposed Zoning Bylaw Amendment.

Residents in these areas are invited to learn more about granny flats and coach houses in Burkeville and Edgemere by:

- attending the Public Open House in your neighbourhood
- viewing information on the City of Richmond's website at [www.richmond.ca](http://www.richmond.ca) or at [www.letsTALKRichmond.ca](http://www.letsTALKRichmond.ca).

For more information, please email [hburke@richmond.ca](mailto:hburke@richmond.ca) or [jchristy@richmond.ca](mailto:jchristy@richmond.ca) or call 604-276-4164 or 604-276-4188.

# *Towards a sustainable community* Official Community Plan (OCP)–2041 Update



## *Welcome to the Burkeville and Edgemere Granny Flat and Coach House Public Open House*

### Purpose

The purpose of this Open House is to:

Determine if there is support for the City of Richmond's proposals to:

- Enact Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere; and
- Amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning).

### Request

Please fill out the survey form to let us know what you think by Thursday, April 5, 2012 by:

- leaving it in the drop box provided at the Public Open House; or
- mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1; or
- faxing it to the City of Richmond at 604-276-4052; or
- emailing it to hburke@richmond.ca at the City of Richmond; or
- filling it out online at [www.letstalkrichmond](http://www.letstalkrichmond).

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*



## Background

### What is an Official Community Plan (OCP)?

The Official Community Plan (OCP) is the City of Richmond's most important planning policy document that helps achieve the City's long-term vision, and what we want to be in the future as a community. The existing OCP was adopted in 1999 and helps the City manage to 2021. The City is in the process of updating its OCP to the year 2041.

### What are Development Permit Guidelines?

Under the Local Government Act, the City of Richmond can designate Burkeville and Edgemere as an "intensive residential development permit area". In doing so, the City would have greater control over the form and character of the granny flats and coach houses proposed to built in these neighbourhoods. In essence, these guidelines would address what the granny flats and coach houses look like—something that a rezoning application or Zoning Bylaw can not adequately do.

### What is a Zoning Bylaw?

Richmond Zoning Bylaw 8500 is the City's regulatory tool for implementing the OCP.

It specifies what uses are permitted in various zones and what the density, lot coverage, setbacks, heights, landscaping and parking requirements are for these uses. Both Burkeville and Edgemere are predominantly zoned Single Detached (RS1/E), which permits a single family house and a secondary suite.

### What is a granny flat and coach house?

A granny flat is a detached, self contained dwelling located totally on the ground floor in the rear yard of a single family residential lot with lane access.

A coach house is a detached, self contained dwelling located beside and above the garage accessed by a lane in the rear yard of a single family residential lot.

### What has Richmond City Council directed?

In February 2012, Richmond City Council directed that the:

1. Proposed Form and Character Guidelines for Granny Flats and Coach Houses in Burkeville and Edgemere; and
2. Draft Single Detached Housing Zone with Granny Flats and Coach Houses in Burkeville and Edgemere

be approved for public consultation in the Burkeville and Edgemere areas as part of the 2041 OCP Update.

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*

Towards a sustainable community  
Official Community Plan (OCP)—2041 Update

**CNCL - 343**





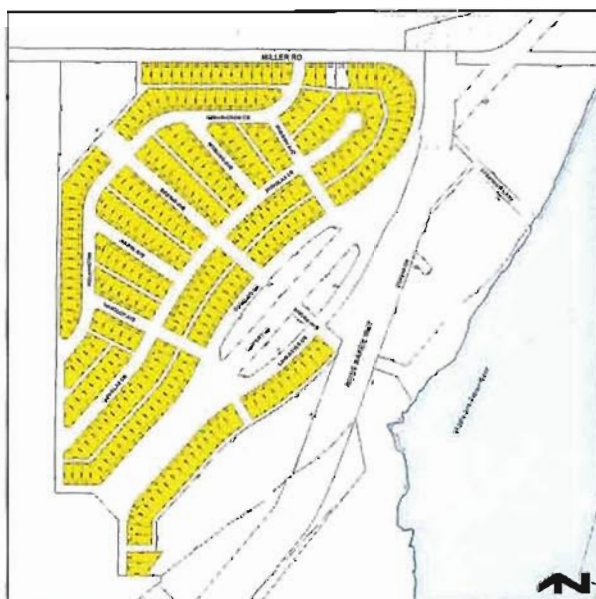


## Background continued . . .

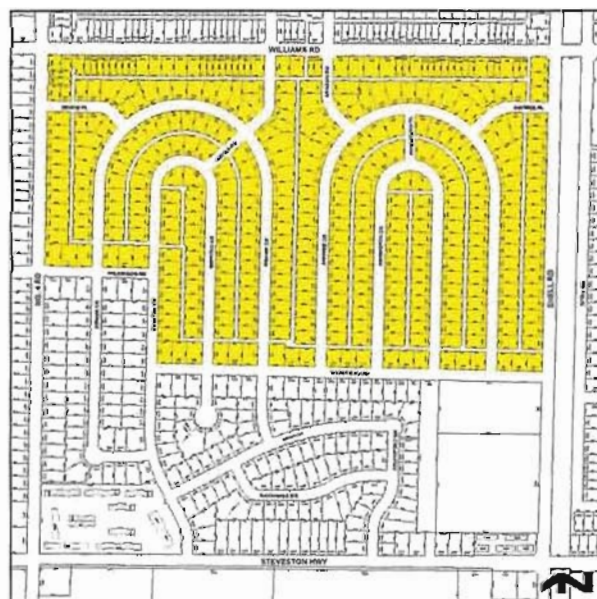
### What have Burkeville and Edgemere previously told the City?

Previous Survey Results	Burkeville	Edgemere
1 No. of Households Invited to the Previous Open House	277	545
2 Open House Attendance	36	65
3 # of Survey Responses (by household)	46	36
4 Support the idea of permitting granny flats in your neighbourhood	42	22
5 Don't support permitting granny flat flats in your neighbourhood	4	14
6 Support the idea of permitting coach houses in your neighbourhood	41	20
7 Don't support permitting coach houses in your neighbourhood	5	14
8 Prefer City amend the Zoning Bylaw to permit granny flats by Building Permit	41	19
9 Prefer each property owner amend the Zoning Bylaw to permit granny flats by rezoning application	2	5
10 Prefer City amend the Zoning Bylaw to permit coach houses by Building Permit	40	19
11 Prefer each property owner amend the Zoning Bylaw to permit coach houses by rezoning application	2	3

Conclusions	Burkeville	Edgemere
1 Support for granny flats and coach houses	89-91%	54-61%
2 Support for Building Permit option (not site specific rezoning)	95%	79-86%



Burkeville



Edgemere

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*





## Granny flats and coach houses



Granny flat



Granny flat



Coach house



Coach house

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*



# Proposed Development Permit Guidelines

*Note: It is proposed that Development Permit applications for a granny flat or coach house in Burkeville and Edgemere be expedited by not requiring a Development Permit sign on the property and by reducing the application fee for a Development Permit from \$2,055 to \$1,000.*

## 1. Neighbourhood fit

Granny flats and coach houses should demonstrate that they:

- a) respect the height and setbacks of neighbouring properties; and
- b) recognize the unique character of the neighbourhood in Burkeville (e.g., by retaining the existing house or the current, larger front yard setback).

## 2. Variety in location

No two similar granny flats and coach houses should be located in a row on neighbouring lots, and wherever possible the two granny flats and coach houses should be offset from each other so as not to be located side by side.

## 3. Variety in design

Variations in the design of granny flats and coach houses should be encouraged so as not to repeat the same architectural appearance, building form and elevations on the same lane in a City block. Modular construction is allowed.

## 4. Scale and massing

The tallest element of granny flats and coach houses should be located adjacent to the lane.

The upper level of coach houses should step back from the rear yard of the principal residence in order to enhance solar access to this yard and limit the sense of scale to adjacent neighbours.

## 5. Roofs

A flat roof is not permitted on granny flats and coach houses, unless:

- a) it is built and approved as a green roof that is an urban garden; or
- b) it has a contemporary architectural expression that is uniquely designed.

Cross gable, shed and roof lines that run across or perpendicular to the property are encouraged, with a roof pitch of between 6:12 to 8:12.

## 6. Privacy of neighbours

Granny flats and coach houses should be:

- a) oriented and sited to protect the privacy and minimize the overlook and shadowing of adjacent neighbours; and
- b) screened from neighbouring yards by suitable landscaping.

## 7. Corner lots

Granny flats and coach houses on a corner lot are not to be accessed by vehicles from the street but from the lane only.

Primary windows to living rooms and bedrooms may face the street and/or lane.

## 8. Visibility

Granny flats and coach houses should front onto and be clearly visible from the lane, with the primary entry and front door:

- a) facing towards and accessible from the lane; and
- b) illuminated at night.

A secondary entrance and access may be from the street.

## 9. Appearance of the lane

Granny flats and coach houses should be designed to enhance the lane as a public road or space since this is the primary entrance and access point to these forms of housing.

## 10. Lighting along the lane

Lighting on granny flats and coach houses should be designed to enhance the pedestrian experience of the lane at night by such means as eave lighting, porch lighting, and bollard or garden lights (not high-wattage, motion-activated security lights).

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*





## Proposed Development Permit Guidelines continued. . .

### 11. Building materials and colours

The exterior materials and colours of granny flats and coach houses should:

- a) complement, but not replicate, the character of the principal residence;
- b) complement the overall character of the existing neighbourhood; and
- c) have a high quality of architectural design and detailing (e.g., vinyl siding would only be permitted if finished with wood or other high quality detailing).

### 12. Building facades

The primary façade of granny flats and coach houses facing the lane, and the street on a corner lot, should be:

- a) articulated to create depth and architectural interest; and
- b) visually broken into smaller components or sections to discourage wide, flat and unbroken facades.

### 13. Building faces, projections and dormers

Granny flats and coach houses should be designed with consideration given to the relationship between window sizes and the placement and scale of building faces, projections and dormers.

### 14. Windows

Windows should be oriented toward the lane and be designed to maximize light penetration into the interior of granny flats and coach houses while mitigating overlook onto the principal residence and adjacent properties.

The primary living room and bedroom windows on any upper floor should face the lane.

Windows in the upper floor of coach houses facing the yard of the principal residence should be modest in size.

Side yard windows should also be modest in size and be recessed in that section of the building façade.

Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.

Skylights, clerestory windows or glass block should be installed where possible.

### 15. Garage doors

Garage doors should be recessed behind the main façade where feasible and designed to minimize the visual impact to the lane through careful detailing and sensitive design, such as garage windows and narrower door width facing the lane.

### 16. Impact on private outdoor space

Granny flats and coach houses should be located so as to minimize the amount of shadow cast onto the private outdoor space of the granny flat or coach house and the principal residence.

### 17. Tree and vegetation retention

Existing trees and prominent landscape features located outside the building envelope of granny flats and coach houses should meet the Tree Bylaw, for example:

- a) retained, unless proven to be diseased or in conflict with utilities and services; and
- b) protected before land clearing, demolition or construction commences.

### 18. Underground services

Underground hydro and communication service lines should be utilized wherever possible to granny flats and coach houses.

### 19. Sustainability Initiatives

Granny flats and coach houses should incorporate sustainable design elements acceptable to the City into site and building design and construction, and exhibit design excellence through such means as:

- a) natural filtration of rainwater into a rain garden, rainwater collection system, bioswale or rock pit;
- b) solar power technology as an energy source;
- c) energy star appliance and low water plumbing fixtures;
- d) green technology building products; and
- e) naturescaping and permeable materials on outdoor surfaces.

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*





## Burkeville proposed granny flats and coach houses



BURKEVILLE NEIGHBOURHOOD  
WITH TYPICAL BLOCK OUTLINED



PROPOSED LANE VIEW 01



PROPOSED LANE VIEW 02



BURKEVILLE TYPICAL BLOCK  
WITH TYPICAL LOT OUTLINED



PROPOSED LANE VIEWS  
• 3 COACH HOUSES  
• 3 GRANNY FLATS

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*

*Towards a sustainable community*  
Official Community Plan (OCP)–2041 Update

**CNCL - 348**







## Edgemere proposed granny flats and coach houses



EDGEMERE NEIGHBOURHOOD  
WITH TYPICAL BLOCK OUTLINED



EDGEMERE TYPICAL BLOCK  
WITH TYPICAL LOT OUTLINED



PROPOSED LANE VIEW 01



PROPOSED LANE VIEW 02



PROPOSED LANE VIEWS


*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*

*Towards a sustainable community*  
Official Community Plan (OCP)–2041 Update

**CNCL - 349**







# Highlights of proposed Zoning Bylaw Amendment

*Note: It is proposed that the following items be added to a new zone for Burkeville and Edgemere. Everything else in the existing zoning would remain the same in these neighbourhoods.*

## 1. Purpose

The new zone would only apply to Burkeville and Edgemere, and enable single detached housing and, where there is a lane, either a granny flat or a coach house.

## 2. Permitted uses

- No change, except a secondary suite would not be permitted in Burkeville if the lot contains a granny flat or coach house

## 3. Secondary uses

- coach house where a lot abuts a lane
- granny flat where a lot abuts a lane

## 4. Permitted density

1. The maximum density is limited to one detached granny flat or coach house per lot.
2. The maximum floor area ratio (FAR) for a lot containing single detached housing and a granny flat or coach house is 0.6 applied to a maximum of 464.5 m<sup>2</sup> of the lot area, together with 0.30 applied to the balance of the lot area in excess of 464.5 m<sup>2</sup>.
3. The granny flat must have a minimum gross floor area of 33.0 m<sup>2</sup> and a maximum gross floor area of 70.0 m<sup>2</sup>.
4. The coach house must have a minimum gross floor area of 33.0 m<sup>2</sup> and a maximum gross floor area of 60.0 m<sup>2</sup>, of which at least 40% of the gross floor area shall be located on the first storey.
5. For the purposes of this zone only, the following is not included in the calculation of the maximum floor area ratio: 10% of the floor area total calculated for the lot in question, which must be used exclusively for covered areas of the single detached housing, granny flat or coach house, which are open on one or more sides, with the maximum for the granny flat or coach house being 6.0 m<sup>2</sup>.
6. An unenclosed and uncovered balcony of a coach house shall have a maximum area of 8.0 m<sup>2</sup>, and shall be located so as to face the lane on a mid block lot and the lane or side street on a corner lot.
7. Stairs to the upper level of a coach house shall be enclosed within the allowable building area.

## 5. Permitted lot coverage

No change.

## 6. Yards and setbacks

1. The minimum interior side yard is:
  - a) 2.0 m for a coach house; and
  - b) 1.2 m for a granny flat;
2. A granny flat or coach house located on a lot with an east-west orientation shall be located 2.0 m from the northern interior side lot line to reduce shadowing on the adjacent lot to the south.
3. The minimum rear yard is:
  - a) 1.2 m for no more than 65% of the rear façade of a granny flat, coach house and garage;
  - b) 3.0 m for at least 35% of the rear façade of the granny flat, coach house and garage; and
  - c) 1.5 m for the building entry to a granny flat or coach house from the rear lot line.
4. A granny flat or coach house shall be located within 1.2 m and 8.0 m of the rear lot line.
5. The minimum building separation space between the principal single detached housing unit and the accessory building containing:
  - a) a granny flat is 3.0 m; and
  - b) a coach house is 4.5 m.
6. Granny flats, coach houses and accessory buildings are not permitted in the front yard.
7. Waste and recycling bins for a granny flat or coach house shall be located within a screened structure that is setback a minimum of 1.5 m from the rear lot line.
8. Building elements in a granny flat or coach house that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the side yard and rear yard.

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*





## Highlights of proposed Zoning Bylaw Amendment continued . . .

### 7. Permitted heights

1. The maximum height for the accessory building containing a granny flat is 1 storey or 5.0 m above grade, whichever is less.
2. The maximum height for the accessory building containing a coach house is 1½ storeys or 6.0 m above grade, whichever is less. For the purposes of this zone, the habitable space in the ½ storey shall not exceed 60% of the storey situated immediately below.
3. The maximum height to the eave of the first storey of a coach house with a sloping roof shall be 3.7 m above grade.
4. The maximum height to the top of the roof facing the building separation space between the single detached housing and the coach house shall be 4.0 m above grade.

### 8. Subdivision provisions/ minimum lot size

1. A granny flat or coach house may not be subdivided from the lot on which it is located.

### 9. Landscaping and screening

1. A private outdoor space with a minimum area of 30.0 m<sup>2</sup> and a minimum width and depth of 3.0 m shall be provided on the lot where there is a granny flat or coach house. The private outdoor space:
  - a) shall be for the benefit of the granny flat or coach house only;
  - b) shall not be located in the front yard;
  - c) may include an open or covered deck, unenclosed balcony, patio pavers, porch or fenced yard space which is clearly defined and screened through the use of landscaping, planting or architectural features such as trellises, low fencing or planters, but not space used for parking purposes;
  - d) shall not be occupied or obstructed by any buildings, structures, projections and on-site parking, except for cantilevered roofs and balconies which may project into the private outdoor space for a distance of not more than 0.6 m; and
  - e) shall be accessed from the rear yard, lane, granny flat or coach house.
3. The rear yard between a granny flat or coach house and the lane, including the building entry to the granny flat or coach house, must incorporate the planting of appropriate trees and other attractive soft landscaping, but not low ground cover so as to enhance the visual appearance of the lane, and high quality permeable materials where there is a driveway to parking spaces.

4. High quality screening shall be located between the lane and any parking spaces parallel to the lane and along the lot line adjacent to the surface parking spaces. Where the space is constrained, a narrow area sufficient for the growth of the screening shall be provided at the base of the screening, fence or at the foot of the granny flat or coach house.
5. The yard between the granny flat or coach house and the road on a corner lot shall be designed and treated as the front yard of the granny flat or coach house, not be used as private outdoor space and have quality surface treatment, soft landscaping and attractive plant materials.
6. Where vertical greening is used as a means to improve privacy, it may include building walls and/or the provision of fences and arbours as support structures for plants. In constrained areas, tall plantings may include varieties of bamboo for screening and landscaping.
7. A minimum 0.9 m wide, unobstructed, permeable pathway clearly leading from the road to the granny flat or coach house shall be provided for emergency personnel, delivery agents and visitors.

### 10. On-site parking and loading

1. On-site vehicle parking shall be provided according to the standards set out in Section 7.0 of the Zoning Bylaw, except that:
  - a) all parking spaces for a lot that contains a new single detached housing unit and a granny flat or coach house must be accessed from the rear lane only;
  - b) a coach house may not be located above more than a maximum of 2 parking spaces in the garage for the single detached housing; and
  - c) the required parking space and driveway for a granny flat or a coach house must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.

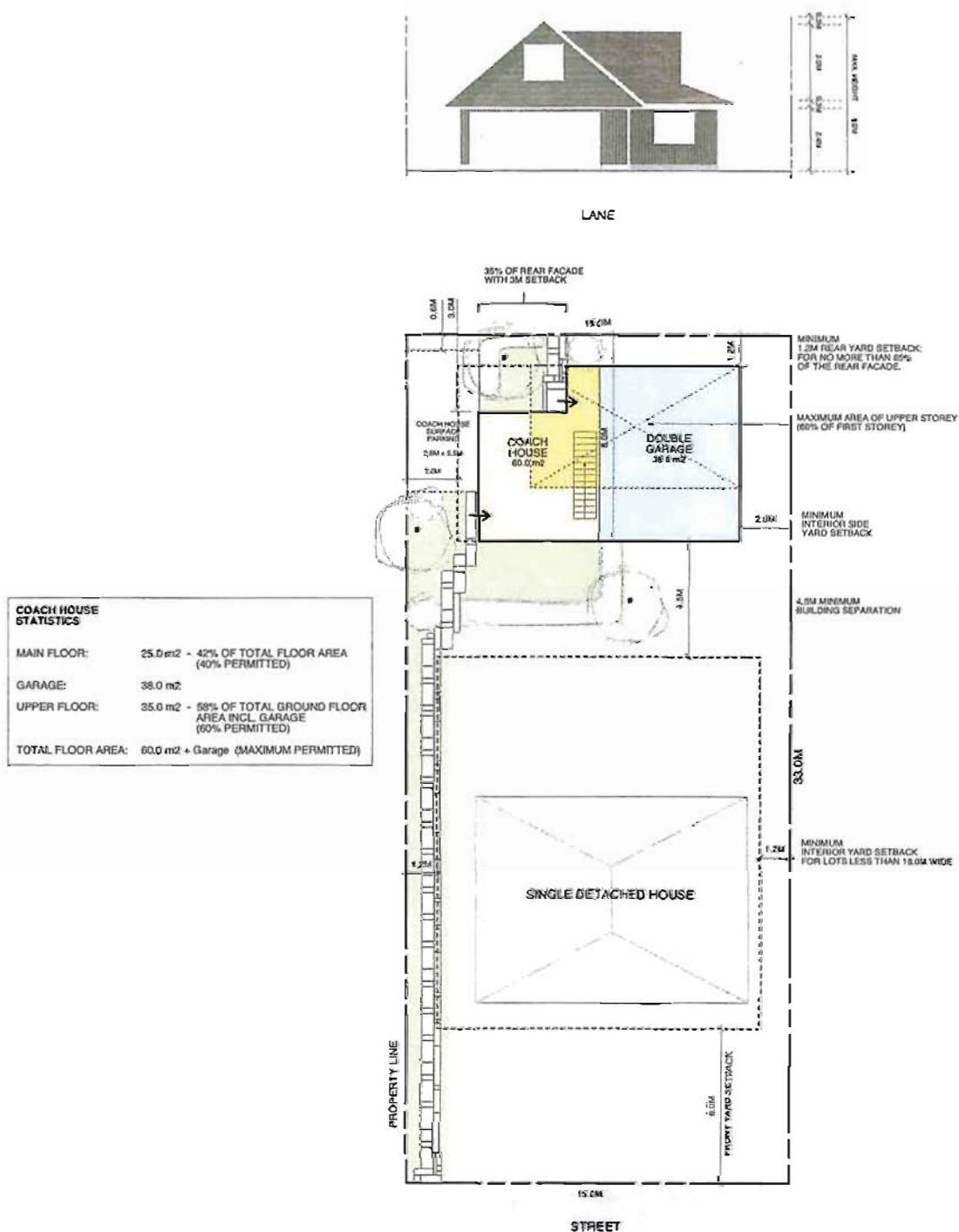
### 11. Other regulations

1. Boarding and lodging is permitted only in a single detached housing unit, and not in the granny flat or coach house.
2. A child care program shall not be located in a granny flat or coach house.

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*



## Burkeville proposed coach house



*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*

*Towards a sustainable community*  
Official Community Plan (OCP)–2041 Update

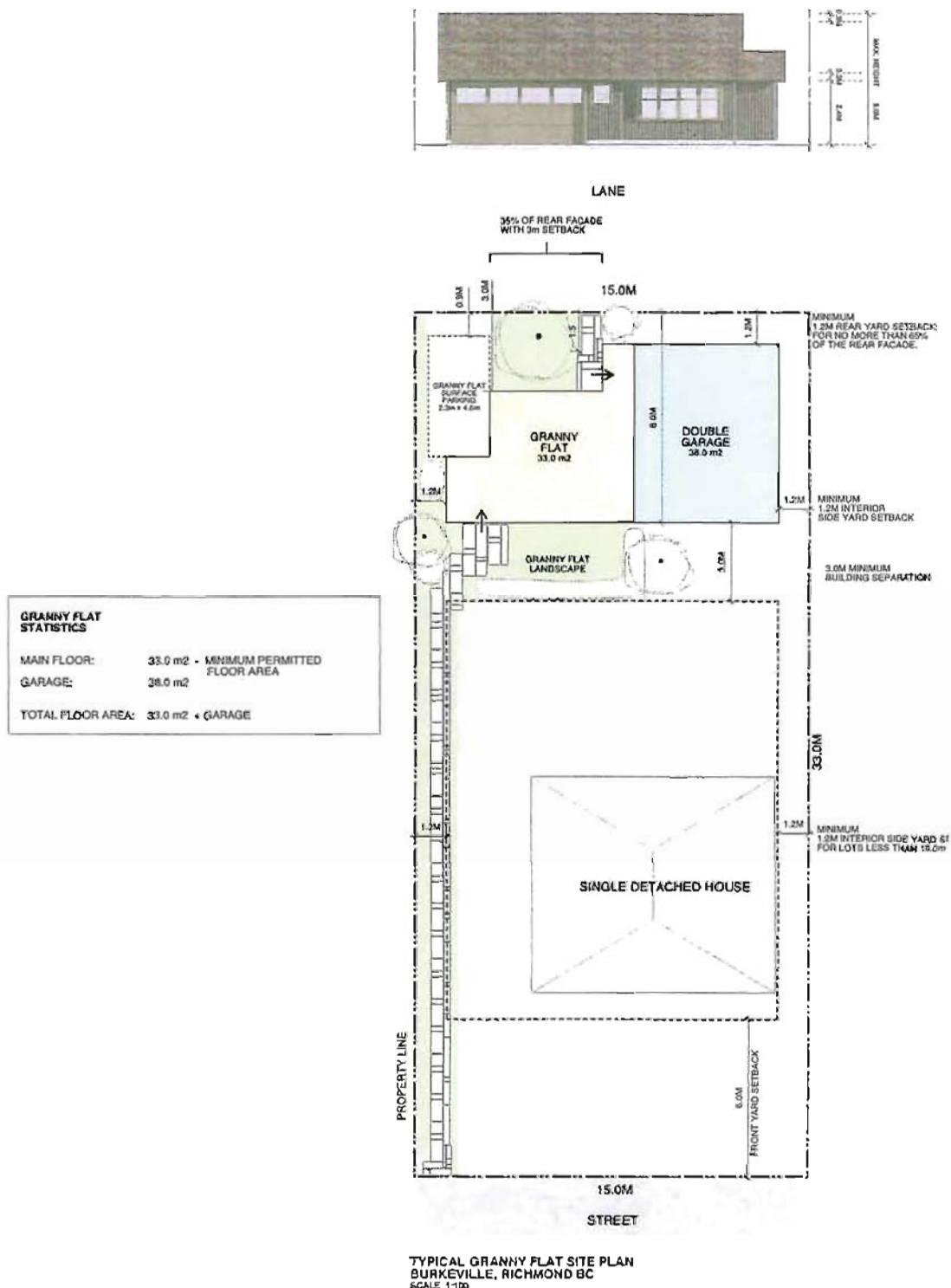
**CNCL - 352**







# Burkeville proposed granny flat



*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*

*Towards a sustainable community*  
Official Community Plan (OCP)–2041 Update

**CNCL - 353**

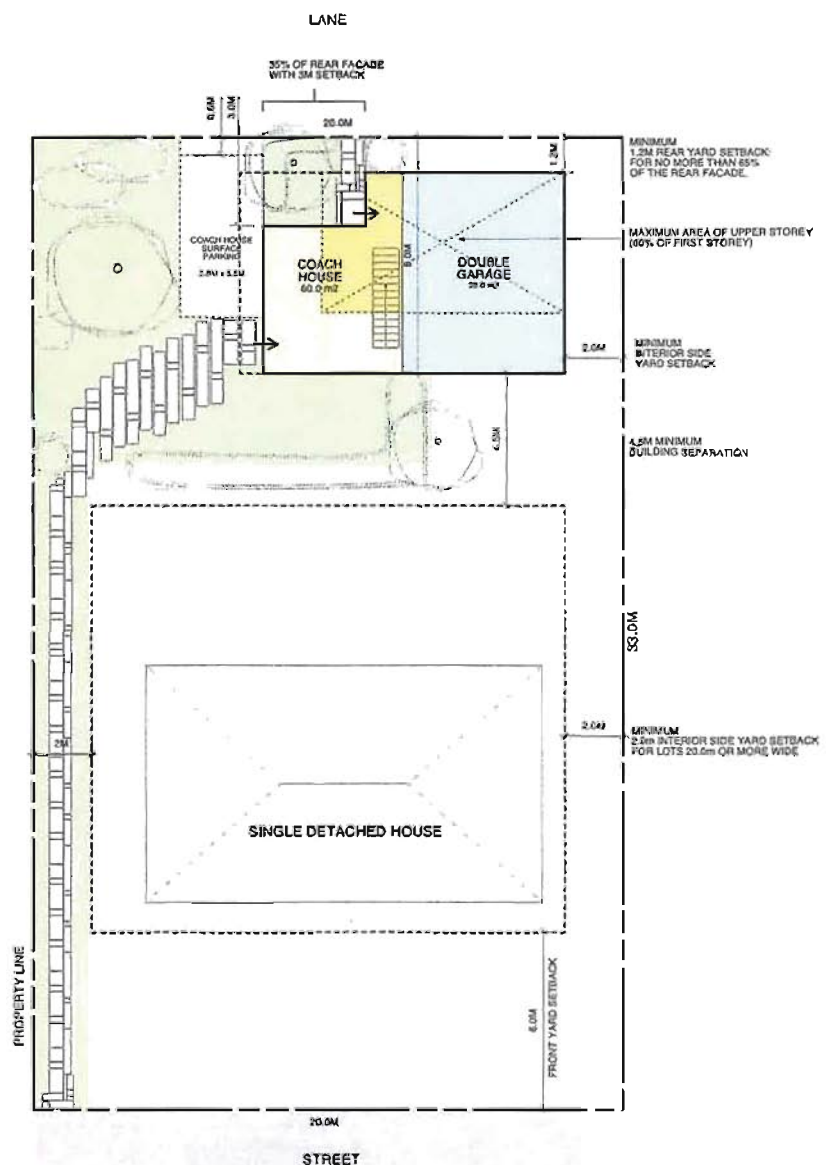




## Edgemere proposed coach house



COACH HOUSE STATISTICS	
MAIN FLOOR:	25.0 m <sup>2</sup> • 42% OF TOTAL FLOOR AREA (40% PERMITTED)
GARAGE:	38.0 m <sup>2</sup>
UPPER FLOOR:	35.0 m <sup>2</sup> • 58% OF TOTAL GROUND FLOOR AREA INCL. GARAGE (60% PERMITTED)
TOTAL FLOOR AREA:	60.0 m <sup>2</sup> + GARAGE (MAXIMUM PERMITTED)



TYPICAL COACH HOUSE SITE PLAN  
EDGEMERE, RICHMOND BC  
SCALE 1:100

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*

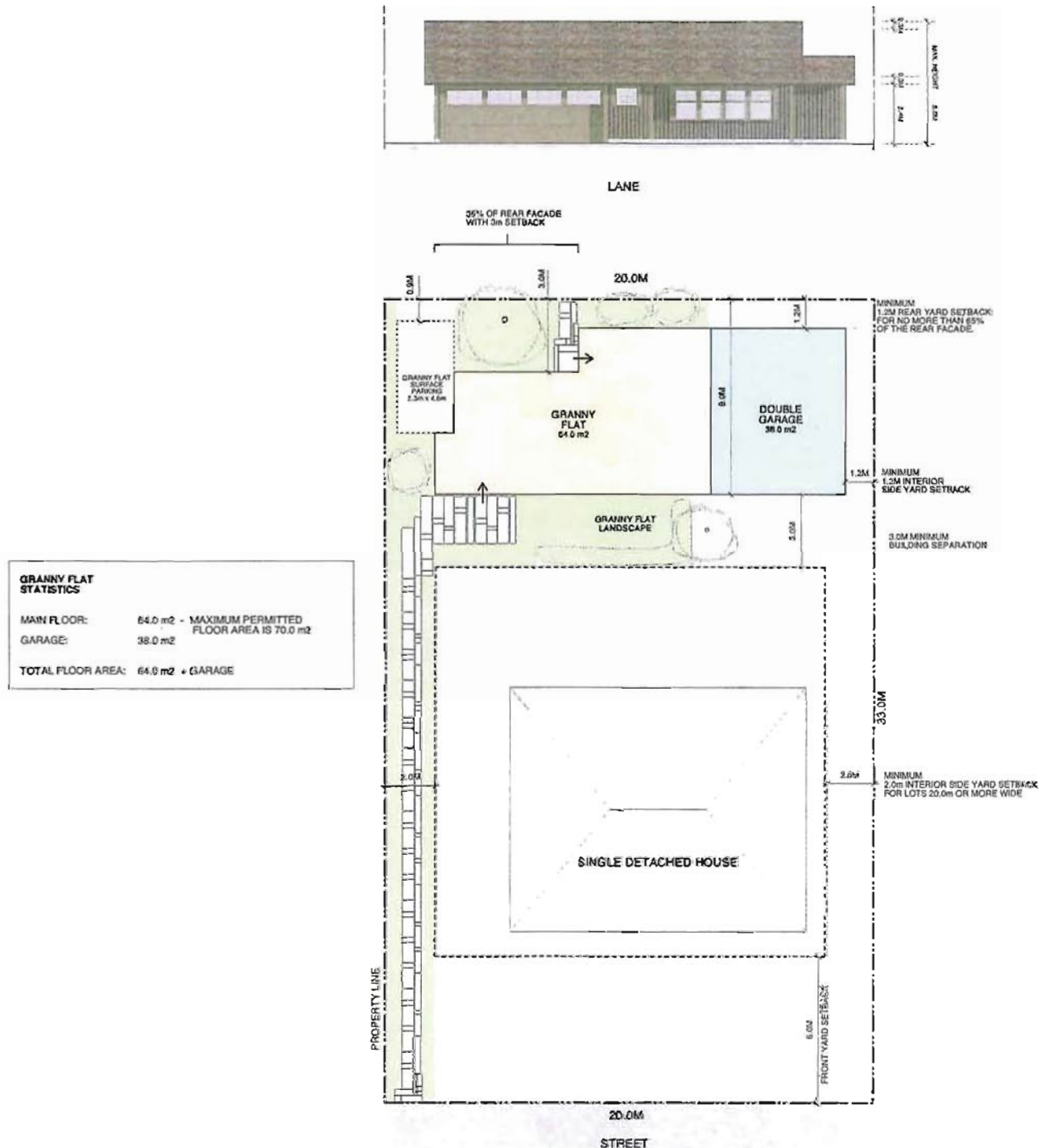
Towards a sustainable community  
Official Community Plan (OCP)–2041 Update

**CNCL - 354**





# Edgemere proposed granny flat



GRANNY FLAT STATISTICS	
MAIN FLOOR:	64.0 m <sup>2</sup> - MAXIMUM PERMITTED FLOOR AREA IS 70.0 m <sup>2</sup>
GARAGE:	38.0 m <sup>2</sup>
TOTAL FLOOR AREA:	64.0 m <sup>2</sup> + GARAGE

TYPICAL GRANNY FLAT SITE PLAN  
EDGEMERE, RICHMOND BC  
SCALE 1:100

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*

Towards a sustainable community  
Official Community Plan (OCP)–2041 Update

**CNCL - 355**







Please take a few minutes to fill out the Survey questions in order for City staff and Richmond City Council to determine if there is support for the proposals to:

- Enact Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere; and
- Amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning).

**All surveys must be submitted by Thursday, April 5, 2012 by:**

- Leaving it in the drop box provided at the Public Open House; or
- Mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1; or
- Faxing it to the City of Richmond at 604-276-4052; or
- E-mailing it to [hburke@richmond.ca](mailto:hburke@richmond.ca) at the City of Richmond; or
- Filling it out online at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca).

## *Thank you very much.*

### Process

The following process is envisioned (which may be subject to change):

1. Public consultation: Burkeville and Edgemere (March 2012)
2. Council decision: Whether or not to incorporate granny flats/coach houses and guidelines in the 2041 OCP Update (May 2012)

It should be stressed that the public will have other opportunities to review this matter as part of the bylaw adoption process before a final decision is rendered.

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*

*Towards a sustainable community*  
Official Community Plan (OCP)–2041 Update

**CNCL - 356**





## **Implementation Conditions Granny Flats and Coach Houses Burkeville and Edgemere**

### **Engineering Conditions**

#### Water

The City's water system is adequate for the expected increase caused by the potential for granny flats and coach houses.

#### Sanitary Sewer

The City's sanitary sewer system is adequate for the expected increase caused by the potential for granny flats and coach houses.

#### Storm Drainage

The City's storm drainage system is adequate for the expected increased caused by the potential for granny flats and coach houses in Edgemere.

Storm drainage will require analysis to determine the impact that granny flats and coach houses will have on the drainage system in Burkeville. Engineering will perform the analysis utilizing existing OCP Modelling funding should the residents determine they would like to proceed with granny flats and coach houses in their neighbourhood. In the event that drainage upgrades are required, staff will develop an implementation and funding strategy for Council's consideration.

### **Transportation Conditions**

Each Development Permit application will provide Transportation staff the opportunity to review and, if necessary, require the applicant to make changes to their design to address any parking related issues, especially for the Burkeville area, to ensure that there are no negative traffic impacts on adjacent narrow streets and laneways.





# City of Richmond

## Report to Committee

*TO PWT - JULY 13 2012*

**To:** Public Works and Transportation Committee  
**From:** Cecilia Achiam, MCIP, BCSLA  
Interim Director, Sustainability and District Energy; Senior Program Manager, CPMG, CAO's Office  
**Date:** June 26, 2012  
**File:** 01-0370-01/2011-Vol01  
**Re:** **Reaching Carbon Neutrality – Corporate Greenhouse Gas Emissions Inventory to Include Direct Emissions**

### Staff Recommendation

1. That the City continues its current practice to only include emissions from direct activities in its corporate greenhouse gas emission inventory at this time.
2. That a letter be sent to the Joint Provincial-UBCM Green Communities Committee, requesting that amendments be made to the "*Guidance on Including Contracted Emissions in Local Government Corporate Inventories*" to resolve inequities, ensure that no new costs are borne by local governments without adequate funding and that action is being directed towards appropriate priorities.

Cecilia Achiam, MCIP, BCSLA  
Interim Director, Sustainability and District Energy  
Senior Program Manager, CPMG, CAO's Office  
(604-276-4122)

Atts: 2

REPORT CONCURRENCE			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Finance	<input checked="" type="checkbox"/>		
Fleet	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Public Works	<input checked="" type="checkbox"/>		
<b>REVIEWED BY SMT SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b> 

**CNCL - 359**

## Staff Report

### Origin

The City of Richmond has committed to becoming carbon neutral in its operations. The purpose of this report is to provide an update on the City's carbon neutral agenda and recommend a response to a recent proposal by the Province to include emissions from contracted services in the City's corporate greenhouse gas emissions inventory. This report recommends that the City continue to include emissions from direct services only at this time.

This report supports the Council Term Goal pertaining to sustainability:

*Council Term Goal #8.1: "Continued implementation and significant progress towards achieving the City's Sustainability Framework, and associated targets."*

### Background

#### The City's Approach to Carbon Neutrality

In broad terms, carbon neutrality involves two main actions: reducing greenhouse gas emissions originating from operations and making investments to "offset" or compensate for unavoidable emissions. Compensatory measures are made in areas external to an organization's core service activities. Investments that reduce greenhouse gas emissions within a core service area are reductions and decrease the amount of compensation required.

The City's target to achieve carbon neutrality originated from the City's decision to sign the BC Climate Action Charter, a voluntary agreement among the Province, UBCM and local governments. The Charter commits local government to becoming carbon neutral in civic operations by 2012; measuring and reporting on their community greenhouse gas emissions profile; and, creating complete, compact and more energy efficient communities.

The City's carbon neutral commitment is 1 of 5 climate change response targets adopted by Richmond Council as part of the City's Sustainability Framework (**Attachment 1**). Formally embedding carbon neutrality as one target within a broader sustainability agenda means that the City of Richmond is able to advance carbon neutrality within a complete and balanced approach to sustainability<sup>1</sup>.

In 2011, Richmond Council adopted a Carbon Responsible Strategy in 2011 to guide City action in implementing carbon neutrality (**Attachment 2**). This Strategy aims to ensure that:

- Public funds are used appropriately and that local tax dollars are invested in the Richmond community (i.e., enables carbon offsets to be invested locally);
- Carbon neutrality is fiscally sustainable for local governments (e.g., focuses on high value action, minimizes administrative costs, enables municipalities to reduce their own greenhouse gas emissions and costs over time, recognizes and values local government policy and community capacity action);
- An appropriate level of investment is directed to carbon neutrality in proportion to investment needs in other areas; and,

---

<sup>1</sup> A key factor of consideration is ensuring that the City does not invest in carbon neutrality, which focuses on about 1% of overall community-based emissions, at the expense of broader action that is of higher priority and yield greater results.

- An appropriate level of investment is directed at both creating less harm such as reducing greenhouse gas emissions and creating healthier conditions such as increasing carbon sequestration.

### **Emerging Provincial Climate Neutral Framework**

The Province has been working with a joint committee, the Green Communities Committee (GCC) with representatives from UBCM and local governments, to develop a framework for establishing a carbon neutral protocol. A number of measures have been taken to influence framework development and incorporate local government interests. Much progress has been made, including:

- Introduction of a Provincial program (Climate Action Revenue Incentive Program – CARIP) that enables local governments who have signed the Charter to be reimbursed for their carbon tax expenditures<sup>2</sup>;
- A change in Provincial direction to include the option for local community investment; and,
- The announcement of a “Making Progress” option that recognizes that the Carbon Neutral Framework is still under developed and enables municipalities to meet commitments in the Climate Action Charter without formally achieving carbon neutrality by 2012.

### **Proposed New Provincial Guidelines to Include Contracted Emissions**

Recently, the Province released new guidelines proposing that local governments include emissions from contracted services in their emission inventories. The proposal is for local governments to include a requirement for vendors of certain contracts to provide fuel use consumption to the City. The City would then be required to offset these emissions by investing monies in activities to compensate for emissions generated from the fuel use from contracted services. This proposal is outlined in the Province’s new *“Guidance on Including Contracted Emissions in Local Government Corporate Inventories”*.

### **Analysis**

The intention of the Province is to ensure that a level playing field exists among local governments. Many local governments deliver all or some of their services directly while others deliver the same activities through contracted parties. Currently, local governments have only included emissions from activities they deliver directly in their corporate greenhouse gas emissions inventories. To ensure equity, the Province is seeking that greenhouse gas emissions from the same suite of activities, regardless of whether they are delivered directly or via contract, be included.

---

<sup>2</sup> In Richmond, carbon tax reimbursements are directed into a Carbon provisional Account. This account was established by Council to support activities to meet corporate carbon neutrality, including certain corporate greenhouse gas emission reduction action and specific local community-based greenhouse compensation action. The account also provides the option to purchase some external offsets (investments outside of the Richmond community) should Council choose to do so.

However, there are 2 key concerns with the current approach for including contracted emissions:

1. Increased Costs without Revenue Source/ Generation of New Inequities

The inclusion of emissions from contracted services has replaced one inequitable situation with another. Through the CARIP, local governments receive carbon tax refunds on fuels purchased for the delivery of direct services. However, local governments do not receive any tax refunds if the same service is delivered by a contractor. In this case, the carbon tax is paid by the contractor but remains with the Province. In this respect, local governments who contract services have an additional cost to pay, lowering their financial ability to achieve carbon neutrality<sup>3</sup>.

2. Administrative Burden/ Diversion of Resource Away from Higher Value Action

It is anticipated that collecting emission data from contracted services will require significant time and increase costs for local governments and contractors. While local governments may expend substantial effort to implement the collection and storage of fuel use data, they are unlikely to have meaningful influence over reduction of greenhouse gas emissions from contractors. As such, including emissions from contractors is likely to divert local government attention and resources away from areas of higher impact such as reducing emissions from corporate sources under direct control and investing in community-based initiatives that advance sustainability.

### **Recommended Response by the City of Richmond**

Given the above concerns, it is recommended that the City of Richmond:

1. Continues its current practice to include emissions from direct activities only at this time;
2. Sends a letter to the Joint Provincial-UBCM Green Communities Committee, requesting that amendments be made to the *"Guidance on Including Contracted Emissions in Local Government Corporate Inventories"* to resolve inequities, ensure that no new costs are borne by local governments without adequate funding and that action is being directed towards appropriate priorities.

This approach enables the City to remain aligned with the City's Carbon Responsible Strategy and work towards meeting its carbon neutrality commitment in a more sustainable manner. Staff will continue to work with the Province, the UBCM, Metro Vancouver and other local governments.

One option currently being explored is to enable local governments to be reimbursed for the carbon tax associated with contracted services. The City can choose to include emissions from contracted services at a later time should changes occur. Staff will provide an update on Richmond's overall progress towards carbon neutrality in late Fall 2012.

### **Financial and Other Implications**

The specific request to include fuel use from contracted services as part of corporate inventories without carbon tax re-imbursement will increase costs. The recommended response avoids these costs and enables the City to continue to direct resources towards action with high greenhouse emission reduction benefit.

---

<sup>3</sup> In one municipality, including contracted services would be expected to increase costs by \$75,000 each year.  
3553494

It is possible that local governments who do not include contracted services will not be recognized for achieving carbon neutrality by the Province. However, given the "Making Progress" option, this outcome is not expected to result in significant impact for the City. In particular, it will not impact the City's existing carbon tax reimbursement.

The recommended approach does support the City in meeting carbon neutrality effectively in the future. This is because it allows the City to focus resources on reducing its corporate greenhouse gas emissions and reduce the amount that needs to be compensated for over time. The alternative, including fuel use from contracted services without a revenue source, will make it more difficult to achieve carbon neutrality.

### **Financial Impact**

None

### **Conclusion**

Demonstrating corporate leadership in doing its part to protect the climate and avoid dangerous levels of climate change, the City of Richmond committed to achieving carbon neutrality in its corporate operations.

Carbon neutrality is a relatively new concept and best management practices are developing. To ensure that carbon neutrality is advanced in a way that is itself inherently sustainable (e.g., can be supported over the long-term, uses fiscal resources wisely, doesn't come at the expense of other important sustainability objectives, etc.), Richmond Council adopted a made-in-Richmond "Carbon Responsible Strategy".

A recently developed guideline by the Province for including emissions from contracted services creates inequities, increases costs and diverts attention away from higher priority action. This report recommends that the City of Richmond continue with its current practice of including direct emissions only.

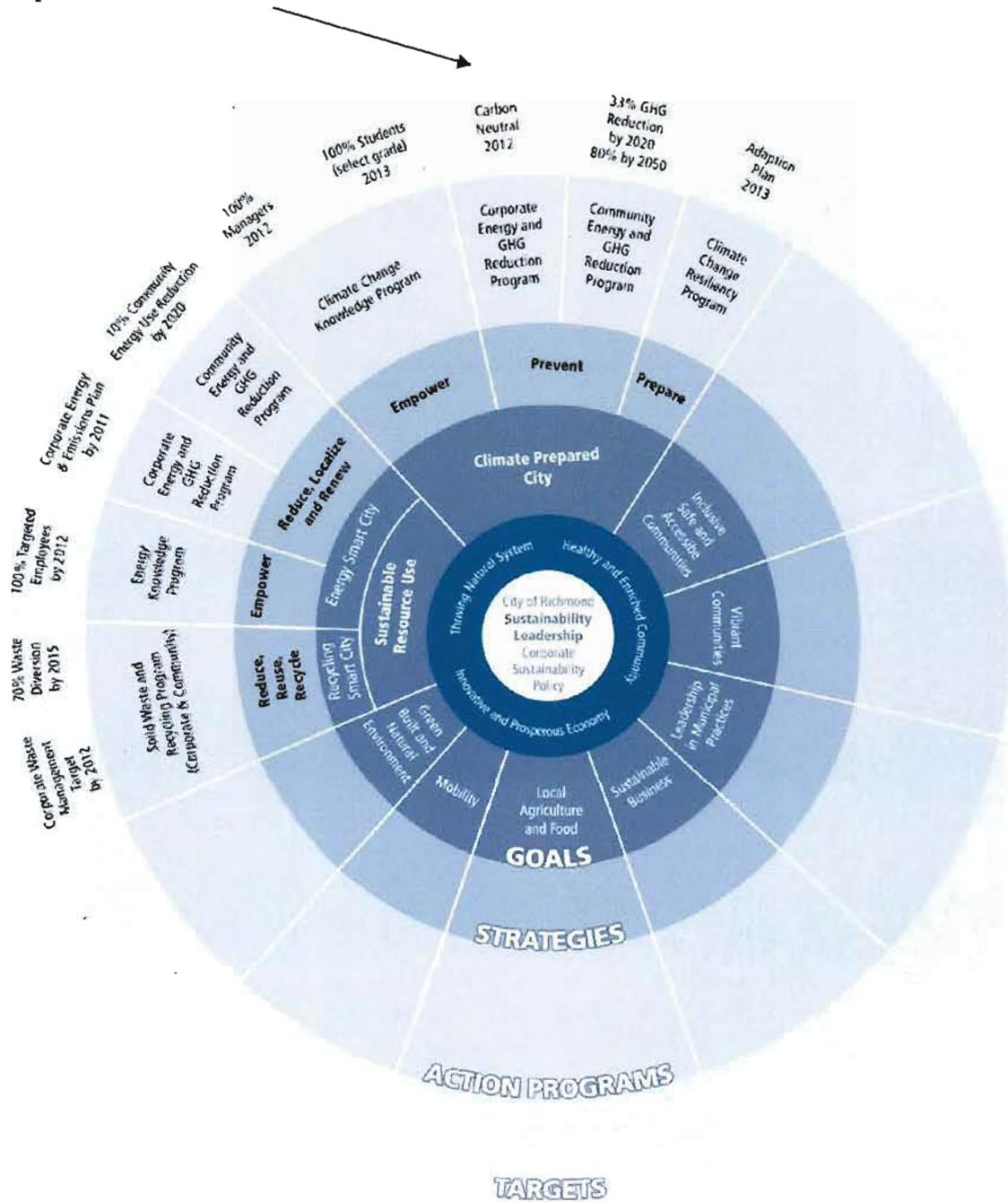


Margot Daykin, M.R.M.  
Manager, Sustainability  
(604-276-4130)



## City of Richmond's Corporate Sustainability Framework – Carbon Neutral Commitment –

*City's carbon neutral commitment  
for corporate emissions*



**Attachment 2**

**Reaching Carbon Neutrality: City of Richmond's Carbon Responsible Strategy**

**Guiding Principles**

- *Focus on Sustainability* (advance carbon neutrality as one component strategy within the broader sustainability agenda);
- *Invest Locally* (retain greenhouse gas emission expenditures within the local community);
- *Reduce First, Offset Second* (prioritize greenhouse gas emission reduction, not offsetting to demonstrate strong corporate leadership and reduce long-term corporate costs);
- *Focus on Action, not Accounting* (focus on big value action that yields significant community benefit and minimizes low-value costs associated with greenhouse gas administration); and
- *Be Carbon-Balanced* (direct action towards both greenhouse gas emission reduction and carbon sequestration).

**Prepare for Carbon Neutrality – Develop a Carbon Responsible Program**

1. Position Carbon Neutrality within the City's Sustainability Framework. (*Complete*)
2. Establish a Carbon Neutral Provisional Fund to support accelerated corporate greenhouse gas emission reduction and other carbon neutral action, including the purchase of offsets if required. (*Complete*)
3. Incorporate considerations of greenhouse gas emissions (growth and reductions) into project submission information as part of the City's Land and Capital process. (*Complete*)
4. Establish a baseline of emissions and identify strategic focus areas to reduce the City's carbon liability to largest extent possible over the next 2 years. (*Complete*)
5. Work with the Province to recognize local compensation action initiatives. (*In Progress*)
6. By end of 2012, establish a Carbon Responsible Program for Council consideration.

**Be Carbon Neutral – Implement Carbon Responsible Program**

If adopted, the Carbon Responsible Program will manage the following four main steps on an annual basis:

**1. Embed**

- Review City's Carbon Responsible Program in accordance with City's broader sustainability goals and objectives

- Establish and manage the measurement of the City's greenhouse gas emissions to meet all City commitments (e.g., BC Climate Action Charter, Mexico Pact, etc.)

### 3. **Avoid and Reduce, Strategically**

- Develop and realize a corporate greenhouse gas emission reduction target
- Collaboratively advance action to avoid future greenhouse gas emissions and reduce the City's existing emissions through a variety of means such as:
  - ~ *Corporate capacity building* initiatives (e.g., general climate change and carbon management awareness, low-carbon driving training, etc.)
  - ~ *Corporate policy development* (e.g., "no net carbon increase" for new projects, energy standards incorporated into the City's High Performance Building Policy, etc.)
  - ~ *Strategic planning* (e.g., trip reduction plans for departments)
  - ~ *Strategic project action* (e.g., fleet conversion, IT systems to reduce mobility demand, etc.).
- Develop supportive tools and embed the cost of greenhouse gas emissions within relevant City decision-making processes (e.g., carbon calculator embedded within the Land and Capital Model)
- Prepare Corporate Energy and Carbon Neutral Action Plan to identify strategic opportunities for integrated corporate energy and emissions reduction initiatives, identify strategic credit generating initiatives and secure carbon rights.
- Manage the City's Carbon Neutral Provisional Fund and develop principles, financing mechanisms (e.g., setting up an endowment to provide partial support, etc.) and other tools to support the advancement of strategic greenhouse gas emission reduction action

### 4. **Balance** - invest in local carbon compensation action (sequestering and greenhouse gas emission reduction)

- Advance compensation action that directs investments within Richmond
- Capture carbon compensation credit from post-2007 and future City investments (e.g., organic recycling program, ecological areas acquisition, etc.) and advance strategic future local carbon compensation action that leverages City programs and supports other City objectives

### 5. **Report and Improve**

- Coordinate and manage reporting
- Identify opportunities for improvement



City of Richmond

## Report to Committee

*TO PWOT - July 18 2012*

**To:** Public Works and Transportation Committee  
**From:** Tom Stewart  
Director of Public Works Operations  
**Re:** **2011 Annual Water Quality Report**

**Date:** July 10, 2012  
**File:**

### Staff Recommendation

That the 2011 Annual Water Quality Report dated July 10, 2012 be received for information.

Tom Stewart  
Director of Public Works Operations  
(604-233-3301)

Att.1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 
REVIEWED BY CAO	INITIALS: 

## **Staff Report**

### **Origin**

In 2001, the Province of British Columbia enacted the Drinking Water Protection Act, which provided the Minister of Health with the authority to implement and enforce standards for water supply systems in British Columbia. In May 2003, regulations to be implemented under the Drinking Water Protection Act were adopted by the legislature as the Drinking Water Protection Regulation.

### **Analysis**

The Drinking Water Protection Regulation requires water purveyors in BC to possess an Operating Permit, which in effect, confirms that the Drinking Water Officer (DWO) for the area has approved the water supply. The DWO is given the authority to monitor water purveyors to ensure they are providing safe drinking water through compliance with the British Columbia Drinking Water Protection Regulation (BCDWPR), and any other conditions of the Operating Permit. The Government of Canada has developed the Guidelines for Canadian Drinking Water Quality (GCDWQ) to assist in understanding water quality considerations. The requirement to monitor and address the parameters outlined in the GCDWQ that are not listed in the BCDWPR is at the discretion of the Drinking Water Officer.

Under the BCDWPR, the City of Richmond is required to:

- Develop and maintain a process to notify the Medical Health Officer (MHO) and the Drinking Water Officer (DWO) of situations or conditions that render or could render the water unfit to drink;
- Implement and maintain a plan for collecting, shipping and analyzing water samples in compliance with the direction set by the DWO and;
- Implement and maintain a plan for reporting monitoring results to the DWO and to water users

The foregoing requirements are satisfied by the attached Annual Water Quality Report.

Highlights of the 2011 Annual Water Quality Report include:

- Richmond residents enjoyed high quality reliable drinking water in 2011
- 1,936 water samples were collected to ensure water quality in 2011. All samples passed
- Test results confirm the high quality of the water and our continuous improvement over previous years, primarily due to additional water utility funding, resulting in additional proactive water main replacement prior to actual failure
- 34.9M cubic metres of water were purchased in 2011 (4.5% decrease from 2010).
- Water maintenance programs and capital improvements projects funded through Water Utility rates.
- Richmond's two mobile water supply units that are used in many community events to promote tap water usage

- Richmond's Mobile Emergency Response unit capable of producing over 55,000 litres of potable water per day (over 14,000 gpd) from non potable sources (i.e. river/ditch water)
- Project WET – an educational program and partnership between the Richmond School Board and Public Works was fully subscribed by elementary school students to learn about the benefits of water conservation

These and many other initiatives are detailed in the attached "2011 Annual Water Quality Report".

### **Financial Impact**

None

### **Conclusion**

This plan has been reviewed and endorsed by the MHO (Medical Health Officer of Vancouver Coastal Health Authority) for the City of Richmond and satisfies Provincial requirements under the Drinking Water Protection Act.



Doug Anderson

Manager, Water Services.  
(604-233-3334)  
DA:da





# City of Richmond 2011 Annual Water Quality Report



## Contents

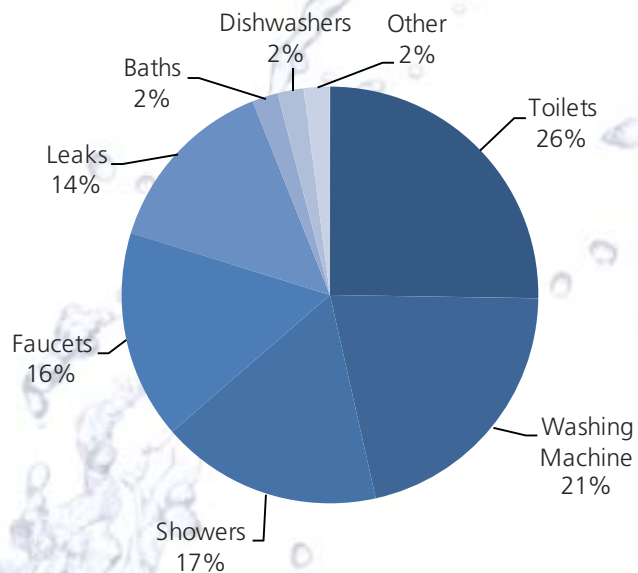
Executive Summary .....	3
Introduction .....	5
Metro Vancouver Water District .....	6
Water Distribution System Overview .....	8
Water Quality Monitoring .....	10
Challenges and Issues .....	17
Current and Proposed Work .....	18
Annual System Maintenance .....	19
Mobile Emergency Response Unit .....	21
Water Conservation Programs .....	22
Public Notification .....	25
Operator Qualifications and System Classification .....	25
Conclusion .....	28
Appendices .....	29



## Typical Household Water Usage

Fixture/Appliance	Litres Used
Fast drips	750 litres used per week
Steady stream	3785 litres per week
Toilet flush	6 to 30 litres per flush
Fraction of leaking toilets	up to 30%
Showering	5.7-18.9 litres per minute
Bathtub	115 to 190 litres per full tub
Washing machine	170 to 190 litres per cycle
Dishwasher	40 to 55 litres per minute
Kitchen faucet	7.6 to 11.3 litres per minute
Bathroom faucet	7.6 to 11.3 litres per minute
Slow & stead drips	280 litres per week
Car washing	Approximately 400 litres per car
Lawn watering	10 to 35 litres per minute

Table from Metro Vancouver 2012 [www.metrovancouver.org](http://www.metrovancouver.org)



## Executive Summary

The purpose of this report is to fulfill the requirements set out in the Drinking Water Protection Act by giving an overview of the water distribution system, detailing the maintenance conducted on our infrastructure components, describing some of the unique features of our system, and summarizing the results of our water quality testing program.

### **In summary, City of Richmond Water Services staff undertook the following in 2011:**

- maintained 14 Pressure Reducing Valve stations
- replaced 7,500 metres of water main to provide for increased fire flows and longer service life
- maintained 4,618 fire hydrants to ensure water is available during an emergency
- repaired 35 water main breaks without compromising the integrity of the water distribution system
- conducted 1,936 microbiological tests
- detected no faecal coliform in any test
- provided about 34,9000,000 cubic metres of the highest quality water to nearly 199,000 residents
- reduced water consumption from 2010 by nearly 4.5% through water conservation measures
- hosted over 200 students from Richmond elementary schools as part of our annual educational program: Project WET
- discovered and repaired 22 non-visible underground leaks through our Leak Detection Program

For 2011, Richmond City residents were once again provided with some of the best drinking water in the world. We take our role as a water purveyor very seriously and are proud to be the guardian of such a precious resource.

We trust you'll find the information presented in this report to be of interest and hope you enjoy reading it as much as we enjoyed preparing it.



## Introduction

In, 2002, the City of Richmond implemented a Drinking Water Quality Monitoring Program. This monitoring program was developed in accordance with the Water Quality Monitoring and Reporting Plan for Metro Vancouver and Member Municipalities, the Guidelines for Canadian Drinking Water Quality (GCDWQ), with input from the Vancouver Coastal Health Authority.

The Vancouver Coastal Health Authority requires that the City of Richmond provides the Annual Drinking Water Quality Report so that the City of Richmond's Water Services Division can receive an operating permit. Richmond's Medical Health Officer (MHO) has reviewed the report. As requested, this report will be made public. It provides important information concerning Richmond's water distribution system and water quality for Richmond residents.

As a water purveyor, Richmond must comply with provincial legislation, including the British Columbia Drinking Water Protection Act (BCDWPA), and British Columbia Drinking Water Protection Regulations (BCDWPR). Information is also compared to the federal Guidelines for Canadian Drinking Water Quality (GCDWQ). Under these various pieces of legislation the City of Richmond was required to:

- Develop a process to notify the MHO of any condition that could render drinking water unsafe.
- Implement a sampling program that adequately represents all areas within the City.
- Meet the requirements of the BCDWPRA, and ensure test results are immediately available to the MHO.
- Receive an annual construction permit for the construction, installation and extension of the water distribution system.
- Ensure the City's water distribution system is classified under the criteria for the Environmental Operators Certification Program and that Water Services staff are certified to the same level as the distribution system.
- Produce an annual public report detailing the results of the City's water quality monitoring program.



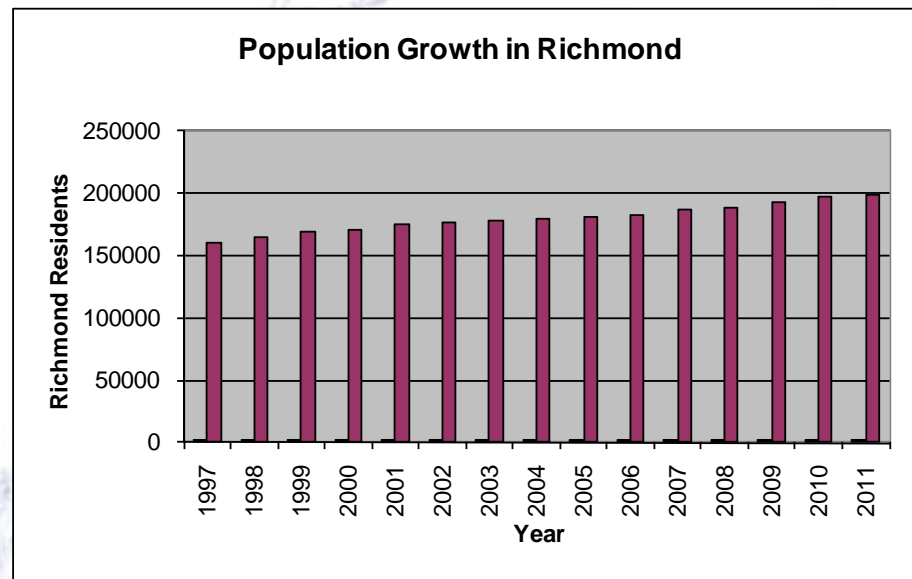
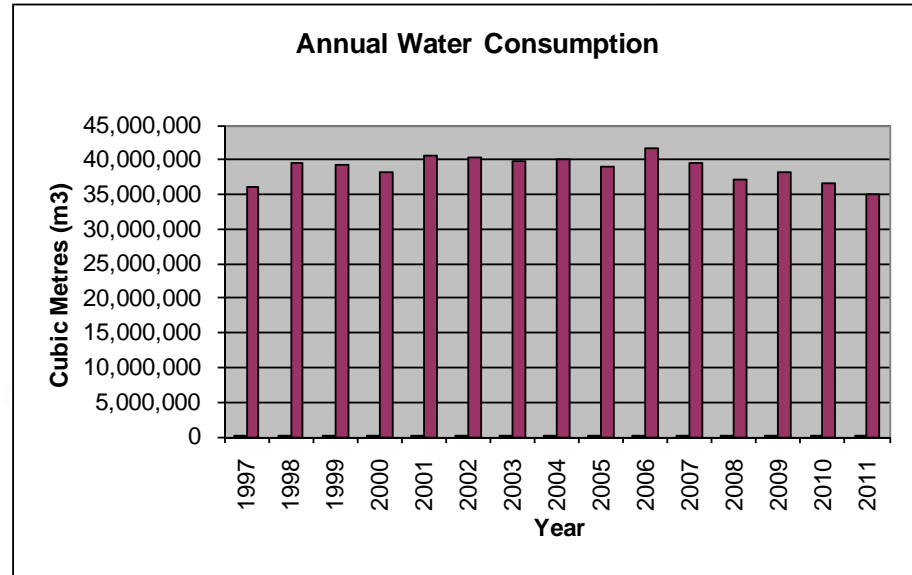
*97% of the world's water is saline. Another 2% is ice (glaciers). That leaves 1% available for drinking, community needs, agriculture and industry.*



*To see if your toilet is leaking, put a few drops of food colouring in the tank. Wait a few minutes, if the water in the bowl colours, you know you have a leak. Remember to fix it after you find it.*

## Metro Vancouver Water District

In 2011, the City of Richmond purchased approximately 34.9 million cubic meters of drinking water from the Metro Vancouver Water District (formerly GVWD). This represents a 4.5% decrease over the 2010 water purchase. This method of supply is similar for all other jurisdictions within the Regional District.



\*BC Stats, Ministry of Labour and Citizens' Services, September 2011

Three watersheds supply regional water: The Capilano Reservoir, the Seymour Reservoir, and the Coquitlam Reservoir. The Capilano and Seymour Reservoirs combined, supply 70% of the water for the region. The Coquitlam Reservoir supplies the remaining 30%. Richmond receives the majority of its water from the Capilano and Seymour reservoir.



Water from these reservoirs can be directed through a series of valves and transmission water mains to any City or Municipality within the Metro Vancouver region.

During periods of turbidity (cloudy water), a reservoir may be taken out of service if turbidity levels become elevated. Water is then supplied by the remaining reservoirs. This was the situation in October 2011, when the turbidity levels at the Capilano Reservoir became elevated due to a series of mudslides caused by heavy rainfall. The Capilano supply was taken out of service and Richmond's water was supplied from the Seymour Reservoir. The Capilano supply remained out of service until early March of 2012 and consequently Richmond received filtered water supplied through the Seymour/Capilano Water Filtration Plant. The plant has the capacity to filter up to 1.8 billion liters of water per day.



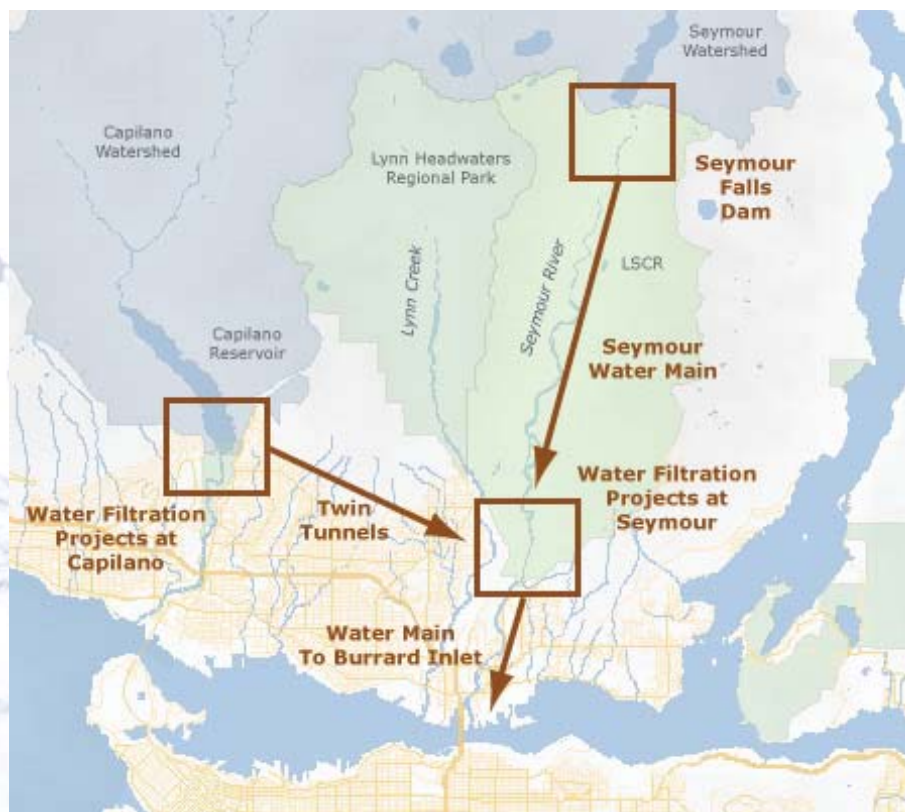
*Less than 1% of water treated for potable use is consumed. The rest is put down the drains and into the sewerage system for treatment.*

### Source Water Quality

Source water is provided directly from the watersheds by Metro Vancouver. Source water is tested for a number of microbiological, chemical, and physical parameters. For information related to source water, refer to The Greater Vancouver Water District Quality Control Annual Report, 2010, available from the Metro Vancouver's website (this is the most recent information available at this time),

[www.metrovancouver.org/about/publications/Publications/2010WaterQualityAnnualReportVolume1.pdf](http://www.metrovancouver.org/about/publications/Publications/2010WaterQualityAnnualReportVolume1.pdf)

[www.metrovancouver.org/about/publications/Publications/2010WaterQualityAnnualReportVolume2.pdf](http://www.metrovancouver.org/about/publications/Publications/2010WaterQualityAnnualReportVolume2.pdf)



Seymour Capilano Water Utility Projects



*When you go to a restaurant and they give you that complimentary glass of water, remember, it takes another 2 glasses to wash it. Decline if you do not plan to drink it.*

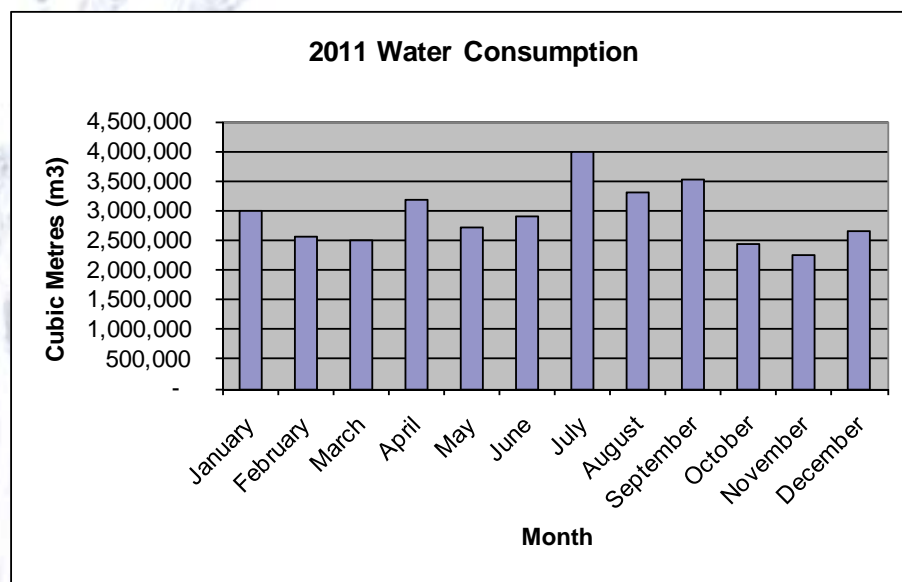
## Water Distribution System Overview

The City of Richmond's water distribution system begins at 14 separate connections points along Metro Vancouver's transmission mains. At each connection point there is a City owned pressure reducing valve chamber. The City's responsibility for water quality begins at this chamber and ends at the residential/commercial property line. An outline of the City's water supply and distribution system is provided below

**Table 1 – Overview of Richmond's Water Distribution Network**

Water Assets	2011 Count
Water Works Valves	7196
Water Works Hydrants	4618
Water Works PRV Chambers	14
Water Works Piging Chambers	7
Water Works Caps	515
Water Mains	641.00 Km
Water Connections Total	34,170

The City maintains 14 pressure-reducing valve stations (PRV's). These stations decrease the transmission pressure of Metro Vancouver's mains to Richmond's operating pressure. Ten of these facilities are connected to a remote telemetry system (S.C.A.D.A.) that provides real time data on water quality, pressure, and volume. It also allows certified Water Services staff to react to problems quickly and effectively, 24 hours a day, seven days a week. The S.C.A.D.A. monitoring equipment will eventually be installed in the four remaining PRV stations to ensure early detection and prompt response to any problems with the water distribution system. In early 2011, the City's Engineering and Public Works staff embarked on a project to install meters at all 14 PRV stations so that the City would have an accurate way of measuring the amount of water it receives from the Metro Vancouver Transmission System. These meters were primarily installed as the first step in implementing a new Water Loss Management Program.





The graph indicates the monthly water consumption in Richmond. It is presumed that most municipalities in North America lose anywhere from 12% to 15% of their potable water to undiscovered, underground leakage. The Water Loss Management Program will allow City Engineering and Water Services staff to determine the total amount of water consumed through normal operational programs and practices such as single family residential, multi family residential and commercial metering programs. While combining these programs with water main flushing, parks and median irrigation, and Richmond Fire Rescue water usage for fire fighting and training purposes, it is reasonable to assume that the unidentified portion of the annual water consumption may well be attributed to water loss within the distribution system. In the past, the City of Richmond had no way of confirming that the amount of water billed for by Metro Vancouver annually matched the amount of water received by Richmond's distribution system.



*Don't leave the water running when you brush your teeth or shave. A tap runs at approximately 9 litres per minute. If it takes 10 minutes to shave in the morning and 3 to brush your teeth, that's about 120 litres of water in 13 minutes of your morning routine.*



Inside the pressure-reducing valve station



Pressure-reducing valve station that connects to S.C.A.D.A. telemetry system



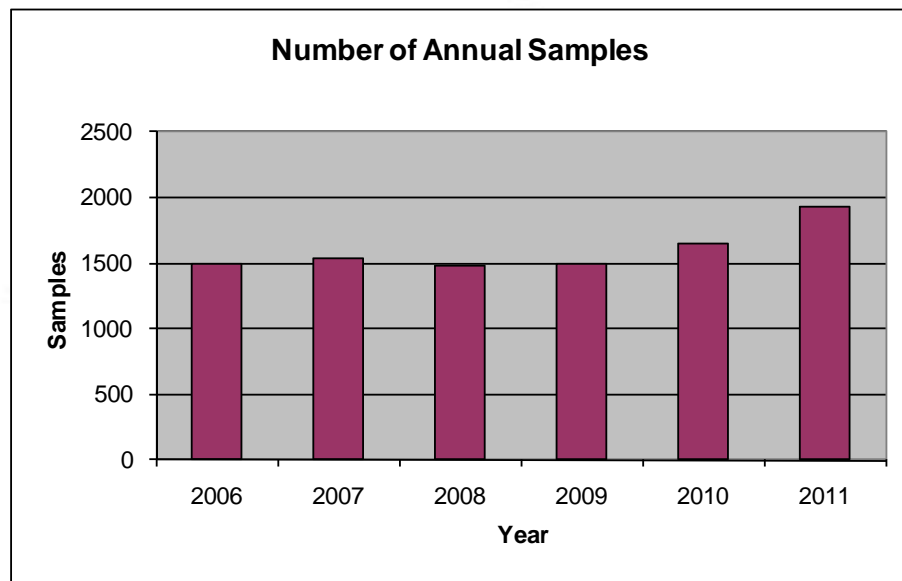
City of Richmond's water quality sampling site



Water Services employee taking water sample

## Water Quality Monitoring

In 2011, the City of Richmond collected samples on a weekly basis at 39 dedicated sampling sites. These sites are strategically located throughout the City to give a good representation of the City's water quality across the distribution network. In 2011, 1,936 water samples were collected by Richmond Water Services staff and sent for analysis at Metro Vancouver Laboratories. These sample results were reviewed by the Vancouver/Richmond Coastal Health Authority to ensure the drinking water met the standards outlined in the BCDWPR.



## Bacteriological Tests

The City of Richmond and Metro Vancouver conduct bacteriological tests for total coliform, fecal coliform and heterotrophic plate counts (HPC). The presence of these organisms in drinking water indicates that the water may be contaminated and may contain potentially harmful bacteria, viruses or parasites. Beginning on April 1, 2006, the BC Drinking Water Protection Regulations required additional monitoring for *Escherichia coli* (E. coli).

### Total Coliforms

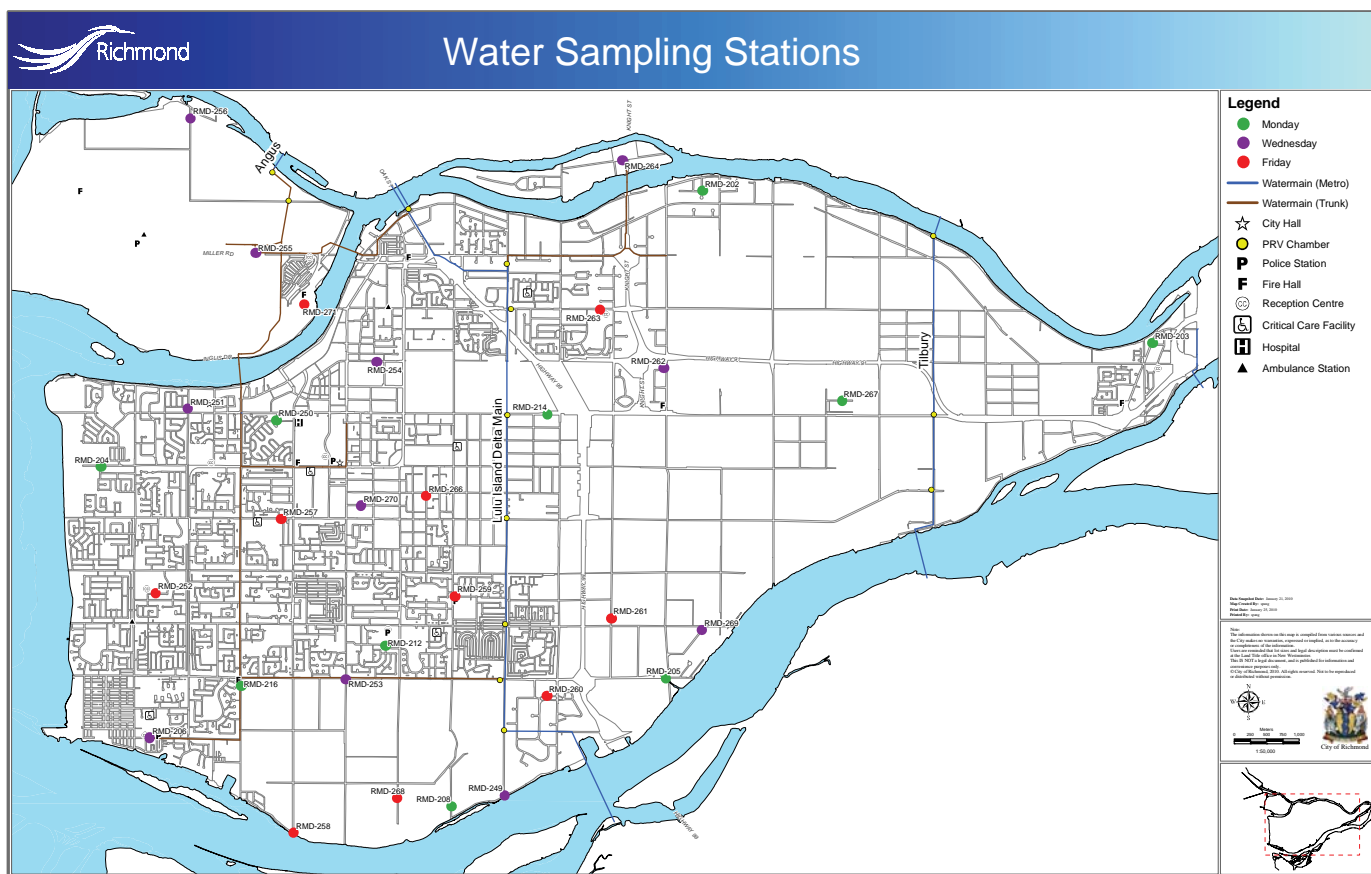
Total coliform bacteria reproduce in water, soil, or the digestive systems of animals. The presence of total coliforms indicates water may have been contaminated and that the disinfection process is inadequate.

In distribution systems where more than 10 samples are collected in a given sampling period, as is the case in Richmond, no consecutive samples from the same site or no more than 10% of samples should show the presence of total coliform bacteria.

Testing for total coliforms should be carried out in all drinking water systems. The number, frequency, and location of samples for total coliform testing will vary according to the type and size of the system and jurisdictional requirements.

Provincial standards state that no sample can contain more than 10 total coliforms per 100 milliliters, and that 90 percent of samples in a 30-day period must have zero coliform organisms.





## Fecal Coliforms

Fecal coliforms are present in large numbers in the feces and intestinal tracts of humans and other warm-blooded animals, and can enter water bodies from human and animal waste. They are key indicators of sewerage contamination. Due to diseases and parasites, which are spread through sewerage, provincial standard state there can be no detectable fecal coliforms per 100ml sample.

## Results

In 2011, 1,936 water samples were collected by City staff and analyzed by Metro Vancouver Laboratory staff. All samples met drinking water requirements for fecal and total coliforms. The City of Richmond was in compliance with BCDWPR for bacteria in 2011.

## Failed samples

The standard response to a failed water sample, should there be one, is to:

1. Re-sample at the site
2. Flush the water main extensively
3. Re-sample

The water main is then isolated to one feed until test results confirm compliance with BCDWPR regulation.



*Check your quarterly water bill to track usage and get a feel of the impact of consumption habits.*

### Heterotrophic Plate Count

HPC tests measure aerobic heterotrophic bacteria. This test is useful in monitoring the effectiveness of disinfection and in determining changes in water quality during treatment and distribution. HPC tests indicate the onset of bacterial re-growth within the distribution system commonly due to stagnant water contained in dead end and low flow water mains. In 2011,

none of 1,936 (33 samples of the total of 1936 samples were not tested for HPC levels) exceeded regulated levels for HPC's at >500 CFU/mls. One sample registered 480 CFU/mls and as a precautionary measure, Water Services staff flushed the corresponding section of water main until a satisfactory result was obtained and verified through additional sampling procedure. No results indicated increased levels of fecal or total coliform bacteria in any samples collected and analyzed.

### Physical Parameters

Water in Richmond's distribution system is tested for the physical parameters of turbidity and temperature at the same time as bacteriological testing. Information is also collected on the taste and odour of Richmond's water by actively tracking water quality complaints.

#### Turbidity

Metro Vancouver is responsible for the quality of Richmond's source water. Turbidity, a measure of water clarity, was monitored on a regular basis in 2011. Turbidity is measured in Nephelometric Turbidity Units (NTU). In 2001 the Chief Medical Health Officer (CMHO) made it a requirement that the Metro Vancouver Water District must meet the British Columbia Drinking Water Protection Regulation's (BCDWPR) criteria for drinking water quality. The guideline for turbidity (cloudiness) was established at  $\leq 1$  NTU. Early in 2006, Health Canada published a new guideline for turbidity, which includes requirements for unfiltered water sources. The new guideline allows for turbidity levels up to 5 NTUs providing source water protection, monitoring, and water treatment requirements are met including increased levels of residual chlorine. We are concerned about turbidity because studies have shown that as turbidity increases, the risk of gastrointestinal illness increases. Increased turbidity compromises the drinking water disinfection process.

In general, sites with elevated turbidity are located in sections of the distribution network where there is low demand on the water system or where dead end water mains exist. During the year, when sampling indicates a turbidity level greater than >5 NTU's, affected water mains in the test area are flushed, and re-tested until a satisfactory result is obtained.

The pictures to the left demonstrates the differences between a fish swimming in water with low turbidity compared to a fish swimming in water with high turbidity. Occurrences of high turbidity in supply reservoirs are usually a direct result of storm water run off during periods of heavy rainfall within the watershed.



This photo demonstrates low turbidity



This photo demonstrates high turbidity

In 2011, all but one sample out of the 1,936 samples collected from the City's water distribution system met the aesthetic objective of  $\leq 5$  NTU at the tap. The section of water main which had a reading of 6.6 NTU was extensively flushed and retested to confirm that the elevated turbidity level had been removed.

The original BCDWPR requirement that turbidity levels are  $\leq 1$  NTU was not met for 6 of 1,936 samples tested in 2011. There is a marked decrease in the number of recorded elevated turbidity events in 2011 compared to the same time period in 2010 when the numbers were 11 of 1489 samples. In 2008, there were 59 of 1483 samples with NTUs  $> 1$ . In 2007, there were 259 samples out 1543 samples, which indicated turbidity levels above 1 NTU.

Year	HPC CFU/mls $> 5$ NTUs
2006	25 of 1491
2007	6 of 1543
2008	1 of 1483
2009	3 of 1489
2010	0 of 1649
2011	1 of 1936

The majority of elevated results in 2011 were only slightly higher than 1 NTU, and were lower than 5 NTU'S which did not pose any serious threat to the water quality. The decrease in samples of  $> 1$  NTU can be attributed to distribution system maintenance practice performed by Richmond Water Services staff, but the impact of the new Seymour/Capilano Filtration Plant must once again be acknowledged as a major contributor in the control of turbidity in the water distribution system. As we move towards 2013, the turbidity problem will be further reduced as more filtered water is delivered to the region from the reservoirs. However, the full potential of the filtration plant will not be realized until 2013, when the tunnels which will deliver water from the Capilano water shed to the filtration plant at the Seymour water shed are put into service.



*Keep a pitcher of water in the refrigerator instead of running the tap for cold drinks.*





*Know where your master water shut-off valve is located. This could save litres of water and damage to your home if a pipe were to burst.*



Seymour Capilano Water Filtration Projects



Seymour Falls Dam Upgrade

### Temperature

High temperatures in the distribution system can affect the residual level of chlorine and can contribute to bacterial re-growth. Typically, the temperature of drinking water in the distribution system rises during summer months. Samples exceeded the aesthetic guideline of 15 °C 49 times out of 1,936 samples with temperatures as high as 20 °C were recorded. The majority of these elevated temperatures were recorded during the summer months.



Capilano Water Filtration Projects



*Try to avoid using recreational water toys that require a constant flow of water.*

### Taste and Odour

Taste and odour are only monitored in response to customer complaints. Records indicate that 11 complaints were received regarding taste and 5 complaints were received regarding odour in 2011. These complaints generally relate to high levels of residual chlorine in that part of the system at that particular time. Residents who complained about taste or odour problems were advised to flush their internal system. If the problem was not resolved, Water Services staff were dispatched to the location where they flushed the corresponding sections of water main until a satisfactory result was obtained and verified through laboratory analysis.

### Chemical Parameters

The City of Richmond in partnership with Metro Vancouver tests for the following Chemical parameters; chlorine residual, trihalomethanes (THM), haloacetic acids (HAA), and pH. Periodic testing is also performed to determine heavy metals levels in the water system.

### Free Chlorine Residual

Chlorine residual is a measurement of the disinfecting agent remaining in the distribution system at the point of delivery to the customer. Ensuring proper levels of chlorine in the distribution system is essential in protecting Richmond's water supply from bacteriological contamination or re-growth. In recent years, the City has made great progress in improving chlorine residuals by implementing various flushing programs. In 2011, the majority of all samples met the guideline for adequate chlorine residual in the water distribution system. Some samples taken in the east end of Richmond did fall below the minimum chlorine residual level but never reached the point where there was no residual present. Richmond Water Services staff recognized the deficiency immediately in the water sample results and flushing of the affected sections of water main was immediately carried out until the chlorine residual was elevated to a more satisfactory level.





*Run the washing machine and dishwasher only with a full load. This could save 3,700 litres per month.*

There were 2 sites in Richmond that had been identified as problem areas for maintaining adequate chlorine residual levels on a regular basis. The Water Services division had installed environmentally friendly automatic flushing units which flush the water main at pre-scheduled times to help maintain adequate chlorine residual levels at all times. At one of these sites staff were able to remove the automatic flushing station because the water system was modified at Triangle Road in the first quarter of 2011. The flushing unit is no longer required at this site.

The automatic units are used to minimize the labor costs associated with manual flushing procedures.

### **Disinfection By-Products**

Disinfection by-products are potentially harmful compounds produced by the reaction of a water disinfectant (such as chlorine or ozone) with naturally occurring organic matter in water. Two common chlorination by-products are Trihalomethanes (THMs) and Haloacetic Acids (HAAs). In drinking water, THMs can enter the human body via multiple routes of exposure. These include ingestion by consuming water and inhalation and skin absorption from showering and bathing. THMs are not actually regulated and are only a guideline as they only come under GCDWQ with an interim maximum acceptable concentration (IMAC) of 100 ppb (parts per billion). The 100 ppb level for THMs is based on an annual average. High levels on a particular day are not of concern unless they are consistently high over a period of time. Typically, THM levels will be highest in the summer and lowest in the winter months. In 2011, the City utilized the Metro Vancouver laboratory to perform quarterly tests for HAA's and THM's. These were carried out at representative sampling sites in accordance with a joint Metro Vancouver/Richmond monitoring plan. In 2011, all results were within acceptable levels as defined in the GCDWQ. (Appendix 5)

Currently there are no regulations or guidelines for HAA in Canada; a maximum level of 60 ppb (parts per billion) has recently been adopted in the United States.

### **pH Value**

The measurement of acidity is known as pH. A pH below 7.0 is considered acidic, above 7.0 is considered basic, with 7.0 being neutral. In 2011, Metro Vancouver treated water recorded a pH of 6.1 to 7.0 meeting the aesthetic objective. It is recognized that acidic water will accelerate the corrosion of metal pipes, often causing blue-green staining in household fixtures.

The new Seymour-Capilano filtration plant includes pH adjustment and corrosion control in its treatment processes. It is expected that the pH of drinking water will rise in the coming years as the filtration plant reaches its full potential in 2013. This will extend the lifespan of water plumbing systems and enhance water quality.

### **Metals**

The City's water quality program also includes testing for metals, such as copper, iron, lead, and zinc. All results were within GCDWQ limits for 2011. Complete test results are included in Appendix 6.

## Challenges and Issues

The City of Richmond faces a number of challenges to maintain the water distribution system, including:

- Annual Water main flushing programs. These programs prevent the build up of sediment deposits and discourage bacterial re-growth. The only flushing performed in 2011 was on a demand basis when water quality did not reach the required standard. Specific water mains were flushed based on water quality analysis results provided by the staff at Metro Vancouver Laboratories. It is anticipated that the new filtration plant will further minimize the need to flush water mains. The target is to develop a five year flushing program, during which 20% of the water distribution system will be flushed each year. The start date for this program is scheduled for the Spring of 2013.
- Water main breaks remain a possible source of contamination. Assessment of the appropriate level for the water main replacement program is currently on going by the City's Engineering Planning and Water Services sections.
- Richmond has a large number of dead end and low flow water mains, this leads to reduced levels of chlorine and increased HPC counts. Weekly and monthly flushing programs minimize these water quality issues. City staff intend to eliminate dead end water mains by creating looped systems wherever possible in the future.
- Service connection failures occur periodically in various locations within the City. Water service connection failures continue to be a maintenance issue. This is mostly attributed to service piping materials that have not met projected service life or have reached the end of anticipated life expectations. In 2011, the Water Services division continued to perform upgrades to water service lines in areas where these material problems have been identified.
- A number of Water Services staff, currently employed by the City of Richmond, will be eligible for retirement in the next three years. A strong focus on staff training is on going to ensure a succession plan is in place. High priority has been set around staff training and development.



*Match the water level to the size of the load when doing laundry.*



Water Services crew installing a large residential/commercial water supply line.



Water Services crew upgrading an existing supply line



*Did you know that the City of Richmond Water Services section installs water lines a minimum of 450mm below ground so they won't freeze in cold conditions?*

## **Current and Proposed Work**

In 2011, the following work was completed to ensure the quality of water provided to customers by the City:

- Continued progress on the metering projects for both single and multi family residential customers.
- On-going water main replacement program.
- PRV station upgrades, both for seismic retrofitting and installation of S.C.A.D.A systems. In 2011, the replacement of the Nelson Road and Westminster Highway PRV station was completed as part of the new Nelson Road interchange project.
- A program to upgrade water supply lines where there has been on-going maintenance issues. This includes the installation of water meters at these sites to support the water metering program.

### **The following work is planned for 2012:**

- Continued residential water meter installations through the volunteer programs, capital projects and planned maintenance programs.
- Continued meter installations at multi family complexes.
- \$7 million in water main upgrades through the Capital Water Main Replacement program.
- On-going additional PRV station upgrades.
- Continued implementation of a comprehensive water loss management and leak detection program to ensure effective financial management of Richmond's Water Distribution System.



## Annual System Maintenance

The following annual maintenance functions were undertaken by the City of Richmond to maintain water quality in distribution system in 2011.

### Water Sampling and Analysis

2011 Budget: \$74,300.00

Sampling and analysis are conducted on an on-going basis in conjunction with Metro Vancouver. Sampling results are reviewed by the MHO. The City takes approximately 1936 water samples in a year.

### S.C.A.D.A

2011 Budget: \$179,500.00

This program currently provides for maintenance and operation of the City's Supervisory Control And Data Acquisition system. S.C.A.D.A allows for the collection of real-time data related to water quality and the City's water distribution system in general.

### Water Main Flushing

2011 Budget: \$260,800.00

The Water Services Division conducts various flushing programs to remove sediment in order to maintain water quality. These programs are scheduled on an on-going basis throughout the year. Targeted flushing in a number of areas has greatly improved levels of chlorine residual. The City continues to explore ways to improve residual chlorine levels through water modeling, the replacement of dead end water mains, and the installation of automated flushing stations. In 2011 \$171,269.75 of the allotted budget amount (63.72%) was expended to fund these flushing programs.



*Did you know that the water temperature in the pipes is approximately 9 degrees?*



Pressure reducing valve (PRV) stations are monitored by S.C.A.D.A.



Water Services staff flushing the main line as part of the low flow flushing program



*Did you know that most of the average household's indoor water usage is from the toilet?*

- Toilets 25%
- Washing machines 21%
- Showers 17%
- Faucets 16%
- Leaks 14%
- Baths 2%
- Dishwashers 2%
- Other 2%

### **Demand Water Main Flushing**

2011 Budget \$59,900.00

This program covers unscheduled flushing of water mains due to Customer Service requests related to degraded water quality caused by bacteria, turbidity, or other water quality issues. The City responded to 83 water quality complaints in 2011. This number is down from 119 incidents in 2010. In 2011 \$25,811.55 of the allotted budget amount (43.09%) was expended to fund these demand flushing situations.

### **Cross-Connection Control**

2011 Budget: \$38,300.00

This program is designed to prevent contamination from entering the system via uncontrolled "cross-connections". The installation of back flow prevention devices and the review of new plumbing installations protect the public from this threat. The use of fire hydrants for construction is also a potential source of backflow. To prevent contamination, City staff are required to install a "backflow prevention" device before a hydrant is used for any type of construction work. City Meter Shop staff also test backflow devices installed on internal plumbing systems at all City owned facilities.

### **Blow Off/Scour Valve Installations**

2011 Budget: \$30,700.00

This program is for the installation of blow off valves throughout the City. These valves are located on streets where no fire hydrant is available for flushing, and water quality may become an issue. The current service level for this program budgets for the installation of 4 blows off valves per year. These valves allow for effective operation of our annual flushing program.

### **Water Main Replacement**

2011 Budget: \$7,600,000

To reflect the 100-year life of Richmond's water distribution system comprising of asbestos cement, plastic (C-900) and steel water mains, an annual expenditure of approximately \$7.5M is required to maintain the replacement cycle. Provisions have been made in the long-range financial plan to maintain this level of funding within the next few years.



## Mobile Emergency Response Unit

The Water Services division has a mobile unit for use during major emergencies caused by cross contamination events or natural disasters. This unit is capable of taking a non-potable water supply such as Minoru Lake or water from the Fraser River, which has a very high saline content through a combination of five stage filtration processes to produce potable water. The unit is capable of producing 21,000 gallons of potable water per day from non-saline, non-potable supplies or 14,000 gallons of potable water per day from water supplies, which have a saline content. This unit is one of only two such units in British Columbia and is the only unit in British Columbia capable of filtering water from the Fraser River if necessary. This unit can also be used to assist staff when chlorination and de-chlorination of new and existing water infrastructure prior to activation.



*Did you know that Water Services section specialists use acoustic instruments to hear and detect water leaking underground?*



Inside the Mobile Emergency Response Unit



The Tap Water Station display



Water Services crew setting up the Tap Water Station



The donated rain barrels by Coca-cola



Standard City of Richmond rain barrel

## Water Conservation Programs

### Tap Water Initiative

In 2010, Metro Vancouver initiated its tap water usage promotion. The intent of this initiative is to make the public aware of the locations of all municipal drinking fountains so that the public can refill water bottles or simply get a drink of water. It is hoped that this initiative will work towards reducing and eventually eliminating the need for the public to purchase bottled water, which will, in turn help to protect the environment. To support this initiative the City of Richmond Water Services division purchased two Tap Water Stations similar to those that belong to the City of Vancouver. In 2011, these units were made available at all City endorsed functions and community events taking place at various locations around Richmond. The stations received many positive comments from members of the public who attended the events.

### Toilet Rebate

The City of Richmond's Toilet Rebate Program provides a utility tax rebate of \$100.00 to homeowners who install a low-flush toilet. Single and multi-family homeowners are eligible to apply for a lifetime maximum of two rebates per household. Industrial, commercial and other non-residential properties are not eligible at this time.

The purpose of the toilet rebate program is to encourage homeowners to replace high volume toilets with low-flush toilets to conserve water and to reduce costs. Homeowners will enjoy a reduction in their utility bill while contributing to a sustainable water conservation initiative.

### Rain Barrel

The rain barrel program promotes water conservation and sustainability by collecting and storing water for outdoor usage such as watering your garden. Using rainwater will reduce the amount of tap water you use, therefore, saving money on your utility bill. Other benefits include:

- decreasing water demand during peak summer months and using it as a backup water source for outdoor usage during times of drought,
- decreasing the strain on water treatment facilities and municipal drainage systems during storms,
- reducing the amount of water entering the sewerage treatment facility,
- maintaining healthy plants and lawn because rainwater is chlorine-free, and
- preventing drainage problems around your home's foundation.

Rain barrels may be purchased at the City's Recycling Depot by Richmond residents only. The City offers 45 gallon barrels (202 litres) and 50 gallon barrels (225 litres) for \$20.00. In 2011 the City of Richmond entered into an agreement with Coca Cola. Through the agreement Coca Cola provides the City with empty product barrels. The City retrofits the barrels for use as rain barrels. These barrels are available to the public at a cost of \$12.50. All rain barrels require a water diverter unit (\$16.00) to hook up to the downspout of the water runoff from the roof.



## Single Family and Multi-Family Water Meter Programs

This voluntary water meter program was endorsed by Richmond City Council in 2003, and is designed as a strategy for fairness and equity of water use. The City of Richmond is working with Neptune Technology Group (Canada) Ltd. to implement a program that will allow residents to pay only for the actual amount of water they use, rather than being billed on the flat-rate system.

### Why does Richmond have a Voluntary Water Meter Program?

In the face of rising water rates, Richmond residents wanted a more equitable way of paying for their water use. In response to these requests, the City developed the Water Meter Program.

#### Features:

- An installation process is required, costs estimates for your home would be determined by the City.
- Quarterly payments: When you switch to a water meter, your bill is divided over four smaller payments, one every three months, instead of paying everything at the beginning of the year. This enables you to track water usage more closely.
- Free water conservation devices: To help save you water and money, all volunteers qualify for a water conservation kit, which includes the following:
  - Low-flow showerhead
  - Low-flow faucet aerators (for kitchens and bathrooms)
  - Toilet leak detection dye tablets

For more information, please contact:

Richmond Water Meter Program: 604-271-9700

[www.watermeter.ca](http://www.watermeter.ca)

## Project WET

Project WET is an interactive elementary school water education program aimed at teaching students about the importance of water. Largely targeted for grades four to seven, this program is designed to inform, educate and entertain students on the importance of water quality and supply.

Project WET is an exciting partnership program between the City of Richmond and the Richmond School Board. The acronym "WET" stands for "Water Education Team". Our main objective is to promote higher-level thinking skills while learning about the fundamentals of water consumption, conservation, quality and waste in an interactive and fun environment.

#### Four Key Elements of the Project WET are:

1. Water as a System—Tracing how water falls on the local mountains in the form of rain or snow, making its way through the water infrastructure system and arriving in our homes when we turn on the tap.
2. Water Conservation and Water Quality—Why water conservation and water quality are important, what the City is doing to sustain our water capacity and what students can do to help.



Water Meter Installation



Installed water meter



*Did you know that more plants die from over-watering than from under-watering? Be sure to only water plants when necessary and choose low-water-use plants for year-round landscape colour in order to save up to 2,000 litres per year.*



*Did you know that reusing the water from your fish tank to water your plants is providing your plant with a free fertilizer since it is rich in nitrogen and phosphorous?*

3. Why Drainage is so Important—The storm system carries runoff to the river, in compliment with an essential ditch-drainage system in Richmond. Students will learn how these drainage systems work and the importance of keeping toxic materials out of ditches and storm sewers.
4. Richmond is a Unique Island—Richmond is the only city in North America completely surrounded by dykes. Students will learn why dykes are critical in Richmond and how important it is to maintain them.



Staff demonstrating the City's water systems



Staff educating students on acoustics



## Public Notification

At the direction of the Richmond medical health officer (MHO), water quality advisories can be issued to the general public at large, small local areas, or issued recommending that immuno-compromised persons or the elderly and very young should boil, filter, or distil drinking water from surface sources. A sample of the drinking water quality advisory is included in Appendix 7.



*Did you know that weeds compete with other plants for nutrients, light and water?*

## Operator Qualifications and System Classification

Provincial drinking water standards require certification of both potable water systems and staff. This classification is done through the Environmental Operators Certification Program (EOCP). The Walkerton outbreak, which occurred in May 2000 serves as an illustration of the need to ensure system operators are properly trained. Operators need to know not only how to supply safe water on a day-to-day basis, but also how to respond to sudden source contamination, industrial spills, equipment failures, water main breaks, vandalism, and other emergencies.

### System Classification

System classification involves the evaluation of a water system, to determine and rank its complexity. Levels of complexity range from “Small System”, to Class I through Class IV. Richmond is classified as a Class III water distribution system.

### Operators Certification

“Section 12” of the Drinking Water Protection Act proclaims a person is qualified to operate, maintain or repair a water supply system if the person is certified by the Environmental Operators Certification Program (EOCP) to the same level as the system they operate. The implementation date for a Class III system was January 1, 2007.

Currently, all full-time staff with the exception of one person and many of the temporary full-time staff have achieved the EOCP certifications at the level 1 or higher. In the City of Richmond, currently 3 full-time staff have a Level III certificate.

### Benefits of a Certification Program

With water and wastewater employees being properly trained and certified, the public, the corporation, regulatory agencies, and managers can be confident that water services and sewer and drainage staff have the skills, knowledge, abilities, experience, and judgment to competently perform their job.

#### Certified employees can:

- Maximize the performance of water and wastewater infrastructure
- Minimize health risks and environmental concerns
- Optimize operational cost
- Protect infrastructure investment

#### Certification has resulted in:

- Improved safety and reduced accident rates.



*Did you know that installing aerators with flow restrictors on faucets and installing low-flow showerheads significantly reduce water consumption?*

- Compliance with water/pollution control legislation.
- Enhanced career opportunities for certified operators, ease of hiring, promotion, and establishing of salary levels based on certification.
- Minimum qualification standards requiring operators to pass a comprehensive exam.
- A focus on the development of training materials based on "need to know" criteria.
- A means of recognition of peers, owners, and managers of the water distribution system.

### **Operator Training**

Through obtaining certification, members of staff are able to gain a better understanding of the work they perform, giving staff the confidence to make informed decisions. In 2011, the training budget was \$75,000 for the Water Services division. All staff are encouraged to take the courses, which will enable them to advance to higher levels. In addition, participation in additional training seminars and courses is encouraged with fees paid by the City, upon successful completion.

### **Security Measures**

In preparation for the 2010 Winter Olympic Games security was enhanced at all of the City's PRV stations to insure that access to these facilities was only available to authorized personnel. On-going upgrades to the City's S.C.A.D.A system include security intrusion alarms. This program will continue until all sites are protected.

### **Emergency Response Plan**

In the event of possible contamination of the water system, the City of Richmond, Metro Vancouver, and regional health authority have developed a number of emergency response plans.

**If contamination of the water system is suspected, water services staff must:**

- Ensure safety of response crew.
- Notify the appropriate agencies and City personal (Table 4).
- Isolate the actual or suspected contamination, and determine its source.
- Provide water samples to the Metro Vancouver Lab.
- Flush water from an uncontaminated source to purge actual or suspected contaminant, following procedures for de-chlorination and the proper disposal of water.
- Through the continuous feed method, inject sodium chloride 12% into the contaminated water main with a dosage of 300 mg/l or 300 ppm.
- This dosage should be maintained for 3 hours after which the chlorine should be removed and neutralized with sodium thiosulphate to ensure no environmental impact.
- Provide additional water samples to the Metro Vancouver Lab for re-testing.

Depending on the nature of the contamination, the Medical Health Officer (MHO) may decide to leave the water main in service and issue a boil water advisory, or may instruct the City to provide alternative water to those

affected. Once water samples are confirmed as being within normal water quality standards within the affected sections of the water distribution system, the water mains can be placed back in service. See Appendix 7 for specific emergency response plans.

**Table 2 – Agency Notification for Situations Drinking Water Safety**

Situation	Notifying Agency	Agency Notified	Time Frame For Notification
Fecal positive sample	City of RichmondMetro Vancouver Lab	City of Richmond / MHO	Immediate
Chemical/biological contamination	City of RichmondMetro Vancouver Lab	City of Richmond / MHO	Immediate
Turbidity > 5 NTU	City of Richmond Metro Vancouver Control CentreMetro Vancouver Lab	City of Richmond / MHO	Immediate
Disinfection failure primary or secondary disinfection	City of RichmondMetro Vancouver Control CentreMetro Vancouver Lab	City of Richmond / MHO	Immediate, where BC DWPR or GCDWQ guidelines may not be met
Loss of pressure due to high demand	City of RichmondMetro Vancouver Control Centre	MHOCity of RichmondMetro Vancouver Control Centre	Immediate
Water main break where the pressure drops below 20 psi.	City of RichmondMetro Vancouver Control Centre	MHOCity of Richmond	Immediate

## Conclusion

Richmond residents enjoyed very high quality drinking water in 2011. While colour, temperature, and low pH can cause occasional aesthetic problems, the protected nature of the Metro Vancouver watersheds allows the City to supply water to residents with a low potential for microorganism contamination.

In previous years, portions of the distribution system have experienced lower than desirable chlorine residual values. However, the extent of these conditions has improved greatly with the implementation of weekly and monthly flushing, installation of automated flushing points, and active replacement of water services and water main infrastructure.

In addition, turbidity in sections of the water distribution system has been an issue. To combat these problems, staff continue to employ best management practices in the operation and maintenance of the water system. The completion of the Seymour-Capilano Filtration Plant has significantly reduced the level of turbidity in Metro Vancouver source water and prevented any drinking water advisories, like the one experienced in November 2006.

The City achieved a milestone in 2006 by meeting "Section 12" of the Drinking Water Protection Act. This ensures that water service staff have been certified by the EOCP, to the same level as the distribution system. Experienced and highly trained Water Services staff are well equipped to operate and maintain all aspects of the water system from source to property line.

The City of Richmond has steadily improved and upgraded its water distribution system, with water sample test results indicating a significant improvement in water quality over the past number of years. The City of Richmond remains diligent in ensuring this system is maintained to the high standards expected by Richmond residents, and that its contingency plans, in the event of an emergency, are thorough and up to date.

The City appreciates the good working relationship with Vancouver Coastal Health Authority and acknowledges them as important partners in maintaining high quality drinking water throughout the City of Richmond.

Doug Anderson  
*Manager, Water Services*  
City of Richmond  
604-233-3334  
danderson@richmond.ca



## **Appendices**

APPENDIX 1: DRINKING WATER/WATER QUALITY WEBSITES AND REFERENCES

APPENDIX 2: COMPLETE 2010 CITY OF RICHMOND WATER QUALITY RESULTS

APPENDIX 3: CITY OF RICHMOND S.C.A.D.A AND PREASURE TESTING SITES

APPENDIX 4: CITY OF RICHMOND WATER SAMPLING SITES

APPENDIX 5: 2011 THM AND HAA TEST RESULTS

APPENDIX 6: CITY OF RICHMOND: 2011 HEAVEY METAL TESTING RESULTS

APPENDIX 7: SAMPLE DRINKING WATER QUALITY ADVISORY

APPENDIX 8: SPECIFIC EMERGENCY RESPONSE PLANS





## **APPENDIX 1: DRINKING WATER/WATER QUALITY WEBSITES AND REFERENCES**

1. Health Canada Drinking Water Guideline Lines  
[www.hc-sc.gc.ca/ewh-semt/water-eau/drink-potab/index\\_e.html](http://www.hc-sc.gc.ca/ewh-semt/water-eau/drink-potab/index_e.html)
2. Provincial Drinking Water Protection Act (2003)  
[www.qp.gov.bc.ca/statreg/reg/D/200\\_2003.htm#section8](http://www.qp.gov.bc.ca/statreg/reg/D/200_2003.htm#section8)
3. Greater Vancouver Regional District – Source Water Quality and Supply  
[www.gvrd.ca/water/index.htm](http://www.gvrd.ca/water/index.htm)
4. Richmond Health Services (Regional Health Authority)  
[www.rhss.bc.ca/bins/index.asp](http://www.rhss.bc.ca/bins/index.asp)
5. British Columbia Water Works Association  
[www.bcwwa.org/](http://www.bcwwa.org/)
6. American Water Works Association  
[www.awwa.org/](http://www.awwa.org/)
7. Metro Vancouver  
[www.metrovancouver.org](http://www.metrovancouver.org)



## APPENDIX 2: COMPLETE 2010 CITY OF RICHMOND WATER QUALITY RESULTS

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-251	5951McCallan Rd.	5-Jan-11	0.86	<1	<2	6	<1	0.13
RMD-273	Opp. 8331 Fairfax Place	5-Jan-11	0.77	<1	<2	7	<1	0.19
RMD-252	9751 Pendleton Rd.	5-Jan-11	0.83	<1	<2	7	<1	0.14
RMD-274	10920 Springwood Court	5-Jan-11	0.76	<1	<2	9	<1	0.21
RMD-250	6071 Azure Rd.	5-Jan-11	0.94	<1	<2	7	<1	0.13
RMD-271	3800 Cessna Drive	5-Jan-11	0.83	<1	<2	9	<1	0.16
RMD-272	751 Catalina Cres.	5-Jan-11	0.80	<1	<2	6	<1	0.15
RMD-255	6000 Blk. Miller Rd.	5-Jan-11	0.87	<1	<2	5	<1	0.31
RMD-256	1000 Blk. McDonald Rd.	5-Jan-11	0.78	<1	<2	7	<1	0.15
RMD-254	5300 No. 3 Rd.	5-Jan-11	0.79	<1	<2	6	<1	0.14
RMD-270	8200 Jones Rd.	5-Jan-11	0.83	<1	<2	6	<1	0.14
RMD-253	11051 No 3 Rd.	5-Jan-11	0.87	<1	<2	6	<1	0.17
RMD-257	6640 Blundell Rd.	7-Jan-11	0.88	<1	<2	5	<1	0.16
RMD-266	9380 General Currie Rd.	7-Jan-11	0.82	<1	<2	5	<1	0.10
RMD-259	10020 Amethyst Ave.	7-Jan-11	0.81	<1	<2	5	<1	0.14
RMD-268	13800 No. 3 Rd. (off Garden City)	7-Jan-11	0.86	<1	<2	5	<1	0.13
RMD-263	12560 Cambie Rd.	7-Jan-11	0.75	<1	<2	5	<1	0.15
RMD-278	6651 Fraserwood Place	7-Jan-11	0.04	<1	8	7	<1	0.22
RMD-279	Opp. 20371 Westminster Hwy.	7-Jan-11	0.16	<1	14	6	<1	0.30
RMD-264	13100 Mitchell Rd.	7-Jan-11	0.79	<1	<2	6	<1	0.19
RMD-204	3180 Granville Ave.	10-Jan-11	0.82	<1	<2	6	<1	0.13
RMD-206	4251 Moncton St.	10-Jan-11	0.84	<1	<2	6	<1	0.11
RMD-216	11080 No. 2 Rd.	10-Jan-11	0.81	<1	<2	5	<1	0.10
RMD-258	7000 Blk. Dyke Rd.	10-Jan-11	0.80	<1	<2	4	<1	0.12
RMD-212	Opp. 8880 Williams Rd.	10-Jan-11	0.85	<1	<2	5	<1	0.13
RMD-260	11111 Horseshoe Way	10-Jan-11	0.84	<1	<2	4	<1	0.12
RMD-208	13200 No. 4 Rd.	10-Jan-11	0.85	<1	<2	6	<1	0.13
RMD-261	9911 Sidaway Rd.	10-Jan-11	0.8	<1	<2	4	<1	0.10
RMD-205	13851 Steveston Hwy.	10-Jan-11	0.86	<1	<2	6	<1	0.31
RMD-262	13799 Commerce Pkwy.	10-Jan-11	0.82	<1	<2	4	<1	0.10
RMD-267	17240 Fedoruk	10-Jan-11	0.77	<1	<2	6	<1	0.13
RMD-249	23000 Blk. Dyke Rd.	10-Jan-11	0.33	<1	<2	7	<1	0.53
RMD-277	Opp. 11280 Twigg Place	10-Jan-11	0.67	<1	<2	6	<1	0.14
RMD-275	5180 Smith Cres.	10-Jan-11	0.37	<1	<2	7	<1	0.52
RMD-276	22271 Cochrane Drive	10-Jan-11	0.29	<1	<2	7	<1	0.42
RMD-203	23260 Westminster Hwy.	10-Jan-11	0.42	<1	<2	7	<1	0.52
RMD-202	1500 Valemont Way	10-Jan-11	0.63	<1	<2	6	<1	0.28
RMD-214	11720 Westminster Hwy.	10-Jan-11	0.90	<1	<2	5	<1	0.17

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-251	5951McCallan Rd.	12-Jan-11	0.82	<1	<2	6	<1	0.17
RMD-273	Opp. 8331 Fairfax Place	12-Jan-11	0.72	<1	2	7	<1	0.18
RMD-252	9751 Pendleton Rd.	12-Jan-11	0.79	<1	<2	7	<1	0.13
RMD-274	10920 Springwood Court	12-Jan-11	0.58	<1	<2	9	<1	0.15
RMD-250	6071 Azure Rd.	12-Jan-11	0.67	<1	<2	7	<1	0.14
RMD-271	3800 Cessna Drive	12-Jan-11	0.60	<1	<2	9	<1	0.14
RMD-272	751 Catalina Cres.	12-Jan-11	0.78	<1	2	7	<1	0.12
RMD-255	6000 Blk. Miller Rd.	12-Jan-11	0.81	<1	<2	5	<1	0.31
RMD-256	1000 Blk. McDonald Rd.	12-Jan-11	0.75	<1	<2	6	<1	0.13
RMD-254	5300 No. 3 Rd.	12-Jan-11	0.80	<1	<2	6	<1	0.12
RMD-270	8200 Jones Rd.	12-Jan-11	0.77	<1	2	6	<1	0.11
RMD-269	14951 Triangle Rd.	12-Jan-11	0.82	<1	<2	7	<1	0.16
RMD-253	11051 No 3 Rd.	12-Jan-11	0.65	<1	<2	5	<1	0.14
RMD-257	6640 Blundell Rd.	14-Jan-11	0.85	<1	<2	5	<1	0.15
RMD-258	7000 Blk. Dyke Rd.	14-Jan-11	0.73	<1	<2	6	<1	0.18
RMD-268	13800 No. 3 Rd. (off Garden City)	14-Jan-11	0.73	<1	<2	6	<1	0.13
RMD-259	10020 Amethyst Ave.	14-Jan-11	0.77	<1	<2	7	<1	0.12
RMD-266	9380 General Currie Rd.	14-Jan-11	0.63	<1	<2	5	<1	0.12
RMD-260	11111 Horseshoe Way	14-Jan-11	0.87	<1	<2	5	<1	0.14
RMD-261	9911 Sidaway Rd.	14-Jan-11	0.9	<1	<2	5	<1	0.17
RMD-263	12560 Cambie Rd.	14-Jan-11	0.73	<1	<2	6	<1	0.17
RMD-262	13799 Commerce Pkwy.	14-Jan-11	0.85	<1	2	6	<1	0.12
RMD-264	13100 Mitchell Rd.	14-Jan-11	0.69	<1	<2	7	<1	0.14
RMD-277	Opp. 11280 Twigg Place	14-Jan-11	0.67	<1	<2	9	<1	0.13
RMD-278	6651 Fraserwood Place	14-Jan-11	0.03	<1	30	8	<1	0.29
RMD-279	Opp. 20371 Westminster Hwy.	14-Jan-11	0.12	<1	8	7	<1	0.30
RMD-204	3180 Granville Ave.	17-Jan-11	0.81	<1	<2	5	<1	0.15
RMD-206	4251 Moncton St.	17-Jan-11	0.87	<1	<2	5	<1	0.13
RMD-216	11080 No. 2 Rd.	17-Jan-11	0.89	<1	<2	5	<1	0.14
RMD-212	Opp. 8880 Williams Rd.	17-Jan-11	0.78	<1	<2	6	<1	0.18
RMD-208	13200 No. 4 Rd.	17-Jan-11	0.87	<1	2	5	<1	0.12
RMD-205	13851 Steveston Hwy.	17-Jan-11	0.74	<1	220	5	<1	0.15
RMD-267	17240 Fedoruk	17-Jan-11	0.89	<1	<2	5	<1	0.13
RMD-249	23000 Blk. Dyke Rd.	17-Jan-11	0.57	<1	<2	6	<1	0.49
RMD-276	22271 Cochrane Drive	17-Jan-11	0.33	<1	<2	5	<1	0.41
RMD-275	5180 Smith Cres.	17-Jan-11	0.45	<1	<2	6	<1	0.50
RMD-203	23260 Westminster Hwy.	17-Jan-11	0.58	<1	<2	5	<1	0.58
RMD-202	1500 Valemont Way	17-Jan-11	0.80	<1	<2	5	<1	0.17
RMD-214	11720 Westminster Hwy.	17-Jan-11	1.0	<1	<2	4	<1	0.12
RMD-251	5951McCallan Rd.	19-Jan-11	0.86	<1	<2	6	<1	0.15

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-273	Opp. 8331 Fairfax Place	19-Jan-11	0.78	<1	<2	8	<1	0.11
RMD-252	9751 Pendleton Rd.	19-Jan-11	0.76	<1	<2	7	<1	0.09
RMD-274	10920 Springwood Court	19-Jan-11	0.78	<1	<2	9	<1	0.17
RMD-250	6071 Azure Rd.	19-Jan-11	0.74	<1	<2	7	<1	0.14
RMD-271	3800 Cessna Drive	19-Jan-11	0.67	<1	2	8	<1	0.20
RMD-272	751 Catalina Cres.	19-Jan-11	0.82	<1	<2	6	<1	0.11
RMD-255	6000 Blk. Miller Rd.	19-Jan-11	0.83	<1	<2	6	<1	0.26
RMD-256	1000 Blk. McDonald Rd.	19-Jan-11	0.76	<1	<2	7	<1	0.10
RMD-254	5300 No. 3 Rd.	19-Jan-11	0.79	<1	2	6	<1	0.15
RMD-270	8200 Jones Rd.	19-Jan-11	0.81	<1	4	6	<1	0.13
RMD-253	11051 No 3 Rd.	19-Jan-11	0.82	<1	<2	7	<1	0.12
RMD-257	6640 Blundell Rd.	21-Jan-11	0.87	<1	<2	4	<1	0.12
RMD-266	9380 General Currie Rd.	21-Jan-11	0.85	<1	<2	4	<1	0.15
RMD-259	10020 Amethyst Ave.	21-Jan-11	0.85	<1	<2	5	<1	0.11
RMD-268	13800 No. 3 Rd. (off Garden City)	21-Jan-11	0.74	<1	<2	5	<1	0.14
RMD-258	7000 Blk. Dyke Rd.	21-Jan-11	0.72	<1	<2	5	<1	0.11
RMD-260	11111 Horseshoe Way	21-Jan-11	0.87	<1	<2	4	<1	0.10
RMD-261	9911 Sidaway Rd.	21-Jan-11	0.85	<1	<2	4	<1	0.14
RMD-263	12560 Cambie Rd.	21-Jan-11	0.69	<1	<2	5	<1	0.21
RMD-262	13799 Commerce Pkwy.	21-Jan-11	0.71	<1	<2	5	<1	0.14
RMD-278	6651 Fraserwood Place	21-Jan-11	0.05	<1	4	8	<1	0.41
RMD-279	Opp. 20371 Westminster Hwy.	21-Jan-11	0.26	<1	6	8	<1	0.37
RMD-277	Opp. 11280 Twigg Place	21-Jan-11	0.76	<1	<2	6	<1	0.12
RMD-264	13100 Mitchell Rd.	21-Jan-11	0.74	<1	<2	6	<1	0.18
RMD-204	3180 Granville Ave.	24-Jan-11	0.78	<1	<2	7	<1	0.12
RMD-206	4251 Moncton St.	24-Jan-11	0.60	<1	<2	8	<1	0.10
RMD-216	11080 No. 2 Rd.	24-Jan-11	0.80	<1	<2	7	<1	0.09
RMD-212	Opp. 8880 Williams Rd.	24-Jan-11	0.71	<1	4	8	<1	0.12
RMD-208	13200 No. 4 Rd.	24-Jan-11	0.85	<1	2	6	<1	0.09
RMD-205	13851 Steveston Hwy.	24-Jan-11	0.79	<1	<2	6	<1	0.09
RMD-267	17240 Fedoruk	24-Jan-11	0.86	<1	<2	6	<1	0.08
RMD-249	23000 Blk. Dyke Rd.	24-Jan-11	0.46	<1	2	7	<1	0.37
RMD-276	22271 Cochrane Drive	24-Jan-11	0.22	<1	<2	7	<1	0.25
RMD-275	5180 Smith Cres.	24-Jan-11	0.51	<1	<2	7	<1	0.39
RMD-203	23260 Westminster Hwy.	24-Jan-11	0.50	<1	<2	7	<1	0.39
RMD-202	1500 Valemont Way	24-Jan-11	0.74	<1	<2	6	<1	0.13
RMD-214	11720 Westminster Hwy.	24-Jan-11	0.79	<1	<2	7	<1	0.11
RMD-251	5951 McCallan Rd.	26-Jan-11	0.86	<1	<2	6	<1	0.11
RMD-273	Opp. 8331 Fairfax Place	26-Jan-11	0.70	<1	<2	8	<1	0.14
RMD-252	9751 Pendleton Rd.	26-Jan-11	0.77	<1	<2	7	<1	0.10

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-274	10920 Springwood Court	26-Jan-11	0.74	<1	2	9	<1	0.17
RMD-253	11051 No 3 Rd.	26-Jan-11	0.70	<1	<2	7	<1	0.10
RMD-269	14951 Triangle Rd.	26-Jan-11	0.76	<1	<2	8	<1	0.11
RMD-270	8200 Jones Rd.	26-Jan-11	0.79	<1	<2	7	<1	0.11
RMD-254	5300 No. 3 Rd.	26-Jan-11	0.71	<1	<2	6	<1	0.09
RMD-250	6071 Azure Rd.	26-Jan-11	0.86	<1	<2	7	<1	0.11
RMD-271	3800 Cessna Drive	26-Jan-11	0.70	<1	<2	7	<1	0.19
RMD-272	751 Catalina Cres.	26-Jan-11	0.79	<1	<2	5	<1	0.11
RMD-255	6000 Blk. Miller Rd.	26-Jan-11	0.85	<1	<2	4	<1	0.60
RMD-256	1000 Blk. McDonald Rd.	26-Jan-11	0.65	<1	<2	6	<1	0.15
RMD-257	6640 Blundell Rd.	28-Jan-11	0.89	<1	<2	4	<1	0.13
RMD-258	7000 Blk. Dyke Rd.	28-Jan-11	0.60	<1	2	6	<1	0.15
RMD-268	13800 No. 3 Rd. (off Garden City)	28-Jan-11	0.76	<1	<2	6	<1	0.12
RMD-259	10020 Amethyst Ave.	28-Jan-11	0.79	<1	<2	5	<1	0.11
RMD-266	9380 General Currie Rd.	28-Jan-11	0.84	<1	<2	4	<1	0.11
RMD-260	11111 Horseshoe Way	28-Jan-11	0.80	<1	<2	4	<1	0.13
RMD-261	9911 Sidaway Rd.	28-Jan-11	0.82	<1	<2	5	<1	0.15
RMD-262	13799 Commerce Pkwy.	28-Jan-11	0.63	<1	<2	5	<1	0.17
RMD-263	12560 Cambie Rd.	28-Jan-11	0.74	<1	<2	5	<1	0.13
RMD-264	13100 Mitchell Rd.	28-Jan-11	0.73	<1	<2	6	<1	0.19
RMD-277	Opp. 11280 Twigg Place	28-Jan-11	0.55	<1	<2	7	<1	0.17
RMD-278	6651 Fraserwood Place	28-Jan-11	0.04	<1	20	8	<1	0.24
RMD-279	Opp. 20371 Westminster Hwy.	28-Jan-11	0.21	<1	2	7	<1	0.30
RMD-204	3180 Granville Ave.	31-Jan-11	0.84	<1	<2	6	<1	0.14
RMD-206	4251 Moncton St.	31-Jan-11	0.78	<1	<2	5	<1	0.11
RMD-216	11080 No. 2 Rd.	31-Jan-11	0.80	<1	<2	5	<1	0.15
RMD-212	Opp. 8880 Williams Rd.	31-Jan-11	0.67	<1	<2	6	<1	0.17
RMD-208	13200 No. 4 Rd.	31-Jan-11	0.79	<1	<2	5	<1	0.12
RMD-205	13851 Steveston Hwy.	31-Jan-11	0.61	<1	<2	5	<1	0.10
RMD-267	17240 Fedoruk	31-Jan-11	0.73	<1	<2	5	<1	0.17
RMD-249	23000 Blk. Dyke Rd.	31-Jan-11	0.48	<1	<2	6	<1	0.34
RMD-276	22271 Cochrane Drive	31-Jan-11	0.31	<1	<2	6	<1	0.23
RMD-275	5180 Smith Cres.	31-Jan-11	0.41	<1	<2	6	<1	0.27
RMD-203	23260 Westminster Hwy.	31-Jan-11	0.55	<1	<2	6	<1	0.28
RMD-202	1500 Valemont Way	31-Jan-11	0.75	<1	<2	5	<1	0.13
RMD-214	11720 Westminster Hwy.	31-Jan-11	0.90	<1	<2	5	<1	0.11
RMD-251	5951 McCallan Rd.	2-Feb-11	0.60	<1	<2	6	<1	0.14
RMD-273	Opp. 8331 Fairfax Place	2-Feb-11	0.72	<1	<2	6	<1	0.14
RMD-252	9751 Pendleton Rd.	2-Feb-11	0.67	<1	<2	5	<1	0.17
RMD-274	10920 Springwood Court	2-Feb-11	0.71	<1	<2	7	<1	0.15



Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-250	6071 Azure Rd.	2-Feb-11	0.53	<1	<2	5	<1	0.14
RMD-271	3800 Cessna Drive	2-Feb-11	0.67	<1	<2	7	<1	0.14
RMD-272	751 Catalina Cres.	2-Feb-11	0.70	<1	<2	4	<1	0.14
RMD-255	6000 Blk. Miller Rd.	2-Feb-11	0.78	<1	<2	4	<1	0.18
RMD-256	1000 Blk. McDonald Rd.	2-Feb-11	0.65	<1	<2	5	<1	0.15
RMD-254	5300 No. 3 Rd.	2-Feb-11	0.72	<1	<2	5	<1	0.13
RMD-270	8200 Jones Rd.	2-Feb-11	0.70	<1	<2	5	<1	0.17
RMD-269	14951 Triangle Rd.	2-Feb-11	0.70	<1	<2	4	<1	0.13
RMD-253	11051 No 3 Rd.	2-Feb-11	0.75	<1	<2	5	<1	0.14
RMD-257	6640 Blundell Rd.	4-Feb-11	0.78	<1	<2	4	<1	0.07
RMD-266	9380 General Currie Rd.	4-Feb-11	0.68	<1	<2	5	<1	0.08
RMD-259	10020 Amethyst Ave.	4-Feb-11	0.71	<1	<2	5	<1	0.10
RMD-268	13800 No. 3 Rd. (off Garden City)	4-Feb-11	0.61	<1	<2	5	<1	0.09
RMD-258	7000 Blk. Dyke Rd.	4-Feb-11	0.66	<1	<2	6	<1	0.10
RMD-260	11111 Horseshoe Way	4-Feb-11	0.72	<1	<2	4	<1	0.08
RMD-261	9911 Sidaway Rd.	4-Feb-11	0.73	<1	<2	5	<1	0.08
RMD-263	12560 Cambie Rd.	4-Feb-11	0.60	<1	<2	5	<1	0.13
RMD-262	13799 Commerce Pkwy.	4-Feb-11	0.57	<1	<2	5	<1	0.11
RMD-278	6651 Fraserwood Place	4-Feb-11	0.03	<1	100	7	<1	0.27
RMD-279	Opp. 20371 Westminster Hwy.	4-Feb-11	0.26	<1	<2	7	<1	0.21
RMD-277	Opp. 11280 Twigg Place	4-Feb-11	0.56	<1	<2	7	<1	0.14
RMD-264	13100 Mitchell Rd.	4-Feb-11	0.56	<1	<2	6	<1	0.13
RMD-204	3180 Granville Ave.	7-Feb-11	0.64	<1	<2	7	<1	0.13
RMD-206	4251 Moncton St.	7-Feb-11	0.64	<1	<2	6	<1	0.18
RMD-212	Opp. 8880 Williams Rd.	7-Feb-11	0.61	<1	<2	8	<1	0.15
RMD-208	13200 No. 4 Rd.	7-Feb-11	0.63	<1	<2	6	<1	0.14
RMD-205	13851 Steveston Hwy.	7-Feb-11	0.65	<1	<2	6	<1	0.14
RMD-267	17240 Fedoruk	7-Feb-11	0.67	<1	<2	6	<1	0.13
RMD-249	23000 Blk. Dyke Rd.	7-Feb-11	0.54	<1	<2	7	<1	0.43
RMD-276	22271 Cochrane Drive	7-Feb-11	0.39	<1	<2	7	<1	0.32
RMD-275	5180 Smith Cres.	7-Feb-11	0.42	<1	<2	7	<1	0.12
RMD-203	23260 Westminster Hwy.	7-Feb-11	0.56	<1	<2	7	<1	0.46
RMD-202	1500 Valemont Way	7-Feb-11	0.62	<1	<2	6	<1	0.18
RMD-214	11720 Westminster Hwy.	7-Feb-11	0.74	<1	<2	6	<1	0.14
RMD-216	11080 No. 2 Rd.	7-Feb-11	0.53	<1	<2	7	<1	0.15
RMD-251	5951 McCallan Rd.	9-Feb-11	0.63	<1	<2	5	<1	0.13
RMD-273	Opp. 8331 Fairfax Place	9-Feb-11	0.65	<1	<2	7	<1	0.14
RMD-252	9751 Pendleton Rd.	9-Feb-11	0.63	<1	<2	6	<1	0.12
RMD-274	10920 Springwood Court	9-Feb-11	0.64	<1	2	6	<1	0.18
RMD-250	6071 Azure Rd.	9-Feb-11	0.59	<1	<2	5	<1	0.11

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-271	3800 Cessna Drive	9-Feb-11	0.61	<1	<2	7	<1	0.13
RMD-272	751 Catalina Cres.	9-Feb-11	0.64	<1	<2	5	<1	0.11
RMD-255	6000 Blk. Miller Rd.	9-Feb-11	0.71	<1	<2	4	<1	0.17
RMD-256	1000 Blk. McDonald Rd.	9-Feb-11	0.61	<1	<2	5	<1	0.15
RMD-254	5300 No. 3 Rd.	9-Feb-11	0.65	<1	<2	5	<1	0.11
RMD-270	8200 Jones Rd.	9-Feb-11	0.70	<1	<2	5	<1	0.12
RMD-269	14951 Triangle Rd.	9-Feb-11	0.65	<1	<2	5	<1	0.16
RMD-253	11051 No 3 Rd.	9-Feb-11	0.66	<1	<2	4	<1	0.14
RMD-257	6640 Blundell Rd.	11-Feb-11	0.77	<1	<2	6	<1	0.15
RMD-258	7000 Blk. Dyke Rd.	11-Feb-11	0.66	<1	<2	7	<1	0.15
RMD-268	13800 No. 3 Rd. (off Garden City)	11-Feb-11	0.73	<1	<2	7	<1	0.14
RMD-259	10020 Amethyst Ave.	11-Feb-11	0.73	<1	<2	7	<1	0.14
RMD-266	9380 General Currie Rd.	11-Feb-11	0.71	<1	<2	6	<1	0.16
RMD-260	11111 Horseshoe Way	11-Feb-11	0.76	<1	<2	6	<1	0.16
RMD-261	9911 Sidaway Rd.	11-Feb-11	0.86	<1	<2	6	<1	0.17
RMD-263	12560 Cambie Rd.	11-Feb-11	0.63	<1	<2	7	<1	0.17
RMD-262	13799 Commerce Pkwy.	11-Feb-11	0.6	<1	<2	6	<1	0.13
RMD-264	13100 Mitchell Rd.	11-Feb-11	0.65	<1	<2	7	<1	0.14
RMD-277	Opp. 11280 Twigg Place	11-Feb-11	0.57	<1	<2	9	<1	0.16
RMD-279	Opp. 20371 Westminster Hwy.	11-Feb-11	0.26	<1	<2	8	<1	0.31
RMD-278	6651 Fraserwood Place	11-Feb-11	0.05	<1	14	8	<1	0.25
RMD-204	3180 Granville Ave.	14-Feb-11	0.84	<1	2	5	<1	0.12
RMD-206	4251 Moncton St.	14-Feb-11	0.85	<1	<2	5	<1	0.11
RMD-216	11080 No. 2 Rd.	14-Feb-11	0.91	<1	<2	5	<1	0.10
RMD-212	Opp. 8880 Williams Rd.	14-Feb-11	0.85	<1	<2	5	<1	0.09
RMD-208	13200 No. 4 Rd.	14-Feb-11	0.89	<1	<2	5	<1	0.10
RMD-205	13851 Steveston Hwy.	14-Feb-11	0.83	<1	<2	5	<1	0.10
RMD-267	17240 Fedoruk	14-Feb-11	0.62	<1	<2	5	<1	0.16
RMD-249	23000 Blk. Dyke Rd.	14-Feb-11	0.51	<1	<2	5	<1	0.29
RMD-276	22271 Cochrane Drive	14-Feb-11	0.4	<1	<2	5	<1	0.21
RMD-275	5180 Smith Cres.	14-Feb-11	0.63	<1	<2	5	<1	0.28
RMD-203	23260 Westminster Hwy.	14-Feb-11	0.56	<1	<2	5	<1	0.26
RMD-202	1500 Valemont Way	14-Feb-11	0.49	<1	<2	5	<1	0.17
RMD-214	11720 Westminster Hwy.	14-Feb-11	0.79	<1	<2	4	<1	0.11
RMD-251	5951 McCallan Rd.	16-Feb-11	0.92	<1	<2	5	<1	0.11
RMD-273	Opp. 8331 Fairfax Place	16-Feb-11	0.83	<1	<2	6	<1	0.13
RMD-252	9751 Pendleton Rd.	16-Feb-11	0.77	<1	<2	5	<1	0.15
RMD-274	10920 Springwood Court	16-Feb-11	0.97	<1	<2	6	<1	0.26
RMD-250	6071 Azure Rd.	16-Feb-11	0.88	<1	<2	5	<1	0.14
RMD-271	3800 Cessna Drive	16-Feb-11	0.61	<1	<2	7	<1	0.13

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-272	751 Catalina Cres.	16-Feb-11	0.81	<1	<2	5	<1	0.10
RMD-255	6000 Blk. Miller Rd.	16-Feb-11	0.76	<1	<2	4	<1	0.27
RMD-256	1000 Blk. McDonald Rd.	16-Feb-11	0.91	<1	<2	6	<1	0.11
RMD-254	5300 No. 3 Rd.	16-Feb-11	0.89	<1	<2	5	<1	0.16
RMD-270	8200 Jones Rd.	16-Feb-11	0.85	<1	<2	5	<1	0.11
RMD-269	14951 Triangle Rd.	16-Feb-11	0.79	<1	<2	6	<1	0.10
RMD-253	11051 No 3 Rd.	16-Feb-11	0.93	<1	<2	5	<1	0.6
RMD-258	7000 Blk. Dyke Rd.	17-Feb-11	0.66	<1	2	5	<1	0.33
RMD-259	10020 Amethyst Ave.	17-Feb-11	0.74	<1	<2	5	<1	0.11
RMD-257	6640 Blundell Rd.	18-Feb-11	0.77	<1	<2	5	<1	0.10
RMD-266	9380 General Currie Rd.	18-Feb-11	0.69	<1	<2	5	<1	0.21
RMD-260	11111 Horseshoe Way	18-Feb-11	0.71	<1	<2	5	<1	0.10
RMD-268	13800 No. 3 Rd. (off Garden City)	18-Feb-11	0.77	<1	<2	5	<1	0.13
RMD-261	9911 Sidaway Rd.	18-Feb-11	0.70	<1	<2	5	<1	0.13
RMD-263	12560 Cambie Rd.	18-Feb-11	0.63	<1	<2	5	<1	0.15
RMD-262	13799 Commerce Pkwy.	18-Feb-11	0.55	<1	<2	5	<1	0.14
RMD-278	6651 Fraserwood Place	18-Feb-11	0.09	<1	<2	7	<1	0.23
RMD-279	Opp. 20371 Westminster Hwy.	18-Feb-11	0.32	<1	2	6	<1	0.27
RMD-277	Opp. 11280 Twigg Place	18-Feb-11	0.75	<1	<2	6	<1	0.19
RMD-264	13100 Mitchell Rd.	18-Feb-11	0.62	<1	<2	6	<1	0.28
RMD-204	3180 Granville Ave.	21-Feb-11	0.93	<1	<2	5	<1	0.16
RMD-206	4251 Moncton St.	21-Feb-11	0.77	<1	<2	5	<1	0.13
RMD-216	11080 No. 2 Rd.	21-Feb-11	0.85	<1	<2	5	<1	0.08
RMD-212	Opp. 8880 Williams Rd.	21-Feb-11	0.87	<1	<2	5	<1	0.11
RMD-208	13200 No. 4 Rd.	21-Feb-11	0.91	<1	<2	5	<1	0.08
RMD-205	13851 Steveston Hwy.	21-Feb-11	0.78	<1	<2	5	<1	0.09
RMD-267	17240 Fedoruk	21-Feb-11	0.70	<1	<2	5	<1	0.07
RMD-249	23000 Blk. Dyke Rd.	21-Feb-11	0.67	<1	<2	5	<1	0.21
RMD-276	22271 Cochrane Drive	21-Feb-11	0.51	<1	<2	5	<1	0.25
RMD-275	5180 Smith Cres.	21-Feb-11	0.73	<1	<2	5	<1	0.25
RMD-203	23260 Westminster Hwy.	21-Feb-11	0.68	<1	<2	5	<1	0.24
RMD-202	1500 Valemont Way	21-Feb-11	0.56	<1	<2	5	<1	0.14
RMD-214	11720 Westminster Hwy.	21-Feb-11	1.1	<1	<2	5	<1	0.11
RMD-269	14951 Triangle Rd.	23-Feb-11	0.64	<1	<2	5	<1	0.10
RMD-253	11051 No 3 Rd.	23-Feb-11	0.66	<1	<2	5	<1	0.11
RMD-274	10920 Springwood Court	23-Feb-11	0.65	<1	<2	6	<1	0.51
RMD-252	9751 Pendleton Rd.	23-Feb-11	0.68	<1	<2	5	<1	0.09
RMD-273	Opp. 8331 Fairfax Place	23-Feb-11	0.73	<1	<2	6	<1	0.10
RMD-270	8200 Jones Rd.	23-Feb-11	0.66	<1	<2	5	<1	0.13
RMD-254	5300 No. 3 Rd.	23-Feb-11	0.61	<1	<2	5	<1	0.11

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-271	3800 Cessna Drive	23-Feb-11	0.70	<1	<2	6	<1	0.12
RMD-272	751 Catalina Cres.	23-Feb-11	0.64	<1	<2	5	<1	0.09
RMD-255	6000 Blk. Miller Rd.	23-Feb-11	0.67	<1	4	4	<1	0.26
RMD-256	1000 Blk. McDonald Rd.	23-Feb-11	0.73	<1	<2	5	<1	0.12
RMD-250	6071 Azure Rd.	23-Feb-11	0.69	<1	<2	5	<1	0.11
RMD-251	5951McCallan Rd.	23-Feb-11	0.64	<1	<2	5	<1	0.11
RMD-257	6640 Blundell Rd.	25-Feb-11	0.63	<1	<2	2	<1	0.09
RMD-258	7000 Blk. Dyke Rd.	25-Feb-11	0.64	<1	<2	5	<1	0.17
RMD-268	13800 No. 3 Rd. (off Garden City)	25-Feb-11	0.61	<1	<2	5	<1	0.09
RMD-259	10020 Amethyst Ave.	25-Feb-11	0.60	<1	<2	5	<1	0.26
RMD-266	9380 General Currie Rd.	25-Feb-11	0.62	<1	<2	4	<1	0.13
RMD-260	11111 Horseshoe Way	25-Feb-11	0.7	<1	<2	5	<1	0.09
RMD-261	9911 Sidaway Rd.	25-Feb-11	0.63	<1	<2	4	<1	0.17
RMD-262	13799 Commerce Pkwy.	25-Feb-11	0.63	<1	<2	4	<1	0.11
RMD-263	12560 Cambie Rd.	25-Feb-11	0.52	<1	<2	5	<1	0.15
RMD-264	13100 Mitchell Rd.	25-Feb-11	0.66	<1	<2	6	<1	0.13
RMD-277	Opp. 11280 Twigg Place	25-Feb-11	0.65	<1	<2	6	<1	0.12
RMD-278	6651 Fraserwood Place	25-Feb-11	0.20	<1	2	7	<1	0.24
RMD-279	Opp. 20371 Westminster Hwy.	25-Feb-11	0.32	<1	<2	6	<1	0.27
RMD-204	3180 Granville Ave.	28-Feb-11	0.67	<1	<2	5	<1	0.15
RMD-206	4251 Moncton St.	28-Feb-11	0.61	<1	<2	4	<1	0.11
RMD-216	11080 No. 2 Rd.	28-Feb-11	0.67	<1	<2	4	<1	0.10
RMD-212	Opp. 8880 Williams Rd.	28-Feb-11	0.63	<1	<2	4	<1	0.09
RMD-208	13200 No. 4 Rd.	28-Feb-11	0.67	<1	<2	4	<1	0.15
RMD-205	13851 Steveston Hwy.	28-Feb-11	0.64	<1	<2	4	<1	0.23
RMD-267	17240 Fedoruk	28-Feb-11	0.63	<1	<2	4	<1	0.10
RMD-249	23000 Blk. Dyke Rd.	28-Feb-11	0.48	<1	<2	4	<1	0.36
RMD-276	22271 Cochrane Drive	28-Feb-11	0.44	<1	<2	5	<1	0.28
RMD-275	5180 Smith Cres.	28-Feb-11	0.49	<1	2	5	<1	0.35
RMD-203	23260 Westminster Hwy.	28-Feb-11	0.63	<1	<2	4	<1	0.28
RMD-202	1500 Valemont Way	28-Feb-11	0.69	<1	<2	4	<1	0.15
RMD-214	11720 Westminster Hwy.	28-Feb-11	0.67	<1	<2	4	<1	0.43
RMD-251	5951McCallan Rd.	2-Mar-11	0.59	<1	<2	5	<1	0.15
RMD-252	9751 Pendleton Rd.	2-Mar-11	0.59	<1	<2	6	<1	0.13
RMD-273	Opp. 8331 Fairfax Place	2-Mar-11	0.55	<1	<2	7	<1	0.10
RMD-274	10920 Springwood Court	2-Mar-11	0.56	<1	2	8	<1	0.21
RMD-250	6071 Azure Rd.	2-Mar-11	0.57	<1	<2	6	<1	0.12
RMD-271	3800 Cessna Drive	2-Mar-11	0.49	<1	Contaminated NA	8	<1	0.12
RMD-272	751 Catalina Cres.	2-Mar-11	0.67	<1	<2	6	<1	0.08

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-255	6000 Blk. Miller Rd.	2-Mar-11	0.70	<1	<2	5	<1	0.19
RMD-256	1000 Blk. McDonald Rd.	2-Mar-11	0.39	<1	<2	8	<1	0.18
RMD-254	5300 No. 3 Rd.	2-Mar-11	0.58	<1	<2	5	<1	0.11
RMD-270	8200 Jones Rd.	2-Mar-11	0.54	<1	<2	6	<1	0.14
RMD-269	14951 Triangle Rd.	2-Mar-11	0.58	<1	<2	6	<1	0.12
RMD-253	11051 No 3 Rd.	2-Mar-11	0.58	<1	<2	5	<1	0.15
RMD-257	6640 Blundell Rd.	4-Mar-11	0.61	<1	<2	4	<1	0.13
RMD-266	9380 General Currie Rd.	4-Mar-11	0.65	<1	<2	3	<1	0.08
RMD-259	10020 Amethyst Ave.	4-Mar-11	0.56	<1	2	4	<1	0.10
RMD-268	13800 No. 3 Rd. (off Garden City)	4-Mar-11	0.55	<1	<2	4	<1	0.08
RMD-258	7000 Blk. Dyke Rd.	4-Mar-11	0.62	<1	<2	4	<1	0.15
RMD-260	11111 Horseshoe Way	4-Mar-11	0.60	<1	<2	3	<1	0.11
RMD-261	9911 Sidaway Rd.	4-Mar-11	0.55	<1	<2	4	<1	0.09
RMD-262	13799 Commerce Pkwy.	4-Mar-11	0.59	<1	2	4	<1	0.09
RMD-263	12560 Cambie Rd.	4-Mar-11	0.55	<1	<2	4	<1	0.12
RMD-264	13100 Mitchell Rd.	4-Mar-11	0.5	<1	<2	4	<1	0.11
RMD-277	Opp. 11280 Twigg Place	4-Mar-11	0.46	<1	<2	6	<1	0.14
RMD-278	6651 Fraserwood Place	4-Mar-11	0.16	<1	<2	6	<1	0.18
RMD-279	Opp. 20371 Westminster Hwy.	4-Mar-11	0.42	<1	2	5	<1	0.20
RMD-204	3180 Granville Ave.	7-Mar-11	0.57	<1	<2	5	<1	0.11
RMD-206	4251 Moncton St.	7-Mar-11	0.52	<1	<2	4	<1	0.15
RMD-216	11080 No. 2 Rd.	7-Mar-11	0.41	<1	<2	4	<1	0.10
RMD-212	Opp. 8880 Williams Rd.	7-Mar-11	0.53	<1	<2	5	<1	0.13
RMD-208	13200 No. 4 Rd.	7-Mar-11	0.45	<1	2	4	<1	0.13
RMD-205	13851 Steveston Hwy.	7-Mar-11	0.55	<1	<2	4	<1	0.13
RMD-267	17240 Fedoruk	7-Mar-11	0.61	<1	<2	4	<1	0.10
RMD-249	23000 Blk. Dyke Rd.	7-Mar-11	0.69	<1	<2	5	<1	0.32
RMD-276	22271 Cochrane Drive	7-Mar-11	0.48	<1	<2	5	<1	0.27
RMD-275	5180 Smith Cres.	7-Mar-11	0.70	<1	<2	5	<1	0.31
RMD-203	23260 Westminster Hwy.	7-Mar-11	0.67	<1	<2	5	<1	0.35
RMD-202	1500 Valemont Way	7-Mar-11	0.63	<1	2	4	<1	0.18
RMD-214	11720 Westminster Hwy.	7-Mar-11	0.55	<1	<2	3	<1	0.17
RMD-251	5951 McCallan Rd.	9-Mar-11	0.66	<1	<2	6	<1	0.13
RMD-273	Opp. 8331 Fairfax Place	9-Mar-11	0.66	<1	<2	8	<1	0.16
RMD-274	10920 Springwood Court	9-Mar-11	0.50	<1	<2	8	<1	0.15
RMD-250	6071 Azure Rd.	9-Mar-11	0.55	<1	<2	7	<1	0.10
RMD-252	9751 Pendleton Rd.	9-Mar-11	0.53	<1	<2	7	<1	0.12
RMD-271	3800 Cessna Drive	9-Mar-11	0.47	<1	<2	9	<1	0.15
RMD-255	6000 Blk. Miller Rd.	9-Mar-11	0.60	<1	<2	6	<1	0.28
RMD-272	751 Catalina Cres.	9-Mar-11	0.58	<1	2	6	<1	0.13

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-256	1000 Blk. McDonald Rd.	9-Mar-11	0.41	<1	<2	8	<1	0.17
RMD-254	5300 No. 3 Rd.	9-Mar-11	0.60	<1	<2	6	<1	0.11
RMD-270	8200 Jones Rd.	9-Mar-11	0.53	<1	<2	7	<1	0.13
RMD-269	14951 Triangle Rd.	9-Mar-11	0.56	<1	<2	8	<1	0.15
RMD-253	11051 No 3 Rd.	9-Mar-11	0.64	<1	<2	6	<1	0.10
RMD-257	6640 Blundell Rd.	11-Mar-11	0.60	<1	<2	5	<1	0.10
RMD-258	7000 Blk. Dyke Rd.	11-Mar-11	0.61	<1	<2	7	<1	0.10
RMD-268	13800 No. 3 Rd. (off Garden City)	11-Mar-11	0.57	<1	<2	6	<1	0.13
RMD-259	10020 Amethyst Ave.	11-Mar-11	0.65	<1	2	6	<1	0.12
RMD-266	9380 General Currie Rd.	11-Mar-11	0.70	<1	<2	5	<1	0.11
RMD-260	11111 Horseshoe Way	11-Mar-11	0.66	<1	<2	5	<1	0.10
RMD-261	9911 Sidaway Rd.	11-Mar-11	0.66	<1	<2	6	<1	0.09
RMD-278	6651 Fraserwood Place	11-Mar-11	0.23	<1	<2	9	<1	0.28
RMD-279	Opp. 20371 Westminster Hwy.	11-Mar-11	0.41	<1	<2	7	<1	0.31
RMD-262	13799 Commerce Pkwy.	11-Mar-11	0.69	<1	<2	6	<1	0.11
RMD-263	12560 Cambie Rd.	11-Mar-11	0.60	<1	<2	6	<1	0.10
RMD-264	13100 Mitchell Rd.	11-Mar-11	0.50	<1	<2	7	<1	0.12
RMD-277	Opp. 11280 Twigg Place	11-Mar-11	0.39	<1	<2	8	<1	0.15
RMD-204	3180 Granville Ave.	14-Mar-11	0.48	<1	<2	6	<1	0.08
RMD-206	4251 Moncton St.	14-Mar-11	0.50	<1	<2	6	<1	0.08
RMD-216	11080 No. 2 Rd.	14-Mar-11	0.61	<1	<2	6	<1	0.10
RMD-212	Opp. 8880 Williams Rd.	14-Mar-11	0.54	<1	<2	6	<1	0.08
RMD-208	13200 No. 4 Rd.	14-Mar-11	0.55	<1	<2	6	<1	0.08
RMD-205	13851 Steveston Hwy.	14-Mar-11	0.57	<1	<2	6	<1	0.09
RMD-267	17240 Fedoruk	14-Mar-11	0.51	<1	<2	6	<1	0.08
RMD-249	23000 Blk. Dyke Rd.	14-Mar-11	0.62	<1	<2	7	<1	0.49
RMD-276	22271 Cochrane Drive	14-Mar-11	0.49	<1	<2	7	<1	0.43
RMD-275	5180 Smith Cres.	14-Mar-11	0.78	<1	2	7	<1	0.46
RMD-203	23260 Westminster Hwy.	14-Mar-11	0.93	<1	<2	7	<1	0.47
RMD-202	1500 Valemont Way	14-Mar-11	0.62	<1	<2	6	<1	0.14
RMD-214	11720 Westminster Hwy.	14-Mar-11	0.55	<1	<2	5	<1	0.10
RMD-271	3800 Cessna Drive	16-Mar-11	0.44	<1	<2	7	<1	0.13
RMD-272	751 Catalina Cres.	16-Mar-11	0.53	<1	<2	5	<1	0.12
RMD-255	6000 Blk. Miller Rd.	16-Mar-11	0.61	<1	2	4	<1	0.32
RMD-256	1000 Blk. McDonald Rd.	16-Mar-11	0.38	<1	<2	7	<1	0.19
RMD-254	5300 No. 3 Rd.	16-Mar-11	0.55	<1	<2	5	<1	0.16
RMD-270	8200 Jones Rd.	16-Mar-11	0.55	<1	<2	5	<1	0.11
RMD-269	14951 Triangle Rd.	16-Mar-11	0.52	<1	<2	6	<1	0.11
RMD-253	11051 No 3 Rd.	16-Mar-11	0.58	<1	<2	5	<1	0.13
RMD-274	10920 Springwood Court	16-Mar-11	0.52	<1	<2	7	<1	4.50

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-252	9751 Pendleton Rd.	16-Mar-11	0.50	<1	2	5	<1	0.35
RMD-273	Opp. 8331 Fairfax Place	16-Mar-11	0.51	<1	<2	7	<1	0.09
RMD-250	6071 Azure Rd.	16-Mar-11	0.43	<1	<2	5	<1	0.12
RMD-251	5951McCallan Rd.	16-Mar-11	0.54	<1	<2	5	<1	0.11
RMD-257	6640 Blundell Rd.	18-Mar-11	0.58	<1	<2	4	<1	0.13
RMD-266	9380 General Currie Rd.	18-Mar-11	0.55	<1	<2	4	<1	0.17
RMD-259	10020 Amethyst Ave.	18-Mar-11	0.54	<1	<2	4	<1	0.14
RMD-268	13800 No. 3 Rd. (off Garden City)	18-Mar-11	0.46	<1	<2	5	<1	0.14
RMD-258	7000 Blk. Dyke Rd.	18-Mar-11	0.49	<1	2	5	<1	0.10
RMD-260	11111 Horseshoe Way	18-Mar-11	0.58	<1	<2	4	<1	0.17
RMD-261	9911 Sidaway Rd.	18-Mar-11	0.51	<1	<2	4	<1	0.14
RMD-262	13799 Commerce Pkwy.	18-Mar-11	0.47	<1	<2	4	<1	0.21
RMD-263	12560 Cambie Rd.	18-Mar-11	0.51	<1	<2	5	<1	0.17
RMD-264	13100 Mitchell Rd.	18-Mar-11	0.49	<1	<2	5	<1	0.11
RMD-277	Opp. 11280 Twigg Place	18-Mar-11	0.44	<1	<2	7	<1	0.18
RMD-278	6651 Fraserwood Place	18-Mar-11	0.28	<1	2	7	<1	0.34
RMD-279	Opp. 20371 Westminster Hwy.	18-Mar-11	0.42	<1	<2	6	<1	0.47
RMD-204	3180 Granville Ave.	21-Mar-11	0.55	<1	<2	7	<1	0.11
RMD-206	4251 Moncton St.	21-Mar-11	0.51	<1	<2	6	<1	0.10
RMD-216	11080 No. 2 Rd.	21-Mar-11	0.57	<1	<2	6	<1	0.14
RMD-212	Opp. 8880 Williams Rd.	21-Mar-11	0.53	<1	<2	7	<1	0.15
RMD-208	13200 No. 4 Rd.	21-Mar-11	0.50	<1	<2	7	<1	0.11
RMD-205	13851 Steveston Hwy.	21-Mar-11	0.52	<1	<2	7	<1	0.12
RMD-267	17240 Fedoruk	21-Mar-11	0.52	<1	<2	7	<1	0.11
RMD-249	23000 Blk. Dyke Rd.	21-Mar-11	0.75	<1	<2	7	<1	0.40
RMD-276	22271 Cochrane Drive	21-Mar-11	0.45	<1	<2	8	<1	0.32
RMD-275	5180 Smith Cres.	21-Mar-11	0.71	<1	<2	8	<1	0.43
RMD-203	23260 Westminster Hwy.	21-Mar-11	0.83	<1	<2	7	<1	0.42
RMD-202	1500 Valemont Way	21-Mar-11	0.69	<1	<2	6	<1	0.15
RMD-214	11720 Westminster Hwy.	21-Mar-11	0.55	<1	<2	6	<1	0.12
RMD-251	5951McCallan Rd.	23-Mar-11	0.55	<1	4	7	<1	0.11
RMD-273	Opp. 8331 Fairfax Place	23-Mar-11	0.43	<1	<2	10	<1	0.12
RMD-274	10920 Springwood Court	23-Mar-11	0.49	<1	<2	9	<1	0.10
RMD-252	9751 Pendleton Rd.	23-Mar-11	0.50	<1	<2	7	<1	0.08
RMD-250	6071 Azure Rd.	23-Mar-11	0.51	<1	<2	7	<1	0.10
RMD-271	3800 Cessna Drive	23-Mar-11	0.37	<1	<2	9	<1	0.11
RMD-272	751 Catalina Cres.	23-Mar-11	0.56	<1	<2	7	<1	0.09
RMD-255	6000 Blk. Miller Rd.	23-Mar-11	0.57	<1	<2	6	<1	0.20
RMD-256	1000 Blk. McDonald Rd.	23-Mar-11	0.23	<1	<2	9	<1	0.20
RMD-254	5300 No. 3 Rd.	23-Mar-11	0.58	<1	<2	6	<1	0.08



Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-270	8200 Jones Rd.	23-Mar-11	0.57	<1	<2	7	<1	0.12
RMD-269	14951 Triangle Rd.	23-Mar-11	0.42	<1	<2	8	<1	0.11
RMD-253	11051 No 3 Rd.	23-Mar-11	0.55	<1	<2	6	<1	0.09
RMD-257	6640 Blundell Rd.	25-Mar-11	0.56	<1	<2	6	<1	0.08
RMD-258	7000 Blk. Dyke Rd.	25-Mar-11	0.5	<1	2	8	<1	0.16
RMD-268	13800 No. 3 Rd. (off Garden City)	25-Mar-11	0.54	<1	<2	7	<1	0.18
RMD-259	10020 Amethyst Ave.	25-Mar-11	0.58	<1	<2	7	<1	0.12
RMD-266	9380 General Currie Rd.	25-Mar-11	0.50	<1	<2	6	<1	0.14
RMD-260	11111 Horseshoe Way	25-Mar-11	0.45	<1	<2	8	<1	0.13
RMD-261	9911 Sidaway Rd.	25-Mar-11	0.49	<1	<2	7	<1	0.10
RMD-262	13799 Commerce Pkwy.	25-Mar-11	0.51	<1	<2	7	<1	0.13
RMD-263	12560 Cambie Rd.	25-Mar-11	0.50	<1	<2	7	<1	0.13
RMD-264	13100 Mitchell Rd.	25-Mar-11	0.39	<1	<2	8	<1	0.12
RMD-277	Opp. 11280 Twigg Place	25-Mar-11	0.33	<1	<2	10	<1	0.18
RMD-279	Opp. 20371 Westminster Hwy.	25-Mar-11	0.18	<1	<2	8	<1	0.33
RMD-278	6651 Fraserwood Place	25-Mar-11	0.11	<1	<2	10	<1	0.26
RMD-204	3180 Granville Ave.	28-Mar-11	0.54	<1	<2	8	<1	0.12
RMD-206	4251 Moncton St.	28-Mar-11	0.54	<1	<2	8	<1	0.14
RMD-216	11080 No. 2 Rd.	28-Mar-11	0.59	<1	<2	7	<1	0.32
RMD-212	Opp. 8880 Williams Rd.	28-Mar-11	0.51	<1	<2	7	<1	0.11
RMD-208	13200 No. 4 Rd.	28-Mar-11	0.56	<1	<2	7	<1	0.10
RMD-205	13851 Steveston Hwy.	28-Mar-11	0.54	<1	<2	7	<1	0.11
RMD-267	17240 Fedoruk	28-Mar-11	0.58	<1	<2	7	<1	0.17
RMD-249	23000 Blk. Dyke Rd.	28-Mar-11	0.70	<1	<2	8	<1	0.29
RMD-276	22271 Cochrane Drive	28-Mar-11	0.55	<1	<2	8	<1	0.26
RMD-275	5180 Smith Cres.	28-Mar-11	0.76	<1	<2	8	<1	0.31
RMD-202	1500 Valemont Way	28-Mar-11	0.64	<1	<2	7	<1	0.17
RMD-214	11720 Westminster Hwy.	28-Mar-11	0.54	<1	<2	7	<1	0.15
RMD-203	23260 Westminster Hwy.	28-Mar-11	0.76	<1	<2	8	<1	0.31
RMD-251	5951 McCallan Rd.	30-Mar-11	0.64	<1	<2	8	<1	0.09
RMD-273	Opp. 8331 Fairfax Place	30-Mar-11	0.48	<1	<2	11	<1	0.15
RMD-274	10920 Springwood Court	30-Mar-11	0.59	<1	<2	9	<1	0.37
RMD-252	9751 Pendleton Rd.	30-Mar-11	0.54	<1	<2	8	<1	0.11
RMD-250	6071 Azure Rd.	30-Mar-11	0.55	<1	<2	8	<1	0.11
RMD-271	3800 Cessna Drive	30-Mar-11	0.50	<1	2	10	<1	0.17
RMD-272	751 Catalina Cres.	30-Mar-11	0.58	<1	<2	7	<1	0.11
RMD-255	6000 Blk. Miller Rd.	30-Mar-11	0.20	<1	<2	6	<1	0.29
RMD-256	1000 Blk. McDonald Rd.	30-Mar-11	0.94	<1	<2	10	<1	0.16
RMD-254	5300 No. 3 Rd.	30-Mar-11	0.65	<1	<2	7	<1	0.09
RMD-270	8200 Jones Rd.	30-Mar-11	0.46	<1	<2	9	<1	0.14

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-269	14951 Triangle Rd.	30-Mar-11	0.43	<1	<2	10	<1	0.12
RMD-253	11051 No 3 Rd.	30-Mar-11	0.51	<1	2	7	<1	0.10
RMD-257	6640 Blundell Rd.	1-Apr-11	0.53	<1	<2	5	<1	0.11
RMD-266	9380 General Currie Rd.	1-Apr-11	0.56	<1	2	5	<1	0.09
RMD-259	10020 Amethyst Ave.	1-Apr-11	0.54	<1	<2	5	<1	0.08
RMD-268	13800 No. 3 Rd. (off Garden City)	1-Apr-11	0.52	<1	<2	5	<1	0.11
RMD-258	7000 Blk. Dyke Rd.	1-Apr-11	0.55	<1	<2	6	<1	0.09
RMD-260	11111 Horseshoe Way	1-Apr-11	0.57	<1	<2	5	<1	0.10
RMD-261	9911 Sidaway Rd.	1-Apr-11	0.49	<1	<2	5	<1	0.13
RMD-262	13799 Commerce Pkwy.	1-Apr-11	0.48	<1	<2	5	<1	0.27
RMD-263	12560 Cambie Rd.	1-Apr-11	0.53	<1	<2	5	<1	0.14
RMD-264	13100 Mitchell Rd.	1-Apr-11	0.48	<1	<2	6	<1	0.13
RMD-277	Opp. 11280 Twigg Place	1-Apr-11	0.46	<1	<2	6	<1	0.13
RMD-278	6651 Fraserwood Place	1-Apr-11	0.17	<1	<2	8	<1	0.22
RMD-279	Opp. 20371 Westminster Hwy.	1-Apr-11	0.59	<1	<2	7	<1	0.43
RMD-204	3180 Granville Ave.	4-Apr-11	0.52	<1	2	9	<1	0.14
RMD-206	4251 Moncton St.	4-Apr-11	0.53	<1	2	8	<1	0.09
RMD-216	11080 No. 2 Rd.	4-Apr-11	0.58	<1	<2	8	<1	0.09
RMD-212	Opp. 8880 Williams Rd.	4-Apr-11	0.52	<1	<2	8	<1	0.09
RMD-208	13200 No. 4 Rd.	4-Apr-11	0.62	<1	<2	8	<1	0.09
RMD-205	13851 Steveston Hwy.	4-Apr-11	0.56	<1	<2	8	<1	0.19
RMD-267	17240 Fedoruk	4-Apr-11	0.59	<1	<2	8	<1	0.13
RMD-249	23000 Blk. Dyke Rd.	4-Apr-11	1.0	<1	<2	8	<1	0.46
RMD-276	22271 Cochrane Drive	4-Apr-11	0.79	<1	<2	9	<1	0.40
RMD-275	5180 Smith Cres.	4-Apr-11	1.0	<1	<2	8	<1	0.44
RMD-203	23260 Westminster Hwy.	4-Apr-11	1.0	<1	<2	8	<1	0.42
RMD-202	1500 Valemont Way	4-Apr-11	0.72	<1	<2	8	<1	0.18
RMD-214	11720 Westminster Hwy.	4-Apr-11	0.59	<1	<2	7	<1	0.08
RMD-251	5951 McCallan Rd.	6-Apr-11	0.55	<1	<2	6	<1	0.10
RMD-273	Opp. 8331 Fairfax Place	6-Apr-11	0.45	<1	<2	8	<1	0.10
RMD-252	9751 Pendleton Rd.	6-Apr-11	0.53	<1	<2	6	<1	0.09
RMD-274	10920 Springwood Court	6-Apr-11	0.49	<1	<2	7	<1	0.20
RMD-253	11051 No 3 Rd.	6-Apr-11	0.57	<1	<2	6	<1	0.09
RMD-269	14951 Triangle Rd.	6-Apr-11	0.37	<1	<2	7	<1	0.17
RMD-270	8200 Jones Rd.	6-Apr-11	0.47	<1	<2	6	<1	0.11
RMD-254	5300 No. 3 Rd.	6-Apr-11	0.47	<1	<2	6	<1	0.18
RMD-271	3800 Cessna Drive	6-Apr-11	0.35	<1	<2	8	<1	0.11
RMD-272	751 Catalina Cres.	6-Apr-11	0.46	<1	<2	6	<1	0.11
RMD-255	6000 Blk. Miller Rd.	6-Apr-11	0.52	<1	<2	5	<1	0.34
RMD-256	1000 Blk. McDonald Rd.	6-Apr-11	0.29	<1	<2	8	<1	0.14

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-250	6071 Azure Rd.	6-Apr-11	0.29	<1	<2	6	<1	0.12
RMD-257	6640 Blundell Rd.	8-Apr-11	0.55	<1	<2	7	<1	0.10
RMD-258	7000 Blk. Dyke Rd.	8-Apr-11	0.38	<1	<2	9	<1	0.13
RMD-268	13800 No. 3 Rd. (off Garden City)	8-Apr-11	0.53	<1	<2	9	<1	0.13
RMD-259	10020 Amethyst Ave.	8-Apr-11	0.57	<1	<2	8	<1	0.10
RMD-266	9380 General Currie Rd.	8-Apr-11	0.55	<1	<2	7	<1	0.13
RMD-260	11111 Horseshoe Way	8-Apr-11	0.57	<1	<2	7	<1	0.09
RMD-261	9911 Sidaway Rd.	8-Apr-11	0.57	<1	<2	8	<1	0.11
RMD-263	12560 Cambie Rd.	8-Apr-11	0.50	<1	<2	8	<1	0.19
RMD-262	13799 Commerce Pkwy.	8-Apr-11	0.56	<1	<2	8	<1	0.23
RMD-264	13100 Mitchell Rd.	8-Apr-11	0.52	<1	<2	10	<1	0.13
RMD-277	Opp. 11280 Twigg Place	8-Apr-11	0.39	<1	<2	11	<1	0.13
RMD-278	6651 Fraserwood Place	8-Apr-11	0.19	<1	<2	11	<1	0.24
RMD-279	Opp. 20371 Westminster Hwy.	8-Apr-11	0.52	<1	2	8	<1	0.34
RMD-204	3180 Granville Ave.	11-Apr-11	0.48	<1	<2	8	<1	0.09
RMD-206	4251 Moncton St.	11-Apr-11	0.37	<1	<2	7	<1	0.09
RMD-216	11080 No. 2 Rd.	11-Apr-11	0.48	<1	<2	7	<1	0.15
RMD-212	Opp. 8880 Williams Rd.	11-Apr-11	0.51	<1	2	7	<1	0.09
RMD-208	13200 No. 4 Rd.	11-Apr-11	0.53	<1	<2	7	<1	0.12
RMD-205	13851 Steveston Hwy.	11-Apr-11	0.52	<1	<2	7	<1	0.24
RMD-267	17240 Fedoruk	11-Apr-11	0.60	<1	<2	7	<1	0.12
RMD-249	23000 Blk. Dyke Rd.	11-Apr-11	0.72	<1	2	6	<1	0.41
RMD-276	22271 Cochrane Drive	11-Apr-11	0.51	<1	<2	8	<1	0.31
RMD-275	5180 Smith Cres.	11-Apr-11	0.68	<1	<2	8	<1	0.39
RMD-203	23260 Westminster Hwy.	11-Apr-11	0.80	<1	<2	7	<1	0.42
RMD-202	1500 Valemont Way	11-Apr-11	0.44	<1	<2	6	<1	0.19
RMD-214	11720 Westminster Hwy.	11-Apr-11	0.62	<1	<2	6	<1	0.09
RMD-251	5951 McCallan Rd.	13-Apr-11	0.59	<1	<2	8	<1	0.15
RMD-273	Opp. 8331 Fairfax Place	13-Apr-11	0.49	<1	<2	11	<1	0.13
RMD-252	9751 Pendleton Rd.	13-Apr-11	0.54	<1	<2	9	<1	0.12
RMD-274	10920 Springwood Court	13-Apr-11	0.52	<1	2	10	<1	0.30
RMD-250	6071 Azure Rd.	13-Apr-11	0.54	<1	<2	9	<1	0.13
RMD-271	3800 Cessna Drive	13-Apr-11	0.51	<1	<2	10	<1	0.10
RMD-272	751 Catalina Cres.	13-Apr-11	0.57	<1	<2	8	<1	0.08
RMD-255	6000 Blk. Miller Rd.	13-Apr-11	0.58	<1	<2	8	<1	0.16
RMD-256	1000 Blk. McDonald Rd.	13-Apr-11	0.45	<1	<2	11	<1	0.11
RMD-254	5300 No. 3 Rd.	13-Apr-11	0.48	<1	<2	8	<1	0.10
RMD-270	8200 Jones Rd.	13-Apr-11	0.40	<1	<2	9	<1	0.12
RMD-269	14951 Triangle Rd.	13-Apr-11	0.45	<1	<2	10	<1	0.13
RMD-253	11051 No 3 Rd.	13-Apr-11	0.53	<1	<2	8	<1	0.12

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-257	6640 Blundell Rd.	15-Apr-11	0.42	<1	<2	5	<1	0.08
RMD-266	9380 General Currie Rd.	15-Apr-11	0.57	<1	<2	6	<1	0.08
RMD-259	10020 Amethyst Ave.	15-Apr-11	0.52	<1	<2	6	<1	0.13
RMD-268	13800 No. 3 Rd. (off Garden City)	15-Apr-11	0.47	<1	<2	6	<1	0.12
RMD-258	7000 Blk. Dyke Rd.	15-Apr-11	0.51	<1	<2	7	<1	0.19
RMD-260	11111 Horseshoe Way	15-Apr-11	0.55	<1	<2	6	<1	0.08
RMD-261	9911 Sidaway Rd.	15-Apr-11	0.59	<1	<2	6	<1	0.09
RMD-262	13799 Commerce Pkwy.	15-Apr-11	0.49	<1	<2	7	<1	0.22
RMD-263	12560 Cambie Rd.	15-Apr-11	0.48	<1	<2	6	<1	0.15
RMD-264	13100 Mitchell Rd.	15-Apr-11	0.41	<1	<2	8	<1	0.13
RMD-277	Opp. 11280 Twigg Place	15-Apr-11	0.4	<1	<2	7	<1	0.12
RMD-278	6651 Fraserwood Place	15-Apr-11	0.23	<1	2	8	<1	0.23
RMD-279	Opp. 20371 Westminster Hwy.	15-Apr-11	0.42	<1	<2	7	<1	0.29
RMD-204	3180 Granville Ave.	18-Apr-11	0.53	<1	<2	10	<1	0.12
RMD-206	4251 Moncton St.	18-Apr-11	0.48	<1	<2	9	<1	0.08
RMD-216	11080 No. 2 Rd.	18-Apr-11	0.54	<1	<2	9	<1	0.11
RMD-212	Opp. 8600 Riyan Rd.	18-Apr-11	0.43	<1	<2	9	<1	0.09
RMD-208	13200 No. 4 Rd.	18-Apr-11	0.44	<1	<2	9	<1	0.09
RMD-205	13851 Steveston Hwy.	18-Apr-11	0.38	<1	<2	10	<1	0.15
RMD-267	17240 Fedoruk	18-Apr-11	0.53	<1	<2	9	<1	0.09
RMD-249	23000 Blk. Dyke Rd.	18-Apr-11	0.72	<1	<2	9	<1	0.33
RMD-203	23260 Westminster Hwy.	18-Apr-11	0.77	<1	<2	8	<1	0.33
RMD-275	5180 Smith Cres.	18-Apr-11	0.69	<1	<2	9	<1	0.34
RMD-276	22271 Cochrane Drive	18-Apr-11	0.51	<1	<2	9	<1	0.26
RMD-202	1500 Valemont Way	18-Apr-11	0.58	<1	<2	9	<1	0.14
RMD-214	11720 Westminster Hwy.	18-Apr-11	0.56	<1	<2	8	<1	0.08
RMD-251	5951 McCallan Rd.	20-Apr-11	0.61	<1	<2	6	<1	0.20
RMD-273	Opp. 8331 Fairfax Place	20-Apr-11	0.80	<1	<2	10	<1	0.15
RMD-252	9751 Pendleton Rd.	20-Apr-11	0.62	<1	<2	7	<1	0.10
RMD-274	10920 Springwood Court	20-Apr-11	0.73	<1	<2	7	<1	0.34
RMD-250	6071 Azure Rd.	20-Apr-11	0.76	<1	<2	7	<1	0.10
RMD-271	3800 Cessna Drive	20-Apr-11	0.39	<1	<2	7	<1	0.12
RMD-272	751 Catalina Cres.	20-Apr-11	0.56	<1	<2	7	<1	0.14
RMD-255	6000 Blk. Miller Rd.	20-Apr-11	1.4	<1	<2	6	<1	0.40
RMD-256	1000 Blk. McDonald Rd.	20-Apr-11	0.74	<1	<2	10	<1	0.17
RMD-254	5300 No. 3 Rd.	20-Apr-11	0.53	<1	2	6	<1	0.19
RMD-270	8200 Jones Rd.	20-Apr-11	0.55	<1	<2	7	<1	0.21
RMD-269	14951 Triangle Rd.	20-Apr-11	0.51	<1	<2	9	<1	0.19
RMD-253	11051 No 3 Rd.	20-Apr-11	0.59	<1	<2	6	<1	0.12
RMD-204	3180 Granville Ave.	26-Apr-11	0.48	<1	<2	10	<1	0.10

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-206	4251 Moncton St.	26-Apr-11	0.40	<1	<2	9	<1	0.11
RMD-216	11080 No. 2 Rd.	26-Apr-11	0.50	<1	<2	10	<1	0.15
RMD-212	Opp. 8600 Riyan Rd.	26-Apr-11	0.50	<1	<2	10	<1	0.15
RMD-205	13851 Steveston Hwy.	26-Apr-11	0.19	<1	<2	9	<1	0.22
RMD-208	13200 No. 4 Rd.	26-Apr-11	0.51	<1	<2	10	<1	0.12
RMD-267	17240 Fedoruk	26-Apr-11	0.58	<1	<2	10	<1	0.16
RMD-249	23000 Blk. Dyke Rd.	26-Apr-11	0.86	<1	8	9	<1	0.36
RMD-276	22271 Cochrane Drive	26-Apr-11	0.55	<1	<2	10	<1	0.24
RMD-275	5180 Smith Cres.	26-Apr-11	0.75	<1	<2	10	<1	0.37
RMD-203	23260 Westminster Hwy.	26-Apr-11	0.89	<1	<2	10	<1	0.34
RMD-202	1500 Valemont Way	26-Apr-11	0.61	<1	<2	9	<1	0.17
RMD-214	11720 Westminster Hwy.	26-Apr-11	0.51	<1	<2	9	<1	0.14
RMD-251	5951McCallan Rd.	27-Apr-11	0.45	<1	<2	9	<1	0.14
RMD-273	Opp. 8331 Fairfax Place	27-Apr-11	0.45	<1	<2	13	<1	0.12
RMD-252	9751 Pendleton Rd.	27-Apr-11	0.52	<1	<2	9	<1	0.10
RMD-274	10920 Springwood Court	27-Apr-11	0.46	<1	<2	11	<1	0.20
RMD-250	6071 Azure Rd.	27-Apr-11	0.52	<1	<2	10	<1	0.11
RMD-271	3800 Cessna Drive	27-Apr-11	0.49	<1	<2	11	<1	0.09
RMD-272	751 Catalina Cres.	27-Apr-11	0.49	<1	<2	10	<1	0.12
RMD-255	6000 Blk. Miller Rd.	27-Apr-11	0.52	<1	<2	9	<1	0.21
RMD-256	1000 Blk. McDonald Rd.	27-Apr-11	0.31	<1	<2	12	<1	0.14
RMD-254	5300 No. 3 Rd.	27-Apr-11	0.54	<1	<2	9	<1	0.24
RMD-270	8200 Jones Rd.	27-Apr-11	0.48	<1	<2	10	<1	0.12
RMD-269	14951 Triangle Rd.	27-Apr-11	0.52	<1	<2	11	<1	0.13
RMD-253	11051 No 3 Rd.	27-Apr-11	0.49	<1	<2	9	<1	0.13
RMD-257	6640 Blundell Rd.	29-Apr-11	0.65	<1	<2	6	<1	0.10
RMD-266	9380 General Currie Rd.	29-Apr-11	0.66	<1	<2	7	<1	0.09
RMD-259	10020 Amethyst Ave.	29-Apr-11	0.62	<1	<2	7	<1	0.09
RMD-268	13800 No. 3 Rd. (off Garden City)	29-Apr-11	0.52	<1	<2	7	<1	0.10
RMD-258	7000 Blk. Dyke Rd.	29-Apr-11	0.49	<1	4	7	<1	0.11
RMD-260	11111 Horseshoe Way	29-Apr-11	0.61	<1	<2	7	<1	0.09
RMD-261	9911 Sidaway Rd.	29-Apr-11	0.61	<1	<2	7	<1	0.12
RMD-262	13799 Commerce Pkwy.	29-Apr-11	0.42	<1	<2	7	<1	0.22
RMD-263	12560 Cambie Rd.	29-Apr-11	0.56	<1	<2	7	<1	0.11
RMD-278	6651 Fraserwood Place	29-Apr-11	0.29	<1	<2	9	<1	0.20
RMD-279	Opp. 20371 Westminster Hwy.	29-Apr-11	0.33	<1	<2	8	<1	0.26
RMD-264	13100 Mitchell Rd.	29-Apr-11	0.41	<1	<2	8	<1	0.12
RMD-277	Opp. 11280 Twigg Place	29-Apr-11	0.30	<1	<2	9	<1	0.11
RMD-204	3180 Granville Ave.	2-May-11	0.67	<1	<2	9	<1	0.13
RMD-206	4251 Moncton St.	2-May-11	0.58	<1	<2	8	<1	0.14

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-216	11080 No. 2 Rd.	2-May-11	0.69	<1	<2	8	<1	0.17
RMD-212	Opp. 8600 Riyan Rd.	2-May-11	0.69	<1	<2	8	<1	0.22
RMD-208	13200 No. 4 Rd.	2-May-11	0.69	<1	<2	8	<1	0.26
RMD-205	13851 Steveston Hwy.	2-May-11	0.55	<1	<2	9	<1	0.18
RMD-267	17240 Fedoruk	2-May-11	0.73	<1	<2	8	<1	0.10
RMD-249	23000 Blk. Dyke Rd.	2-May-11	0.75	<1	<2	7	<1	0.31
RMD-276	22271 Cochrane Drive	2-May-11	0.51	<1	2	8	<1	0.22
RMD-275	5180 Smith Cres.	2-May-11	0.78	<1	2	8	<1	0.31
RMD-203	23260 Westminster Hwy.	2-May-11	0.81	<1	<2	7	<1	0.28
RMD-202	1500 Valemont Way	2-May-11	0.49	<1	<2	8	<1	0.26
RMD-214	11720 Westminster Hwy.	2-May-11	0.72	<1	<2	8	<1	0.20
RMD-251	5951 McCallan Rd.	4-May-11	0.70	<1	2	8	<1	0.24
RMD-273	Opp. 8331 Fairfax Place	4-May-11	0.66	<1	2	12	<1	0.57
RMD-252	9751 Pendleton Rd.	4-May-11	0.65	<1	<2	9	<1	0.23
RMD-274	10920 Springwood Court	4-May-11	0.70	<1	<2	9	<1	6.60
RMD-253	11051 No 3 Rd.	4-May-11	0.65	<1	<2	8	<1	0.25
RMD-269	14951 Triangle Rd.	4-May-11	0.60	<1	<2	10	<1	0.21
RMD-270	8200 Jones Rd.	4-May-11	0.69	<1	<2	9	<1	0.25
RMD-254	5300 No. 3 Rd.	4-May-11	0.63	<1	<2	8	<1	0.43
RMD-271	3800 Cessna Drive	4-May-11	0.44	<1	<2	9	<1	0.20
RMD-272	751 Catalina Cres.	4-May-11	0.71	<1	<2	8	<1	0.21
RMD-255	6000 Blk. Miller Rd.	4-May-11	0.83	<1	<2	7	<1	0.78
RMD-256	1000 Blk. McDonald Rd.	4-May-11	0.41	<1	<2	10	<1	0.17
RMD-250	6071 Azure Rd.	4-May-11	0.71	<1	<2	8	<1	0.21
RMD-257	6640 Blundell Rd.	6-May-11	0.83	<1	<2	9	<1	0.19
RMD-258	7000 Blk. Dyke Rd.	6-May-11	0.65	<1	<2	11	<1	0.16
RMD-268	13800 No. 3 Rd. (off Garden City)	6-May-11	0.76	<1	2	10	<1	0.16
RMD-259	10020 Amethyst Ave.	6-May-11	0.89	<1	<2	10	<1	0.19
RMD-266	9380 General Currie Rd.	6-May-11	0.76	<1	<2	9	<1	0.19
RMD-260	11111 Horseshoe Way	6-May-11	0.86	<1	<2	9	<1	0.17
RMD-261	9911 Sidaway Rd.	6-May-11	0.89	<1	<2	10	<1	0.19
RMD-262	13799 Commerce Pkwy.	6-May-11	0.91	<1	<2	10	<1	0.19
RMD-263	12560 Cambie Rd.	6-May-11	0.68	<1	<2	10	<1	0.18
RMD-264	13100 Mitchell Rd.	6-May-11	0.65	<1	<2	11	<1	0.18
RMD-277	Opp. 11280 Twigg Place	6-May-11	0.35	<1	<2	13	<1	0.13
RMD-278	6651 Fraserwood Place	6-May-11	0.12	<1	<2	13	<1	0.22
RMD-279	Opp. 20371 Westminster Hwy.	6-May-11	0.48	<1	<2	11	<1	0.25
RMD-274	10920 Springwood Court	6-May-11	0.74	<1	<2	11	<1	0.23
RMD-204	3180 Granville Ave.	9-May-11	0.83	<1	<2	12	<1	0.12
RMD-206	4251 Moncton St.	9-May-11	0.82	<1	<2	11	<1	0.13

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-216	11080 No. 2 Rd.	9-May-11	0.88	<1	<2	11	<1	0.15
RMD-212	Opp. 8600 Riyan Rd.	9-May-11	0.85	<1	<2	11	<1	0.18
RMD-208	13200 No. 4 Rd.	9-May-11	0.82	<1	<2	11	<1	0.21
RMD-205	13851 Steveston Hwy.	9-May-11	0.71	<1	<2	11	<1	0.14
RMD-267	17240 Fedoruk	9-May-11	0.84	<1	<2	11	<1	0.12
RMD-249	23000 Blk. Dyke Rd.	9-May-11	0.77	<1	<2	11	<1	0.37
RMD-276	22271 Cochrane Drive	9-May-11	0.71	<1	<2	11	<1	0.29
RMD-275	5180 Smith Cres.	9-May-11	0.75	<1	<2	10	<1	0.36
RMD-203	23260 Westminster Hwy.	9-May-11	0.87	<1	<2	11	<1	0.30
RMD-202	1500 Valemont Way	9-May-11	0.80	<1	<2	10	<1	0.24
RMD-214	11720 Westminster Hwy.	9-May-11	0.92	<1	<2	10	<1	0.13
RMD-251	5951 McCallan Rd.	11-May-11	0.32	<1	4	10	<1	0.18
RMD-273	Opp. 8331 Fairfax Place	11-May-11	0.33	<1	<2	14	<1	0.17
RMD-274	10920 Springwood Court	11-May-11	0.22	<1	<2	12	<1	0.17
RMD-252	9751 Pendleton Rd.	11-May-11	0.54	<1	<2	11	<1	0.17
RMD-250	6071 Azure Rd.	11-May-11	0.50	<1	<2	10	<1	0.17
RMD-271	3800 Cessna Drive	11-May-11	0.71	<1	<2	12	<1	0.21
RMD-272	751 Catalina Cres.	11-May-11	0.96	<1	<2	10	<1	0.18
RMD-255	6000 Blk. Miller Rd.	11-May-11	0.97	<1	<2	9	<1	0.23
RMD-256	1000 Blk. McDonald Rd.	11-May-11	0.89	<1	<2	12	<1	0.20
RMD-254	5300 No. 3 Rd.	11-May-11	0.93	<1	<2	10	<1	0.16
RMD-270	8200 Jones Rd.	11-May-11	0.82	<1	<2	11	<1	0.14
RMD-253	11051 No 3 Rd.	11-May-11	0.88	<1	<2	10	<1	0.17
RMD-269	14951 Triangle Rd.	11-May-11	0.73	<1	2	13	<1	0.19
RMD-257	6640 Blundell Rd.	13-May-11	0.89	<1	<2	8	<1	0.16
RMD-266	9380 General Currie Rd.	13-May-11	0.86	<1	<2	8	<1	0.17
RMD-259	10020 Amethyst Ave.	13-May-11	0.83	<1	<2	8	<1	0.21
RMD-268	13800 No. 3 Rd. (off Garden City)	13-May-11	0.81	<1	<2	9	<1	0.15
RMD-258	7000 Blk. Dyke Rd.	13-May-11	0.85	<1	<2	9	<1	0.19
RMD-260	11111 Horseshoe Way	13-May-11	0.86	<1	<2	8	<1	0.15
RMD-261	9911 Sidaway Rd.	13-May-11	0.82	<1	<2	8	<1	0.16
RMD-262	13799 Commerce Pkwy.	13-May-11	0.73	<1	<2	8	<1	0.19
RMD-263	12560 Cambie Rd.	13-May-11	0.76	<1	<2	9	<1	0.17
RMD-264	13100 Mitchell Rd.	13-May-11	0.71	<1	<2	9	<1	0.18
RMD-277	Opp. 11280 Twigg Place	13-May-11	0.80	<1	<2	10	<1	0.15
RMD-278	6651 Fraserwood Place	13-May-11	0.09	<1	<2	11	<1	0.22
RMD-279	Opp. 20371 Westminster Hwy.	13-May-11	0.35	<1	<2	11	<1	0.28
RMD-212	Opp. 8600 Riyan Rd.	16-May-11	0.89	<1	2	9	<1	0.21
RMD-208	13200 No. 4 Rd.	16-May-11	0.86	<1	<2	9	<1	0.19
RMD-205	13851 Steveston Hwy.	16-May-11	0.37	<1	<2	9	<1	0.15



Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-267	17240 Fedoruk	16-May-11	0.95	<1	<2	9	<1	0.11
RMD-249	23000 Blk. Dyke Rd.	16-May-11	0.86	<1	<2	8	<1	0.30
RMD-276	22271 Cochrane Drive	16-May-11	0.47	<1	<2	9	<1	0.22
RMD-275	5180 Smith Cres.	16-May-11	0.85	<1	<2	8	<1	0.33
RMD-203	23260 Westminster Hwy.	16-May-11	0.97	<1	<2	8	<1	0.29
RMD-202	1500 Valemont Way	16-May-11	0.75	<1	<2	8	<1	0.21
RMD-214	11720 Westminster Hwy.	16-May-11	0.96	<1	<2	8	<1	0.12
RMD-216	11080 No. 2 Rd.	16-May-11	0.82	<1	<2	9	<1	0.17
RMD-206	4251 Moncton St.	16-May-11	0.84	<1	<2	9	<1	0.18
RMD-204	3180 Granville Ave.	16-May-11	0.81	<1	<2	9	<1	0.27
RMD-251	5951McCallan Rd.	18-May-11	0.96	<1	<2	8	<1	0.15
RMD-273	Opp. 8331 Fairfax Place	18-May-11	0.77	<1	<2	13	<1	0.23
RMD-252	9751 Pendleton Rd.	18-May-11	0.83	<1	<2	9	<1	0.28
RMD-274	10920 Springwood Court	18-May-11	0.81	<1	<2	10	<1	0.16
RMD-253	11051 No 3 Rd.	18-May-11	0.96	<1	<2	8	<1	0.17
RMD-269	14951 Triangle Rd.	18-May-11	0.74	<1	<2	11	<1	0.23
RMD-270	8200 Jones Rd.	18-May-11	0.85	<1	<2	10	<1	0.16
RMD-254	5300 No. 3 Rd.	18-May-11	0.93	<1	<2	8	<1	0.21
RMD-271	3800 Cessna Drive	18-May-11	0.72	<1	<2	10	<1	0.23
RMD-272	751 Catalina Cres.	18-May-11	0.86	<1	<2	8	<1	0.22
RMD-255	6000 Blk. Miller Rd.	18-May-11	1.0	<1	<2	8	<1	0.31
RMD-256	1000 Blk. McDonald Rd.	18-May-11	0.81	<1	<2	10	<1	0.24
RMD-250	6071 Azure Rd.	18-May-11	0.92	<1	2	9	<1	0.23
RMD-257	6640 Blundell Rd.	20-May-11	0.99	<1	<2	9	<1	0.12
RMD-258	7000 Blk. Dyke Rd.	20-May-11	0.82	<1	<2	12	<1	0.15
RMD-268	13800 No. 3 Rd. (off Garden City)	20-May-11	0.77	<1	<2	10	<1	0.17
RMD-259	10020 Amethyst Ave.	20-May-11	0.82	<1	<2	10	<1	0.14
RMD-266	9380 General Currie Rd.	20-May-11	0.79	<1	<2	10	<1	0.14
RMD-260	11111 Horseshoe Way	20-May-11	1.2	<1	<2	10	<1	0.18
RMD-261	9911 Sidaway Rd.	20-May-11	0.74	<1	2	11	<1	0.13
RMD-262	13799 Commerce Pkwy.	20-May-11	0.78	<1	<2	10	<1	0.20
RMD-263	12560 Cambie Rd.	20-May-11	0.86	<1	<2	11	<1	0.18
RMD-264	13100 Mitchell Rd.	20-May-11	0.81	<1	<2	12	<1	0.13
RMD-277	Opp. 11280 Twigg Place	20-May-11	0.81	<1	<2	13	<1	0.15
RMD-278	6651 Fraserwood Place	20-May-11	0.1	<1	<2	14	<1	0.22
RMD-279	Opp. 20371 Westminster Hwy.	20-May-11	0.47	<1	<2	12	<1	0.26
RMD-204	3180 Granville Ave.	24-May-11	0.59	<1	<2	12	<1	0.12
RMD-206	4251 Moncton St.	24-May-11	0.85	<1	<2	12	<1	0.14
RMD-216	11080 No. 2 Rd.	24-May-11	0.85	<1	82	11	<1	0.27
RMD-212	Opp. 8600 Riyan Rd.	24-May-11	1.0	<1	<2	11	<1	0.15

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-208	13200 No. 4 Rd.	24-May-11	0.99	<1	2	11	<1	0.13
RMD-205	13851 Steveston Hwy.	24-May-11	0.76	<1	<2	11	<1	0.15
RMD-267	17240 Fedoruk	24-May-11	0.87	<1	<2	11	<1	[Two bottles labelled 267 no 249] LA
RMD-249	23000 Blk. Dyke Rd.	24-May-11	0.83	<1	<2	10	<1	[Two bottles labelled 267 no 249] LA
RMD-276	22271 Cochrane Drive	24-May-11	0.58	<1	<2	12	<1	0.24
RMD-275	5180 Smith Cres.	24-May-11	0.81	<1	<2	11	<1	0.35
RMD-203	23260 Westminster Hwy.	24-May-11	0.82	<1	<2	10	<1	0.38
RMD-202	1500 Valemont Way	24-May-11	0.92	<1	<2	10	<1	0.11
RMD-214	11720 Westminster Hwy.	24-May-11	1.0	<1	<2	10	<1	0.15
RMD-251	5951 McCallan Rd.	25-May-11	0.87	<1	2	11	<1	0.14
RMD-273	Opp. 8331 Fairfax Place	25-May-11	0.77	<1	<2	16	<1	0.18
RMD-274	10920 Springwood Court	25-May-11	0.79	<1	<2	13	<1	0.20
RMD-252	9751 Pendleton Rd.	25-May-11	0.85	<1	<2	11	<1	0.15
RMD-250	6071 Azure Rd.	25-May-11	0.93	<1	<2	11	<1	0.15
RMD-271	3800 Cessna Drive	25-May-11	0.71	<1	<2	11	<1	0.14
RMD-272	751 Catalina Cres.	25-May-11	0.94	<1	<2	10	<1	0.13
RMD-255	6000 Blk. Miller Rd.	25-May-11	0.89	<1	<2	9	<1	0.27
RMD-256	1000 Blk. McDonald Rd.	25-May-11	0.96	<1	<2	11	<1	0.14
RMD-254	5300 No. 3 Rd.	25-May-11	0.98	<1	<2	11	<1	0.16
RMD-270	8200 Jones Rd.	25-May-11	0.78	<1	<2	12	<1	0.24
RMD-269	14951 Triangle Rd.	25-May-11	0.75	<1	<2	14	<1	0.15
RMD-253	11051 No 3 Rd.	25-May-11	0.97	<1	<2	10	<1	0.13
RMD-257	6640 Blundell Rd.	27-May-11	1.0	<1	<2	8	<1	0.17
RMD-266	9380 General Currie Rd.	27-May-11	0.97	<1	<2	8	<1	0.25
RMD-259	10020 Amethyst Ave.	27-May-11	1.0	<1	2	9	<1	0.15
RMD-268	13800 No. 3 Rd. (off Garden City)	27-May-11	0.82	<1	<2	9	<1	0.20
RMD-258	7000 Blk. Dyke Rd.	27-May-11	0.9	<1	<2	10	<1	0.13
RMD-260	11111 Horseshoe Way	27-May-11	0.97	<1	<2	8	<1	0.13
RMD-261	9911 Sidaway Rd.	27-May-11	0.96	<1	<2	9	<1	0.13
RMD-262	13799 Commerce Pkwy.	27-May-11	0.75	<1	<2	9	<1	0.19
RMD-263	12560 Cambie Rd.	27-May-11	0.79	<1	<2	9	<1	0.14
RMD-278	6651 Fraserwood Place	27-May-11	0.21	<1	2	11	<1	0.21

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-279	Opp. 20371 Westminster Hwy.	27-May-11	0.32	<1	<2	10	<1	0.27
RMD-264	13100 Mitchell Rd.	27-May-11	0.85	<1	<2	10	<1	0.32
RMD-277	Opp. 11280 Twigg Place	27-May-11	0.58	<1	<2	13	<1	0.12
RMD-204	3180 Granville Ave.	30-May-11	0.84	<1	<2	12	<1	0.14
RMD-206	4251 Moncton St.	30-May-11	0.89	<1	<2	12	<1	0.14
RMD-216	11080 No. 2 Rd.	30-May-11	0.95	<1	<2	11	<1	0.16
RMD-212	Opp. 8600 Riyan Rd.	30-May-11	0.95	<1	<2	11	<1	0.14
RMD-208	13200 No. 4 Rd.	30-May-11	0.92	<1	2	11	<1	0.15
RMD-205	13851 Steveston Hwy.	30-May-11	0.91	<1	2	11	<1	0.22
RMD-267	17240 Fedoruk	30-May-11	0.76	<1	<2	12	<1	0.15
RMD-249	23000 Blk. Dyke Rd.	30-May-11	0.7	<1	4	10	<1	0.31
RMD-276	22271 Cochrane Drive	30-May-11	0.4	<1	<2	11	<1	0.34
RMD-275	5180 Smith Cres.	30-May-11	0.8	<1	<2	10	<1	0.27
RMD-203	23260 Westminster Hwy.	30-May-11	0.75	<1	<2	10	<1	0.33
RMD-202	1500 Valemont Way	30-May-11	0.54	<1	2	11	<1	0.14
RMD-214	11720 Westminster Hwy.	30-May-11	1.0	<1	<2	10	<1	0.16
RMD-251	5951 McCallan Rd.	1-Jun-11	0.97	<1	<2	11	<1	0.19
RMD-273	Opp. 8331 Fairfax Place	1-Jun-11	0.84	<1	<2	16	<1	0.90
RMD-252	9751 Pendleton Rd.	1-Jun-11	0.93	<1	<2	12	<1	0.18
RMD-274	10920 Springwood Court	1-Jun-11	0.97	<1	2	13	<1	0.30
RMD-250	6071 Azure Rd.	1-Jun-11	1.0	<1	2	12	<1	0.19
RMD-271	3800 Cessna Drive	1-Jun-11	0.73	<1	2	13	<1	0.14
RMD-272	751 Catalina Cres.	1-Jun-11	0.96	<1	<2	11	<1	0.17
RMD-255	6000 Blk. Miller Rd.	1-Jun-11	0.99	<1	<2	10	<1	0.18
RMD-256	1000 Blk. McDonald Rd.	1-Jun-11	0.92	<1	<2	11	<1	0.15
RMD-254	5300 No. 3 Rd.	1-Jun-11	0.97	<1	<2	10	<1	0.14
RMD-270	8200 Jones Rd.	1-Jun-11	0.86	<1	<2	12	<1	0.14
RMD-269	14951 Triangle Rd.	1-Jun-11	0.82	<1	<2	13	<1	0.14
RMD-253	11051 No 3 Rd.	1-Jun-11	0.95	<1	<2	11	<1	0.14
RMD-257	6640 Blundell Rd.	3-Jun-11	0.91	<1	<2	9	<1	0.15
RMD-258	7000 Blk. Dyke Rd.	3-Jun-11	0.86	<1	<2	11	<1	0.17
RMD-268	13800 No. 3 Rd. (off Garden City)	3-Jun-11	0.7	<1	<2	10	<1	0.14
RMD-259	10020 Amethyst Ave.	3-Jun-11	0.84	<1	<2	10	<1	0.16
RMD-266	9380 General Currie Rd.	3-Jun-11	0.87	<1	<2	10	<1	0.15
RMD-260	11111 Horseshoe Way	3-Jun-11	0.95	<1	<2	10	<1	0.15
RMD-261	9911 Sidaway Rd.	3-Jun-11	0.86	<1	<2	10	<1	0.12
RMD-262	13799 Commerce Pkwy.	3-Jun-11	0.68	<1	<2	10	<1	0.16
RMD-263	12560 Cambie Rd.	3-Jun-11	0.64	<1	<2	10	<1	0.16
RMD-264	13100 Mitchell Rd.	3-Jun-11	0.87	<1	<2	11	<1	0.15
RMD-277	Opp. 11280 Twigg Place	3-Jun-11	0.9	<1	<2	13	<1	0.12

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-279	Opp. 20371 Westminster Hwy.	3-Jun-11	0.32	<1	<2	11	<1	0.21
RMD-278	6651 Fraserwood Place	3-Jun-11	0.13	<1	<2	14	<1	0.18
RMD-204	3180 Granville Ave.	6-Jun-11	0.79	<1	<2	10	<1	0.13
RMD-206	4251 Moncton St.	6-Jun-11	0.58	<1	2	10	<1	0.16
RMD-216	11080 No. 2 Rd.	6-Jun-11	0.8	<1	<2	9	<1	0.13
RMD-212	Opp. 8600 Riyan Rd.	6-Jun-11	0.93	<1	<2	9	<1	0.13
RMD-208	13200 No. 4 Rd.	6-Jun-11	0.87	<1	<2	9	<1	0.21
RMD-205	13851 Steveston Hwy.	6-Jun-11	0.82	<1	<2	9	<1	0.16
RMD-267	17240 Fedoruk	6-Jun-11	0.68	<1	2	9	<1	0.22
RMD-249	23000 Blk. Dyke Rd.	6-Jun-11	0.82	<1	<2	7	<1	0.35
RMD-276	22271 Cochrane Drive	6-Jun-11	0.50	<1	4	7	<1	0.27
RMD-275	5180 Smith Cres.	6-Jun-11	0.70	<1	<2	8	<1	0.32
RMD-203	23260 Westminster Hwy.	6-Jun-11	0.79	<1	6	7	<1	0.35
RMD-202	1500 Valemont Way	6-Jun-11	0.55	<1	<2	8	<1	0.12
RMD-214	11720 Westminster Hwy.	6-Jun-11	0.95	<1	<2	7	<1	0.15
RMD-251	5951 McCallan Rd.	8-Jun-11	0.73	<1	<2	8	<1	0.27
RMD-273	Opp. 8331 Fairfax Place	8-Jun-11	0.61	<1	<2	14	<1	0.15
RMD-252	9751 Pendleton Rd.	8-Jun-11	0.70	<1	<2	9	<1	0.19
RMD-274	10920 Springwood Court	8-Jun-11	0.61	<1	<2	10	<1	0.51
RMD-253	11051 No 3 Rd.	8-Jun-11	0.73	<1	<2	7	<1	0.18
RMD-269	14951 Triangle Rd.	8-Jun-11	0.66	<1	<2	10	<1	0.18
RMD-270	8200 Jones Rd.	8-Jun-11	0.62	<1	<2	7	<1	0.29
RMD-254	5300 No. 3 Rd.	8-Jun-11	0.72	<1	<2	7	<1	0.22
RMD-271	3800 Cessna Drive	8-Jun-11	0.52	<1	2	9	<1	0.13
RMD-272	751 Catalina Cres.	8-Jun-11	0.71	<1	<2	8	<1	0.16
RMD-255	6000 Blk. Miller Rd.	8-Jun-11	0.81	<1	2	7	<1	0.36
RMD-256	1000 Blk. McDonald Rd.	8-Jun-11	0.51	<1	<2	9	<1	0.15
RMD-250	6071 Azure Rd.	8-Jun-11	0.79	<1	<2	7	<1	0.31
RMD-257	6640 Blundell Rd.	10-Jun-11	0.75	<1	<2	9	<1	0.13
RMD-266	9380 General Currie Rd.	10-Jun-11	0.66	<1	<2	9	<1	0.17
RMD-259	10020 Amethyst Ave.	10-Jun-11	0.71	<1	2	9	<1	0.19
RMD-268	13800 No. 3 Rd. (off Garden City)	10-Jun-11	0.66	<1	2	10	<1	0.13
RMD-258	7000 Blk. Dyke Rd.	10-Jun-11	0.66	<1	<2	12	<1	0.16
RMD-260	11111 Horseshoe Way	10-Jun-11	0.73	<1	<2	9	<1	0.13
RMD-261	9911 Sidaway Rd.	10-Jun-11	0.68	<1	2	9	<1	0.12
RMD-262	13799 Commerce Pkwy.	10-Jun-11	0.52	<1	<2	10	<1	0.29
RMD-263	12560 Cambie Rd.	10-Jun-11	0.65	<1	<2	9	<1	0.22
RMD-264	13100 Mitchell Rd.	10-Jun-11	0.61	<1	2	11	<1	0.16
RMD-277	Opp. 11280 Twigg Place	10-Jun-11	0.56	<1	<2	15	<1	0.11
RMD-279	Opp. 20371 Westminster Hwy.	10-Jun-11	0.28	<1	2	11	<1	0.22

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-278	6651 Fraserwood Place	10-Jun-11	0.20	<1	<2	12	<1	0.21
RMD-204	3180 Granville Ave.	13-Jun-11	0.47	<1	<2	13	<1	0.14
RMD-206	4251 Moncton St.	13-Jun-11	0.64	<1	<2	12	<1	0.15
RMD-216	11080 No. 2 Rd.	13-Jun-11	0.67	<1	<2	11	<1	0.16
RMD-212	Opp. 8600 Riyan Rd.	13-Jun-11	0.73	<1	2	12	<1	0.17
RMD-208	13200 No. 4 Rd.	13-Jun-11	0.73	<1	<2	11	<1	0.14
RMD-205	13851 Steveston Hwy.	13-Jun-11	0.73	<1	2	11	<1	0.16
RMD-267	17240 Fedoruk	13-Jun-11	0.92	<1	<2	11	<1	0.14
RMD-249	23000 Blk. Dyke Rd.	13-Jun-11	0.77	<1	<2	10	<1	0.31
RMD-276	22271 Cochrane Drive	13-Jun-11	0.65	<1	<2	11	<1	0.29
RMD-275	5180 Smith Cres.	13-Jun-11	0.62	<1	[Not recorded.] LA	11	<1	0.32
RMD-203	23260 Westminster Hwy.	13-Jun-11	0.76	<1	<2	10	<1	0.29
RMD-202	1500 Valemont Way	13-Jun-11	0.95	<1	<2	10	<1	0.14
RMD-214	11720 Westminster Hwy.	13-Jun-11	0.82	<1	<2	9	<1	0.18
RMD-251	5951 McCallan Rd.	15-Jun-11	0.45	<1	2	10	<1	0.15
RMD-273	Opp. 8331 Fairfax Place	15-Jun-11	0.54	<1	2	17	<1	0.46
RMD-274	10920 Springwood Court	15-Jun-11	0.54	<1	4	15	<1	0.64
RMD-252	9751 Pendleton Rd.	15-Jun-11	0.57	<1	<2	11	<1	0.19
RMD-250	6071 Azure Rd.	15-Jun-11	0.57	<1	<2	12	<1	0.17
RMD-271	3800 Cessna Drive	15-Jun-11	0.39	<1	<2	13	<1	0.15
RMD-272	751 Catalina Cres.	15-Jun-11	0.65	<1	<2	12	<1	0.16
RMD-255	6000 Blk. Miller Rd.	15-Jun-11	0.78	<1	<2	10	<1	0.22
RMD-256	1000 Blk. McDonald Rd.	15-Jun-11	0.46	<1	<2	14	<1	0.14
RMD-254	5300 No. 3 Rd.	15-Jun-11	0.75	<1	<2	11	<1	0.23
RMD-270	8200 Jones Rd.	15-Jun-11	0.61	<1	<2	13	<1	0.27
RMD-269	14951 Triangle Rd.	15-Jun-11	0.48	<1	<2	16	<1	0.18
RMD-253	11051 No 3 Rd.	15-Jun-11	0.73	<1	2	11	<1	0.17
RMD-257	6640 Blundell Rd.	17-Jun-11	0.78	<1	<2	10	<1	0.16
RMD-258	7000 Blk. Dyke Rd.	17-Jun-11	0.7	<1	<2	10	<1	0.17
RMD-268	13800 No. 3 Rd. (off Garden City)	17-Jun-11	0.81	<1	<2	10	<1	0.17
RMD-259	10020 Amethyst Ave.	17-Jun-11	0.71	<1	<2	10	<1	0.16
RMD-266	9380 General Currie Rd.	17-Jun-11	0.74	<1	<2	10	<1	0.18
RMD-260	11111 Horseshoe Way	17-Jun-11	0.75	<1	<2	10	<1	0.16
RMD-261	9911 Sidaway Rd.	17-Jun-11	0.74	<1	<2	10	<1	0.15
RMD-262	13799 Commerce Pkwy.	17-Jun-11	0.87	<1	<2	10	<1	0.14
RMD-263	12560 Cambie Rd.	17-Jun-11	0.66	<1	<2	11	<1	0.17
RMD-264	13100 Mitchell Rd.	17-Jun-11	0.61	<1	<2	11	<1	0.13
RMD-277	Opp. 11280 Twigg Place	17-Jun-11	0.32	<1	<2	14	<1	0.13
RMD-279	Opp. 20371 Westminster Hwy.	17-Jun-11	0.61	<1	<2	11	<1	0.23

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-278	6651 Fraserwood Place	17-Jun-11	0.13	<1	20	13	<1	0.22
RMD-204	3180 Granville Ave.	20-Jun-11	0.65	<1	<2	13	<1	0.13
RMD-206	4251 Moncton St.	20-Jun-11	0.62	<1	<2	14	<1	0.13
RMD-216	11080 No. 2 Rd.	20-Jun-11	0.71	<1	<2	11	<1	0.12
RMD-212	Opp. 8600 Riyan Rd.	20-Jun-11	0.67	<1	<2	11	<1	0.15
RMD-208	13200 No. 4 Rd.	20-Jun-11	0.74	<1	<2	11	<1	0.13
RMD-205	13851 Steveston Hwy.	20-Jun-11	0.66	<1	<2	12	<1	0.17
RMD-267	17240 Fedoruk	20-Jun-11	0.79	<1	<2	12	<1	0.15
RMD-249	23000 Blk. Dyke Rd.	20-Jun-11	0.88	<1	40	11	<1	0.25
RMD-276	22271 Cochrane Drive	20-Jun-11	0.67	<1	2	12	<1	0.22
RMD-275	5180 Smith Cres.	20-Jun-11	0.89	<1	<2	11	<1	0.24
RMD-203	23260 Westminster Hwy.	20-Jun-11	0.92	<1	<2	10	<1	0.21
RMD-202	1500 Valemont Way	20-Jun-11	0.88	<1	<2	11	<1	0.11
RMD-214	11720 Westminster Hwy.	20-Jun-11	0.81	<1	4	10	<1	0.16
RMD-251	5951 McCallan Rd.	22-Jun-11	0.77	<1	<2	10	<1	0.18
RMD-273	Opp. 8331 Fairfax Place	22-Jun-11	0.51	<1	<2	18	<1	0.46
RMD-252	9751 Pendleton Rd.	22-Jun-11	0.68	<1	<2	13	<1	0.15
RMD-274	10920 Springwood Court	22-Jun-11	0.66	<1	16	14	<1	0.12
RMD-250	6071 Azure Rd.	22-Jun-11	0.78	<1	<2	13	<1	0.21
RMD-271	3800 Cessna Drive	22-Jun-11	0.46	<1	6	15	<1	0.12
RMD-272	751 Catalina Cres.	22-Jun-11	0.70	<1	<2	11	<1	0.35
RMD-255	6000 Blk. Miller Rd.	22-Jun-11	0.79	<1	<2	11	<1	0.46
RMD-254	5300 No. 3 Rd.	22-Jun-11	0.79	<1	2	11	<1	0.19
RMD-270	8200 Jones Rd.	22-Jun-11	0.71	<1	<2	14	<1	0.21
RMD-269	14951 Triangle Rd.	22-Jun-11	0.86	<1	<2	17	<1	0.19
RMD-253	11051 No 3 Rd.	22-Jun-11	0.76	<1	2	11	<1	0.18
RMD-266	9380 General Currie Rd.	24-Jun-11	0.68	<1	<2	8	<1	0.18
RMD-257	6640 Blundell Rd.	24-Jun-11	0.71	<1	<2	8	<1	0.13
RMD-258	7000 Blk. Dyke Rd.	24-Jun-11	0.61	<1	<2	12	<1	0.18
RMD-268	13800 No. 3 Rd. (off Garden City)	24-Jun-11	0.56	<1	2	10	<1	0.13
RMD-259	10020 Amethyst Ave.	24-Jun-11	0.66	<1	<2	9	<1	0.15
RMD-260	11111 Horseshoe Way	24-Jun-11	0.80	<1	<2	10	<1	0.10
RMD-261	9911 Sidaway Rd.	24-Jun-11	0.71	<1	<2	10	<1	0.10
RMD-262	13799 Commerce Pkwy.	24-Jun-11	0.80	<1	<2	10	<1	0.13
RMD-263	12560 Cambie Rd.	24-Jun-11	0.73	<1	2	10	<1	0.12
RMD-264	13100 Mitchell Rd.	24-Jun-11	0.49	<1	<2	11	<1	0.14
RMD-277	Opp. 11280 Twigg Place	24-Jun-11	0.26	<1	2	15	<1	0.13
RMD-278	6651 Fraserwood Place	24-Jun-11	0.04	<1	22	14	<1	0.21
RMD-279	Opp. 20371 Westminster Hwy.	24-Jun-11	0.16	<1	<2	12	<1	0.20

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-256	1000 Blk. McDonald Rd. before flushing	24-Jun-11	0.03	<1		15	<1	0.61
RMD-256	1000 Blk. McDonald Rd. after flushing	24-Jun-11	0.36	<1		15	<1	0.16
RMD-204	3180 Granville Ave.	27-Jun-11	0.67	<1	<2	13	<1	0.12
RMD-206	4251 Moncton St.	27-Jun-11	0.71	<1	<2	13	<1	0.16
RMD-216	11080 No. 2 Rd.	27-Jun-11	0.72	<1	<2	11	<1	0.14
RMD-212	Opp. 8600 Riyan Rd.	27-Jun-11	0.62	<1	2	11	<1	0.14
RMD-208	13200 No. 4 Rd.	27-Jun-11	0.72	<1	<2	12	<1	0.14
RMD-205	13851 Steveston Hwy.	27-Jun-11	0.93	<1	2	10	<1	0.16
RMD-267	17240 Fedoruk	27-Jun-11	0.94	<1	<2	10	<1	0.14
RMD-249	23000 Blk. Dyke Rd.	27-Jun-11	0.72	<1	<2	10	<1	0.26
RMD-276	22271 Cochrane Drive	27-Jun-11	0.33	<1	2	13	<1	0.17
RMD-275	5180 Smith Cres.	27-Jun-11	0.63	<1	<2	12	<1	0.22
RMD-203	23260 Westminster Hwy.	27-Jun-11	0.72	<1	<2	11	<1	0.27
RMD-202	1500 Valemont Way	27-Jun-11	0.86	<1	<2	11	<1	0.12
RMD-214	11720 Westminster Hwy.	27-Jun-11	0.79	<1	<2	10	<1	0.17
RMD-251	5951 McCallan Rd.	29-Jun-11	0.73	<1	<2	11	<1	0.14
RMD-273	Opp. 8331 Fairfax Place	29-Jun-11	0.79	<1	<2	18	<1	1.70
RMD-274	10920 Springwood Court	29-Jun-11	0.62	<1	62	14	<1	0.80
RMD-252	9751 Pendleton Rd.	29-Jun-11	0.69	<1	<2	14	<1	0.18
RMD-250	6071 Azure Rd.	29-Jun-11	0.69	<1	2	12	<1	0.20
RMD-271	3800 Cessna Drive	29-Jun-11	0.68	<1	22	16	<1	0.13
RMD-255	6000 Blk. Miller Rd.	29-Jun-11	0.79	<1	<2	10	<1	0.19
RMD-272	751 Catalina Cres.	29-Jun-11	0.53	<1	<2	12	<1	0.15
RMD-254	5300 No. 3 Rd.	29-Jun-11	0.65	<1	<2	11	<1	0.13
RMD-270	8200 Jones Rd.	29-Jun-11	0.90	<1	<2	16	<1	0.21
RMD-269	14951 Triangle Rd.	29-Jun-11	0.90	<1	<2	16	<1	0.14
RMD-253	11051 No 3 Rd.	29-Jun-11	0.80	<1	<2	11	<1	0.13
RMD-251	5951 McCallan Rd.	4-Jul-11	0.74	<1	<2	9	<1	0.22
RMD-273	Opp. 8331 Fairfax Place	4-Jul-11	0.50	<1	4	17	<1	1.80
RMD-252	9751 Pendleton Rd.	4-Jul-11	0.66	<1	<2	11	<1	0.16
RMD-274	10920 Springwood Court	4-Jul-11	0.57	<1	98	12	<1	1.40
RMD-250	6071 Azure Rd.	4-Jul-11	0.67	<1	<2	11	<1	0.30
RMD-271	3800 Cessna Drive	4-Jul-11	0.74	<1	<2	10	<1	0.15
RMD-272	751 Catalina Cres.	4-Jul-11	0.77	<1	<2	10	<1	0.13
RMD-255	6000 Blk. Miller Rd.	4-Jul-11	0.72	<1	2	9	<1	0.32
RMD-256	1000 Blk. McDonald Rd.	4-Jul-11	0.59	<1	4	10	<1	0.14
RMD-254	5300 No. 3 Rd.	4-Jul-11	0.74	<1	4	9	<1	0.18
RMD-270	8200 Jones Rd.	4-Jul-11	0.61	<1	<2	12	<1	0.14



Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-269	14951 Triangle Rd.	4-Jul-11	0.84	<1	<2	9	<1	0.12
RMD-253	11051 No 3 Rd.	4-Jul-11	0.76	<1	<2	9	<1	0.23
RMD-263	12560 Cambie Rd.	6-Jul-11	0.74	<1	<2	10	<1	0.34
RMD-264	13100 Mitchell Rd.	6-Jul-11	0.61	<1	<2	12	<1	0.18
RMD-277	Opp. 11280 Twigg Place	6-Jul-11	0.26	<1	<2	17	<1	0.13
RMD-262	13799 Commerce Pkwy.	6-Jul-11	0.83	<1	2	10	<1	0.17
RMD-278	6651 Fraserwood Place	6-Jul-11	0.26	<1	6	13	<1	0.24
RMD-279	Opp. 20371 Westminster Hwy.	6-Jul-11	0.20	<1	4	13	<1	0.23
RMD-261	9911 Sidaway Rd.	6-Jul-11	0.83	<1	<2	10	<1	0.12
RMD-260	11111 Horseshoe Way	6-Jul-11	0.62	<1	<2	10	<1	0.24
RMD-268	13800 No. 3 Rd. (off Garden City)	6-Jul-11	0.64	<1	<2	11	<1	0.18
RMD-258	7000 Blk. Dyke Rd.	6-Jul-11	0.62	<1	2	13	<1	0.18
RMD-257	6640 Blundell Rd.	6-Jul-11	0.7	<1	<2	9	<1	0.32
RMD-266	9380 General Currie Rd.	6-Jul-11	1.1	<1	<2	9	<1	0.34
RMD-259	10020 Amethyst Ave.	6-Jul-11	0.82	<1	<2	10	<1	0.28
RMD-204	3180 Granville Ave.	8-Jul-11	0.64	<1	<2	11	<1	0.16
RMD-206	4251 Moncton St.	8-Jul-11	0.61	<1	<2	11	<1	0.15
RMD-216	11080 No. 2 Rd.	8-Jul-11	0.7	<1	<2	11	<1	0.13
RMD-212	Opp. 8600 Riyan Rd.	8-Jul-11	0.59	<1	<2	11	<1	0.19
RMD-208	13200 No. 4 Rd.	8-Jul-11	0.69	<1	<2	11	<1	0.17
RMD-205	13851 Steveston Hwy.	8-Jul-11	0.92	<1	<2	10	<1	0.15
RMD-214	11720 Westminster Hwy.	8-Jul-11	0.79	<1	<2	9	<1	0.26
RMD-202	1500 Valemont Way	8-Jul-11	0.86	<1	2	10	<1	0.11
RMD-267	17240 Fedoruk	8-Jul-11	0.86	<1	<2	11	<1	0.09
RMD-249	23000 Blk. Dyke Rd.	8-Jul-11	0.11	<1	<2	15	<1	0.23
RMD-276	22271 Cochrane Drive	8-Jul-11	0.42	<1	2	11	<1	0.20
RMD-275	5180 Smith Cres.	8-Jul-11	0.57	<1	2	11	<1	0.21
RMD-203	23260 Westminster Hwy.	8-Jul-11	0.37	<1	<2	11	<1	0.25
RMD-251	5951 McCallan Rd.	11-Jul-11	0.66	<1	2	11	<1	0.17
RMD-273	Opp. 8331 Fairfax Place	11-Jul-11	0.46	<1	4	19	<1	1.20
RMD-274	10920 Springwood Court	11-Jul-11	0.64	<1	24	13	<1	0.23
RMD-252	9751 Pendleton Rd.	11-Jul-11	0.68	<1	<2	13	<1	0.11
RMD-250	6071 Azure Rd.	11-Jul-11	0.73	<1	<2	11	<1	0.19
RMD-271	3800 Cessna Drive	11-Jul-11	0.55	<1	<2	11	<1	0.12
RMD-272	751 Catalina Cres.	11-Jul-11	0.72	<1	2	11	<1	0.14
RMD-255	6000 Blk. Miller Rd.	11-Jul-11	0.70	<1	<2	10	<1	0.24
RMD-254	5300 No. 3 Rd.	11-Jul-11	0.73	<1	2	10	<1	0.14
RMD-270	8200 Jones Rd.	11-Jul-11	0.57	<1	<2	14	<1	0.13
RMD-269	14951 Triangle Rd.	11-Jul-11	0.76	<1	<2	10	<1	0.12
RMD-253	11051 No 3 Rd.	11-Jul-11	0.70	<1	<2	10	<1	0.18

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-257	6640 Blundell Rd.	13-Jul-11	0.67	<1	<2	11	<1	0.13
RMD-258	7000 Blk. Dyke Rd.	13-Jul-11	0.67	<1	2	14	<1	0.14
RMD-268	13800 No. 3 Rd. (off Garden City)	13-Jul-11	0.64	<1	4	12	<1	0.14
RMD-259	10020 Amethyst Ave.	13-Jul-11	0.71	<1	<2	12	<1	0.13
RMD-266	9380 General Currie Rd.	13-Jul-11	0.68	<1	<2	12	<1	0.13
RMD-260	11111 Horseshoe Way	13-Jul-11	0.61	<1	<2	12	<1	0.11
RMD-261	9911 Sidaway Rd.	13-Jul-11	0.75	<1	<2	12	<1	0.09
RMD-262	13799 Commerce Pkwy.	13-Jul-11	0.71	<1	<2	13	<1	0.13
RMD-263	12560 Cambie Rd.	13-Jul-11	0.69	<1	2	12	<1	0.14
RMD-264	13100 Mitchell Rd.	13-Jul-11	0.62	<1	<2	13	<1	0.15
RMD-277	Opp. 11280 Twigg Place	13-Jul-11	0.26	<1	2	19	<1	0.13
RMD-256-1	1000 Blk. McDonald Rd. before flushing	13-Jul-11	0.10	<1	260	19	<1	0.70
RMD-278	6651 Fraserwood Place	13-Jul-11	0.32	<1	<2	16	<1	0.19
RMD-279	Opp. 20371 Westminster Hwy.	13-Jul-11	0.31	<1	<2	14	<1	0.25
RMD-256-2	1000 Blk. McDonald Rd. after slushing	13-Jul-11	[Not taken] NA	<1	240	[Not taken] NA	<1	0.67
RMD-204	3180 Granville Ave.	15-Jul-11	0.66	<1	<2	14	<1	0.16
RMD-206	4251 Moncton St.	15-Jul-11	0.63	<1	<2	14	<1	0.14
RMD-216	11080 No. 2 Rd.	15-Jul-11	0.76	<1	<2	12	<1	0.13
RMD-212	Opp. 8600 Riyan Rd.	15-Jul-11	0.71	<1	<2	13	<1	0.12
RMD-208	13200 No. 4 Rd.	15-Jul-11	0.78	<1	<2	11	<1	0.11
RMD-205	13851 Steveston Hwy.	15-Jul-11	0.56	<1	<2	11	<1	0.12
RMD-214	11720 Westminster Hwy.	15-Jul-11	0.81	<1	<2	10	<1	0.13
RMD-202	1500 Valemont Way	15-Jul-11	0.62	<1	<2	11	<1	0.15
RMD-267	17240 Fedoruk	15-Jul-11	0.73	<1	6	13	<1	0.08
RMD-276	22271 Cochrane Drive	15-Jul-11	0.51	<1	<2	13	<1	0.20
RMD-275	5180 Smith Cres.	15-Jul-11	0.73	<1	<2	13	<1	0.20
RMD-203	23260 Westminster Hwy.	15-Jul-11	0.63	<1	<2	12	<1	0.27
RMD-249	23000 Blk. Dyke Rd.	15-Jul-11	0.32	<1	4	14	<1	0.25
RMD-251	5951 McCallan Rd.	18-Jul-11	0.64	<1	<2	10	<1	0.14
RMD-273	Opp. 8331 Fairfax Place	18-Jul-11	0.50	<1	2	18	<1	0.12
RMD-252	9751 Pendleton Rd.	18-Jul-11	0.61	<1	<2	12	<1	0.13
RMD-274	10920 Springwood Court	18-Jul-11	0.52	<1	280	14	<1	0.79
RMD-250	6071 Azure Rd.	18-Jul-11	0.59	<1	2	11	<1	0.16
RMD-271	3800 Cessna Drive	18-Jul-11	0.56	<1	<2	10	<1	0.16
RMD-272	751 Catalina Cres.	18-Jul-11	0.58	<1	<2	11	<1	0.15
RMD-255	6000 Blk. Miller Rd.	18-Jul-11	0.67	<1	<2	10	<1	0.74
RMD-256	1000 Blk. McDonald Rd.	18-Jul-11	0.47	<1	<2	11	<1	0.17

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-254	5300 No. 3 Rd.	18-Jul-11	0.59	<1	<2	10	<1	0.20
RMD-270	8200 Jones Rd.	18-Jul-11	0.55	<1	<2	12	<1	0.13
RMD-269	14951 Triangle Rd.	18-Jul-11	0.68	<1	<2	10	<1	0.16
RMD-253	11051 No 3 Rd.	18-Jul-11	0.64	<1	<2	10	<1	0.16
RMD-263	12560 Cambie Rd.	20-Jul-11	0.74	<1	<2	11	<1	0.14
RMD-264	13100 Mitchell Rd.	20-Jul-11	0.70	<1	<2	11	<1	0.64
RMD-277	Opp. 11280 Twigg Place	20-Jul-11	0.33	<1	8	18	<1	0.14
RMD-262	13799 Commerce Pkwy.	20-Jul-11	0.74	<1	2	10	<1	0.08
RMD-278	6651 Fraserwood Place	20-Jul-11	0.33	<1	4	15	<1	0.23
RMD-279	Opp. 20371 Westminster Hwy.	20-Jul-11	0.25	<1	2	15	<1	0.19
RMD-261	9911 Sidaway Rd.	20-Jul-11	0.45	<1	<2	13	<1	0.12
RMD-260	11111 Horseshoe Way	20-Jul-11	0.76	<1	<2	11	<1	0.09
RMD-259	10020 Amethyst Ave.	20-Jul-11	0.70	<1	<2	11	<1	0.14
RMD-268	13800 No. 3 Rd. (off Garden City)	20-Jul-11	0.73	<1	<2	11	<1	0.13
RMD-258	7000 Blk. Dyke Rd.	20-Jul-11	0.65	<1	<2	15	<1	0.14
RMD-257	6640 Blundell Rd.	20-Jul-11	0.76	<1	<2	10	<1	0.12
RMD-266	9380 General Currie Rd.	20-Jul-11	0.70	<1	<2	10	<1	0.14
RMD-204	3180 Granville Ave.	22-Jul-11	0.55	<1	<2	12	<1	0.49
RMD-206	4251 Moncton St.	22-Jul-11	0.50	<1	2	11	<1	0.36
RMD-216	11080 No. 2 Rd.	22-Jul-11	0.53	<1	<2	11	<1	0.25
RMD-212	Opp. 8600 Riyan Rd.	22-Jul-11	0.57	<1	2	11	<1	0.28
RMD-208	13200 No. 4 Rd.	22-Jul-11	0.53	<1	<2	11	<1	0.25
RMD-205	13851 Steveston Hwy.	22-Jul-11	0.69	<1	2	10	<1	0.31
RMD-214	11720 Westminster Hwy.	22-Jul-11	0.61	<1	<2	10	<1	0.20
RMD-202	1500 Valemont Way	22-Jul-11	0.57	<1	<2	10	<1	0.34
RMD-267	17240 Fedoruk	22-Jul-11	0.62	<1	<2	12	<1	0.09
RMD-249	23000 Blk. Dyke Rd.	22-Jul-11	0.04	<1	<2	14	<1	0.21
RMD-276	22271 Cochrane Drive	22-Jul-11	0.44	<1	<2	12	<1	0.26
RMD-275	5180 Smith Cres.	22-Jul-11	0.62	<1	<2	11	<1	0.23
RMD-203	23260 Westminster Hwy.	22-Jul-11	0.61	<1	<2	10	<1	0.38
RMD-251	5951 McCallan Rd.	25-Jul-11	0.59	<1	<2	11	<1	0.12
RMD-273	Opp. 8331 Fairfax Place	25-Jul-11	0.44	<1	2	17	<1	0.49
RMD-252	9751 Pendleton Rd.	25-Jul-11	0.52	<1	4	12	<1	0.14
RMD-274	10920 Springwood Court	25-Jul-11	0.50	<1	<2	12	<1	0.47
RMD-253	11051 No 3 Rd.	25-Jul-11	0.70	<1	<2	10	<1	0.14
RMD-270	8200 Jones Rd.	25-Jul-11	0.51	<1	<2	12	<1	0.18
RMD-250	6071 Azure Rd.	25-Jul-11	0.58	<1	2	12	<1	0.13
RMD-271	3800 Cessna Drive	25-Jul-11	0.59	<1	2	11	<1	0.11
RMD-272	751 Catalina Cres.	25-Jul-11	0.58	<1	<2	10	<1	0.13
RMD-255	6000 Blk. Miller Rd.	25-Jul-11	0.50	<1	<2	9	<1	0.23

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-256	1000 Blk. McDonald Rd.	25-Jul-11	0.46	<1	<2	12	<1	0.16
RMD-254	5300 No. 3 Rd.	25-Jul-11	0.49	<1	<2	10	<1	0.13
RMD-269	14951 Triangle Rd.	25-Jul-11	0.65	<1	2	9	<1	0.15
RMD-257	6640 Blundell Rd.	27-Jul-11	0.59	<1	<2	10	<1	0.16
RMD-266	9380 General Currie Rd.	27-Jul-11	0.16	<1	<2	10	<1	0.11
RMD-263	12560 Cambie Rd.	27-Jul-11	0.57	<1	<2	10	<1	0.12
RMD-264	13100 Mitchell Rd.	27-Jul-11	0.54	<1	<2	11	<1	0.17
RMD-277	Opp. 11280 Twigg Place	27-Jul-11	0.42	<1	<2	15	<1	0.16
RMD-262	13799 Commerce Pkwy.	27-Jul-11	0.62	<1	<2	11	<1	0.09
RMD-278	6651 Fraserwood Place	27-Jul-11	0.34	<1	<2	14	<1	0.24
RMD-279	Opp. 20371 Westminster Hwy.	27-Jul-11	0.48	<1	<2	12	<1	0.38
RMD-261	9911 Sidaway Rd.	27-Jul-11	0.64	<1	<2	11	<1	0.13
RMD-260	11111 Horseshoe Way	27-Jul-11	0.55	<1	<2	11	<1	0.14
RMD-259	10020 Amethyst Ave.	27-Jul-11	0.51	<1	<2	11	<1	0.15
RMD-268	13800 No. 3 Rd. (off Garden City)	27-Jul-11	0.39	<1	<2	12	<1	0.22
RMD-258	7000 Blk. Dyke Rd.	27-Jul-11	0.54	<1	<2	13	<1	0.18
RMD-204	3180 Granville Ave.	29-Jul-11	0.50	<1	<2	13	<1	0.11
RMD-206	4251 Moncton St.	29-Jul-11	0.50	<1	2	13	<1	0.11
RMD-216	11080 No. 2 Rd.	29-Jul-11	0.57	<1	<2	13	<1	0.12
RMD-212	Opp. 8600 Riyan Rd.	29-Jul-11	0.55	<1	<2	13	<1	0.10
RMD-208	13200 No. 4 Rd.	29-Jul-11	0.58	<1	180	12	<1	0.11
RMD-205	13851 Steveston Hwy.	29-Jul-11	0.63	<1	<2	14	<1	0.08
RMD-267	17240 Fedoruk	29-Jul-11	0.60	<1	<2	14	<1	0.08
RMD-202	1500 Valemont Way	29-Jul-11	0.62	<1	<2	13	<1	0.12
RMD-214	11720 Westminster Hwy.	29-Jul-11	0.52	<1	<2	11	<1	0.13
RMD-275	5180 Smith Cres.	29-Jul-11	0.73	<1	<2	14	<1	0.28
RMD-203	23260 Westminster Hwy.	29-Jul-11	0.60	<1	<2	13	<1	0.26
RMD-276	22271 Cochrane Drive	29-Jul-11	0.57	<1	<2	14	<1	0.23
RMD-249	23000 Blk. Dyke Rd.	29-Jul-11	0.11	<1	2	15	<1	0.28
RMD-257	6640 Blundell Rd.	3-Aug-11	0.29	<1	<2	12	<1	0.20
RMD-258	7000 Blk. Dyke Rd.	3-Aug-11	0.39	<1	2	16	<1	0.13
RMD-268	13800 No. 3 Rd. (off Garden City)	3-Aug-11	0.45	<1	2	13	<1	0.15
RMD-259	10020 Amethyst Ave.	3-Aug-11	0.49	<1	<2	12	<1	0.17
RMD-266	9380 General Currie Rd.	3-Aug-11	0.49	<1	<2	11	<1	0.18
RMD-260	11111 Horseshoe Way	3-Aug-11	0.48	<1	<2	13	<1	0.14
RMD-261	9911 Sidaway Rd.	3-Aug-11	0.54	<1	<2	13	<1	0.14
RMD-262	13799 Commerce Pkwy.	3-Aug-11	0.49	<1	<2	12	<1	0.12
RMD-263	12560 Cambie Rd.	3-Aug-11	0.42	<1	<2	12	<1	0.17
RMD-264	13100 Mitchell Rd.	3-Aug-11	0.40	<1	<2	12	<1	0.19
RMD-277	Opp. 11280 Twigg Place	3-Aug-11	0.14	<1	36	19	<1	0.14

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-278	6651 Fraserwood Place	3-Aug-11	0.29	<1	2	15	<1	0.24
RMD-279	Opp. 20371 Westminster Hwy.	3-Aug-11	0.29	<1	2	14	<1	0.21
RMD-204	3180 Granville Ave.	5-Aug-11	0.49	<1	<2	12	<1	0.14
RMD-206	4251 Moncton St.	5-Aug-11	0.54	<1	<2	11	<1	0.39
RMD-216	11080 No. 2 Rd.	5-Aug-11	0.55	<1	<2	11	<1	0.14
RMD-212	Opp. 8600 Riyan Rd.	5-Aug-11	0.59	<1	<2	12	<1	0.13
RMD-208	13200 No. 4 Rd.	5-Aug-11	0.56	<1	<2	11	<1	0.11
RMD-205	13851 Steveston Hwy.	5-Aug-11	0.64	<1	<2	11	<1	0.16
RMD-214	11720 Westminster Hwy.	5-Aug-11	0.65	<1	<2	10	<1	0.12
RMD-202	1500 Valemont Way	5-Aug-11	0.67	<1	<2	12	<1	0.09
RMD-267	17240 Fedoruk	5-Aug-11	0.65	<1	<2	13	<1	0.11
RMD-249	23000 Blk. Dyke Rd.	5-Aug-11	0.08	<1	<2	15	<1	0.19
RMD-276	22271 Cochrane Drive	5-Aug-11	0.44	<1	<2	12	<1	0.28
RMD-275	5180 Smith Cres.	5-Aug-11	0.52	<1	<2	13	<1	0.29
RMD-203	23260 Westminster Hwy.	5-Aug-11	0.47	<1	<2	12	<1	0.26
RMD-251	5951 McCallan Rd.	8-Aug-11	0.54	<1	2	13	<1	0.12
RMD-273	Opp. 8331 Fairfax Place	8-Aug-11	0.49	<1	<2	19	<1	1.20
RMD-274	10920 Springwood Court	8-Aug-11	0.57	<1	4	15	<1	0.85
RMD-252	9751 Pendleton Rd.	8-Aug-11	0.59	<1	<2	13	<1	0.16
RMD-250	6071 Azure Rd.	8-Aug-11	0.58	<1	2	13	<1	0.18
RMD-271	3800 Cessna Drive	8-Aug-11	0.57	<1	<2	15	<1	0.10
RMD-272	751 Catalina Cres.	8-Aug-11	0.56	<1	2	13	<1	0.12
RMD-255	6000 Blk. Miller Rd.	8-Aug-11	0.60	<1	<2	12	<1	0.26
RMD-256	1000 Blk. McDonald Rd.	8-Aug-11	0.50	<1	<2	14	<1	0.15
RMD-254	5300 No. 3 Rd.	8-Aug-11	0.52	<1	<2	12	<1	0.13
RMD-270	8200 Jones Rd.	8-Aug-11	0.59	<1	<2	14	<1	0.10
RMD-269	14951 Triangle Rd.	8-Aug-11	0.69	<1	<2	13	<1	0.13
RMD-253	11051 No 3 Rd.	8-Aug-11	0.59	<1	<2	13	<1	0.11
RMD-257	6640 Blundell Rd.	10-Aug-11	0.61	<1	<2	11	<1	0.12
RMD-258	7000 Blk. Dyke Rd.	10-Aug-11	0.60	<1	<2	15	<1	0.10
RMD-268	13800 No. 3 Rd. (off Garden City)	10-Aug-11	0.57	<1	<2	14	<1	0.10
RMD-259	10020 Amethyst Ave.	10-Aug-11	0.60	<1	<2	13	<1	0.10
RMD-266	9380 General Currie Rd.	10-Aug-11	0.56	<1	<2	14	<1	0.11
RMD-260	11111 Horseshoe Way	10-Aug-11	0.61	<1	<2	14	<1	0.10
RMD-261	9911 Sidaway Rd.	10-Aug-11	0.59	<1	<2	14	<1	0.10
RMD-264	13100 Mitchell Rd.	10-Aug-11	0.59	<1	6	14	<1	0.13
RMD-277	Opp. 11280 Twigg Place	10-Aug-11	0.23	<1	34	19	<1	0.11
RMD-263	12560 Cambie Rd.	10-Aug-11	0.61	<1	<2	13	<1	0.11
RMD-262	13799 Commerce Pkwy.	10-Aug-11	0.60	<1	<2	13	<1	0.09
RMD-279	Opp. 20371 Westminster Hwy.	10-Aug-11	0.26	<1	2	15	<1	0.22

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-278	6651 Fraserwood Place	10-Aug-11	0.10	<1	100	16	<1	0.34
RMD-204	3180 Granville Ave.	12-Aug-11	0.19	<1	<2	13	<1	0.15
RMD-206	4251 Moncton St.	12-Aug-11	0.49	<1	<2	13	<1	0.19
RMD-216	11080 No. 2 Rd.	12-Aug-11	0.47	<1	<2	13	<1	0.14
RMD-212	Opp. 8600 Riyan Rd.	12-Aug-11	0.56	<1	<2	13	<1	0.15
RMD-208	13200 No. 4 Rd.	12-Aug-11	0.56	<1	<2	13	<1	0.15
RMD-205	13851 Steveston Hwy.	12-Aug-11	0.65	<1	<2	13	<1	0.11
RMD-202	1500 Valemont Way	12-Aug-11	0.61	<1	<2	15	<1	0.10
RMD-214	11720 Westminster Hwy.	12-Aug-11	0.65	<1	<2	14	<1	0.14
RMD-267	17240 Fedoruk	12-Aug-11	0.67	<1	<2	15	<1	0.14
RMD-249	23000 Blk. Dyke Rd.	12-Aug-11	0.05	<1	<2	16	<1	0.26
RMD-276	22271 Cochrane Drive	12-Aug-11	0.43	<1	<2	14	<1	0.24
RMD-275	5180 Smith Cres.	12-Aug-11	0.51	<1	190	15	<1	0.56
RMD-203	23260 Westminster Hwy.	12-Aug-11	0.48	<1	2	15	<1	0.27
RMD-251	5951 McCallan Rd.	15-Aug-11	0.57	<1	<2	13	<1	0.09
RMD-273	Opp. 8331 Fairfax Place	15-Aug-11	0.38	<1	2	19	<1	0.52
RMD-274	10920 Springwood Court	15-Aug-11	0.38	<1	42	16	<1	0.10
RMD-252	9751 Pendleton Rd.	15-Aug-11	0.50	<1	<2	14	<1	0.10
RMD-250	6071 Azure Rd.	15-Aug-11	0.56	<1	4	14	<1	0.18
RMD-271	3800 Cessna Drive	15-Aug-11	0.57	<1	2	13	<1	0.10
RMD-272	751 Catalina Cres.	15-Aug-11	0.54	<1	<2	13	<1	0.12
RMD-255	6000 Blk. Miller Rd.	15-Aug-11	0.57	<1	2	12	<1	0.27
RMD-256	1000 Blk. McDonald Rd.	15-Aug-11	0.54	<1	<2	14	<1	0.11
RMD-254	5300 No. 3 Rd.	15-Aug-11	0.54	<1	<2	12	<1	0.15
RMD-270	8200 Jones Rd.	15-Aug-11	0.48	<1	<2	15	<1	0.10
RMD-269	14951 Triangle Rd.	15-Aug-11	0.66	<1	2	14	<1	0.08
RMD-253	11051 No 3 Rd.	15-Aug-11	0.57	<1	<2	14	<1	0.13
RMD-257	6640 Blundell Rd.	17-Aug-11	0.54	<1	<2	14	<1	0.13
RMD-258	7000 Blk. Dyke Rd.	17-Aug-11	0.37	<1	<2	16	<1	0.11
RMD-268	13800 No. 3 Rd. (off Garden City)	17-Aug-11	0.51	<1	16	14	<1	0.09
RMD-259	10020 Amethyst Ave.	17-Aug-11	0.45	<1	<2	14	<1	0.12
RMD-266	9380 General Currie Rd.	17-Aug-11	0.59	<1	<2	14	<1	0.12
RMD-260	11111 Horseshoe Way	17-Aug-11	0.54	<1	<2	14	<1	0.14
RMD-261	9911 Sidaway Rd.	17-Aug-11	0.62	<1	<2	14	<1	0.09
RMD-264	13100 Mitchell Rd.	17-Aug-11	0.48	<1	<2	14	<1	0.13
RMD-277	Opp. 11280 Twigg Place	17-Aug-11	0.40	<1	2	17	<1	0.08
RMD-262	13799 Commerce Pkwy.	17-Aug-11	0.45	<1	2	14	<1	0.10
RMD-278	6651 Fraserwood Place	17-Aug-11	0.09	<1	2	15	<1	0.23
RMD-279	Opp. 20371 Westminster Hwy.	17-Aug-11	0.26	<1	<2	15	<1	0.22
RMD-263	12560 Cambie Rd.	17-Aug-11	0.49	<1	<2	14	<1	0.10

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-204	3180 Granville Ave.	19-Aug-11	0.48	<1	2	13	<1	0.12
RMD-206	4251 Moncton St.	19-Aug-11	0.54	<1	<2	13	<1	0.13
RMD-216	11080 No. 2 Rd.	19-Aug-11	0.57	<1	<2	13	<1	0.10
RMD-212	Opp. 8600 Riyan Rd.	19-Aug-11	0.57	<1	<2	13	<1	0.11
RMD-208	13200 No. 4 Rd.	19-Aug-11	0.62	<1	<2	13	<1	0.10
RMD-205	13851 Steveston Hwy.	19-Aug-11	0.62	<1	6	13	<1	0.08
RMD-214	11720 Westminster Hwy.	19-Aug-11	0.60	<1	4	12	<1	0.10
RMD-202	1500 Valemont Way	19-Aug-11	0.67	<1	2	13	<1	0.08
RMD-267	17240 Fedoruk	19-Aug-11	0.65	<1	<2	14	<1	0.09
RMD-249	23000 Blk. Dyke Rd.	19-Aug-11	0.49	<1	2	13	<1	0.22
RMD-276	22271 Cochrane Drive	19-Aug-11	0.32	<1	<2	13	<1	0.23
RMD-275	5180 Smith Cres.	19-Aug-11	0.49	<1	<2	13	<1	0.20
RMD-203	23260 Westminster Hwy.	19-Aug-11	0.62	<1	<2	13	<1	0.27
RMD-251	5951 McCallan Rd.	22-Aug-11	0.51	<1	2	12	<1	0.17
RMD-273	Opp. 8331 Fairfax Place	22-Aug-11	0.35	<1	16	20	<1	1.20
RMD-252	9751 Pendleton Rd.	22-Aug-11	0.40	<1	2	14	<1	0.19
RMD-274	10920 Springwood Court	22-Aug-11	0.34	<1	380	15	<1	0.29
RMD-253	11051 No 3 Rd.	22-Aug-11	0.47	<1	<2	12	<1	0.21
RMD-269	14951 Triangle Rd.	22-Aug-11	0.54	<1	2	13	<1	0.10
RMD-270	8200 Jones Rd.	22-Aug-11	0.39	<1	<2	14	<1	0.21
RMD-271	3800 Cessna Drive	22-Aug-11	0.46	<1	6	11	<1	0.17
RMD-272	751 Catalina Cres.	22-Aug-11	0.49	<1	<2	13	<1	0.19
RMD-255	6000 Blk. Miller Rd.	22-Aug-11	0.50	<1	8	11	<1	0.25
RMD-256	1000 Blk. McDonald Rd.	22-Aug-11	0.37	<1	2	14	<1	0.19
RMD-254	5300 No. 3 Rd.	22-Aug-11	0.46	<1	<2	12	<1	0.19
RMD-250	6071 Azure Rd.	22-Aug-11	0.41	<1	2	13	<1	0.21
RMD-263	12560 Cambie Rd.	24-Aug-11	0.60	<1	<2	13	<1	0.35
RMD-264	13100 Mitchell Rd.	24-Aug-11	0.55	<1	<2	13	<1	0.21
RMD-277	Opp. 11280 Twigg Place	24-Aug-11	0.08	<1	22	20	<1	0.11
RMD-262	13799 Commerce Pkwy.	24-Aug-11	0.71	<1	40	13	<1	0.36
RMD-278	6651 Fraserwood Place	24-Aug-11	0.08	<1	<2	15	<1	0.27
RMD-279	Opp. 20371 Westminster Hwy.	24-Aug-11	0.06	<1	6	15	<1	0.30
RMD-261	9911 Sidaway Rd.	24-Aug-11	0.14	<1	<2	15	<1	0.29
RMD-260	11111 Horseshoe Way	24-Aug-11	0.61	<1	<2	14	<1	0.31
RMD-259	10020 Amethyst Ave.	24-Aug-11	0.59	<1	2	13	<1	0.22
RMD-266	9380 General Currie Rd.	24-Aug-11	0.52	<1	<2	12	<1	0.28
RMD-268	13800 No. 3 Rd. (off Garden City)	24-Aug-11	0.44	<1	2	13	<1	0.23
RMD-258	7000 Blk. Dyke Rd.	24-Aug-11	0.52	<1	<2	14	<1	0.18
RMD-257	6640 Blundell Rd.	24-Aug-11	0.48	<1	<2	12	<1	0.27
RMD-204	3180 Granville Ave.	26-Aug-11	0.52	<1	<2	14	<1	0.18



Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-206	4251 Moncton St.	26-Aug-11	0.54	<1	4	13	<1	0.23
RMD-216	11080 No. 2 Rd.	26-Aug-11	0.58	<1	<2	13	<1	0.16
RMD-212	Opp. 8600 Riyan Rd.	26-Aug-11	0.57	<1	<2	13	<1	0.17
RMD-208	13200 No. 4 Rd.	26-Aug-11	0.60	<1	<2	15	<1	0.17
RMD-205	13851 Steveston Hwy.	26-Aug-11	0.66	<1	2	15	<1	0.23
RMD-267	17240 Fedoruk	26-Aug-11	0.65	<1	<2	15	<1	0.22
RMD-214	11720 Westminster Hwy.	26-Aug-11	0.69	<1	<2	15	<1	0.21
RMD-202	1500 Valemont Way	26-Aug-11	0.67	<1	<2	13	<1	0.23
RMD-203	23260 Westminster Hwy.	26-Aug-11	0.56	<1	<2	14	<1	0.30
RMD-275	5180 Smith Cres.	26-Aug-11	0.24	<1	2	13	<1	0.30
RMD-276	22271 Cochrane Drive	26-Aug-11	0.30	<1	2	15	<1	0.28
RMD-249	23000 Blk. Dyke Rd.	26-Aug-11	0.07	<1	6	15	<1	0.23
RMD-251	5951 McCallan Rd.	29-Aug-11	0.54	<1	2	15	<1	0.15
RMD-273	Opp. 8331 Fairfax Place	29-Aug-11	0.32	<1	<2	17	<1	0.16
RMD-252	9751 Pendleton Rd.	29-Aug-11	0.49	<1	<2	14	<1	0.11
RMD-274	10920 Springwood Court	29-Aug-11	0.48	<1	2	15	<1	0.15
RMD-250	6071 Azure Rd.	29-Aug-11	0.55	<1	<2	15	<1	0.16
RMD-271	3800 Cessna Drive	29-Aug-11	0.55	<1	<2	15	<1	0.12
RMD-272	751 Catalina Cres.	29-Aug-11	0.51	<1	<2	15	<1	0.15
RMD-255	6000 Blk. Miller Rd.	29-Aug-11	0.51	<1	<2	15	<1	0.19
RMD-256	1000 Blk. McDonald Rd.	29-Aug-11	0.51	<1	<2	15	<1	0.14
RMD-254	5300 No. 3 Rd.	29-Aug-11	0.56	<1	<2	14	<1	0.12
RMD-270	8200 Jones Rd.	29-Aug-11	0.42	<1	<2	15	<1	0.12
RMD-269	14951 Triangle Rd.	29-Aug-11	0.61	<1	<2	15	<1	0.14
RMD-253	11051 No 3 Rd.	29-Aug-11	0.57	<1	2	15	<1	0.12
RMD-257	6640 Blundell Rd.	31-Aug-11	0.56	<1	<2	14	<1	0.18
RMD-258	7000 Blk. Dyke Rd.	31-Aug-11	0.45	<1	<2	14	<1	0.10
RMD-268	13800 No. 3 Rd. (off Garden City)	31-Aug-11	0.47	<1	<2	14	<1	0.16
RMD-259	10020 Amethyst Ave.	31-Aug-11	0.54	<1	<2	14	<1	0.12
RMD-266	9380 General Currie Rd.	31-Aug-11	0.56	<1	2	14	<1	0.12
RMD-260	11111 Horseshoe Way	31-Aug-11	0.52	<1	2	14	<1	0.14
RMD-261	9911 Sidaway Rd.	31-Aug-11	0.49	<1	<2	14	<1	0.10
RMD-262	13799 Commerce Pkwy.	31-Aug-11	0.61	<1	6	15	<1	0.10
RMD-263	12560 Cambie Rd.	31-Aug-11	0.60	<1	<2	14	<1	0.10
RMD-264	13100 Mitchell Rd.	31-Aug-11	0.58	<1	<2	15	<1	0.11
RMD-277	Opp. 11280 Twigg Place	31-Aug-11	0.54	<1	2	16	<1	0.13
RMD-278	6651 Fraserwood Place	31-Aug-11	0.01	<1	110	15	<1	0.23
RMD-279	Opp. 20371 Westminster Hwy.	31-Aug-11	0.11	<1	16	18	<1	0.20
RMD-204	3180 Granville Ave.	2-Sep-11	0.49	<1	<2	15	<1	0.14
RMD-206	4251 Moncton St.	2-Sep-11	0.43	<1	<2	14	<1	0.17

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-216	11080 No. 2 Rd.	2-Sep-11	0.47	<1	<2	14	<1	0.17
RMD-212	Opp. 8600 Riyan Rd.	2-Sep-11	0.55	<1	<2	14	<1	0.14
RMD-208	13200 No. 4 Rd.	2-Sep-11	0.52	<1	<2	14	<1	0.11
RMD-205	13851 Steveston Hwy.	2-Sep-11	0.63	<1	<2	13	<1	0.17
RMD-214	11720 Westminster Hwy.	2-Sep-11	0.53	<1	<2	14	<1	0.12
RMD-202	1500 Valemont Way	2-Sep-11	0.45	<1	<2	15	<1	0.14
RMD-267	17240 Fedoruk	2-Sep-11	0.62	<1	2	15	<1	0.15
RMD-249	23000 Blk. Dyke Rd.	2-Sep-11	0.13	<1	<2	16	<1	0.19
RMD-276	22271 Cochrane Drive	2-Sep-11	0.19	<1	20	13	<1	0.21
RMD-275	5180 Smith Cres.	2-Sep-11	0.28	<1	6	13	<1	0.25
RMD-203	23260 Westminster Hwy.	2-Sep-11	0.36	<1	<2	13	<1	0.21
RMD-257	6640 Blundell Rd.	7-Sep-11	0.70	<1	<2	10	<1	0.37
RMD-251	5951McCallan Rd.	7-Sep-11	0.25	<1	<2	13	<1	0.37
RMD-266	9380 General Currie Rd.	7-Sep-11	0.67	<1	4	11	<1	0.25
RMD-273	Opp. 8331 Fairfax Place	7-Sep-11	0.28	<1	2	19	<1	0.26
RMD-274	10920 Springwood Court	7-Sep-11	0.38	<1	180	16	<1	0.28
RMD-263	12560 Cambie Rd.	7-Sep-11	0.65	<1	<2	12	<1	0.24
RMD-252	9751 Pendleton Rd.	7-Sep-11	0.49	<1	<2	14	<1	0.30
RMD-264	13100 Mitchell Rd.	7-Sep-11	0.54	<1	2	11	<1	0.33
RMD-250	6071 Azure Rd.	7-Sep-11	0.53	<1	4	14	<1	0.46
RMD-277	Opp. 11280 Twigg Place	7-Sep-11	0.13	<1	44	18	<1	0.16
RMD-271	3800 Cessna Drive	7-Sep-11	0.32	<1	2	16	<1	0.25
RMD-262	13799 Commerce Pkwy.	7-Sep-11	0.70	<1	2	14	<1	0.18
RMD-272	751 Catalina Cres.	7-Sep-11	0.54	<1	<2	12	<1	0.26
RMD-255	6000 Blk. Miller Rd.	7-Sep-11	0.61	<1	6	12	<1	0.38
RMD-278	6651 Fraserwood Place	7-Sep-11	0.26	<1	26	14	<1	0.30
RMD-256	1000 Blk. McDonald Rd.	7-Sep-11	<0.01	<1	28	19	<1	0.23
RMD-279	Opp. 20371 Westminster Hwy.	7-Sep-11	0.09	<1	20	15	<1	0.23
RMD-261	9911 Sidaway Rd.	7-Sep-11	0.26	<1	<2	14	<1	0.26
RMD-254	5300 No. 3 Rd.	7-Sep-11	0.64	<1	<2	12	<1	0.29
RMD-260	11111 Horseshoe Way	7-Sep-11	0.53	<1	<2	11	<1	0.28
RMD-270	8200 Jones Rd.	7-Sep-11	0.43	<1	<2	14	<1	0.30
RMD-269	14951 Triangle Rd.	7-Sep-11	0.89	<1	6	17	<1	0.40
RMD-259	10020 Amethyst Ave.	7-Sep-11	0.54	<1	4	11	<1	0.22
RMD-268	13800 No. 3 Rd. (off Garden City)	7-Sep-11	0.47	<1	<2	12	<1	0.49
RMD-253	11051 No 3 Rd.	7-Sep-11	0.55	<1	<2	13	<1	0.30
RMD-258	7000 Blk. Dyke Rd.	7-Sep-11	0.42	<1	4	14	<1	1.40
RMD-204	3180 Granville Ave.	9-Sep-11	0.77	<1	<2	14	<1	0.26
RMD-206	4251 Moncton St.	9-Sep-11	0.64	<1	<2	15	<1	0.32
RMD-216	11080 No. 2 Rd.	9-Sep-11	0.84	<1	<2	13	<1	0.25

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-212	Opp. 8600 Riyan Rd.	9-Sep-11	0.87	<1	<2	13	<1	0.26
RMD-208	13200 No. 4 Rd.	9-Sep-11	0.84	<1	<2	13	<1	0.28
RMD-205	13851 Steveston Hwy.	9-Sep-11	0.64	<1	4	17	<1	0.09
RMD-202	1500 Valemont Way	9-Sep-11	0.64	<1	<2	17	<1	0.11
RMD-214	11720 Westminster Hwy.	9-Sep-11	0.99	<1	<2	11	<1	0.28
RMD-267	17240 Fedoruk	9-Sep-11	0.62	<1	<2	17	<1	0.09
RMD-249	23000 Blk. Dyke Rd.	9-Sep-11	0.52	<1	<2	14	<1	0.22
RMD-276	22271 Cochrane Drive	9-Sep-11	0.26	<1	<2	15	<1	0.19
RMD-275	5180 Smith Cres.	9-Sep-11	0.37	<1	<2	16	<1	0.26
RMD-203	23260 Westminster Hwy.	9-Sep-11	0.48	<1	<2	15	<1	0.15
RMD-251	5951 McCallan Rd.	12-Sep-11	0.90	<1	8	11	<1	0.31
RMD-273	Opp. 8331 Fairfax Place	12-Sep-11	0.57	<1	<2	18	<1	0.27
RMD-252	9751 Pendleton Rd.	12-Sep-11	0.74	<1	<2	15	<1	0.24
RMD-274	10920 Springwood Court	12-Sep-11	0.69	<1	<2	15	<1	0.34
RMD-250	6071 Azure Rd.	12-Sep-11	0.81	<1	<2	15	<1	0.32
RMD-271	3800 Cessna Drive	12-Sep-11	1.0	<1	<2	15	<1	0.33
RMD-272	751 Catalina Cres.	12-Sep-11	0.89	<1	2	14	<1	0.33
RMD-255	6000 Blk. Miller Rd.	12-Sep-11	0.9	<1	<2	12	<1	0.34
RMD-256	1000 Blk. McDonald Rd.	12-Sep-11	0.7	<1	<2	12	<1	0.38
RMD-254	5300 No. 3 Rd.	12-Sep-11	0.88	<1	<2	13	<1	0.35
RMD-270	8200 Jones Rd.	12-Sep-11	0.69	<1	2	12	<1	0.29
RMD-269	14951 Triangle Rd.	12-Sep-11	0.1	<1	480	15	<1	1.10
RMD-253	11051 No 3 Rd.	12-Sep-11	0.98	<1	<2	13	<1	0.30
RMD-257	6640 Blundell Rd.	14-Sep-11	0.91	<1	2	11	<1	0.31
RMD-258	7000 Blk. Dyke Rd.	14-Sep-11	0.80	<1	4	15	<1	0.38
RMD-268	13800 No. 3 Rd. (off Garden City)	14-Sep-11	0.74	<1	<2	12	<1	1.60
RMD-259	10020 Amethyst Ave.	14-Sep-11	0.92	<1	<2	13	<1	0.26
RMD-266	9380 General Currie Rd.	14-Sep-11	1.0	<1	<2	12	<1	0.29
RMD-260	11111 Horseshoe Way	14-Sep-11	0.9	<1	<2	13	<1	0.30
RMD-261	9911 Sidaway Rd.	14-Sep-11	0.74	<1	<2	15	<1	0.29
RMD-262	13799 Commerce Pkwy.	14-Sep-11	0.63	<1	2	17	<1	0.16
RMD-263	12560 Cambie Rd.	14-Sep-11	0.82	<1	<2	14	<1	0.22
RMD-264	13100 Mitchell Rd.	14-Sep-11	0.87	<1	4	13	<1	0.29
RMD-277	Opp. 11280 Twigg Place	14-Sep-11	0.83	<1	<2	14	<1	0.32
RMD-278	6651 Fraserwood Place	14-Sep-11	0.43	<1	<2	16	<1	0.25
RMD-279	Opp. 20371 Westminster Hwy.	14-Sep-11	0.25	<1	<2	16	<1	0.23
RMD-204	3180 Granville Ave.	16-Sep-11	0.75	<1	<2	12	<1	0.37
RMD-206	4251 Moncton St.	16-Sep-11	0.72	<1	<2	11	<1	0.27
RMD-216	11080 No. 2 Rd.	16-Sep-11	0.74	<1	<2	12	<1	0.22
RMD-212	Opp. 8600 Riyan Rd.	16-Sep-11	0.82	<1	<2	13	<1	0.25

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-208	13200 No. 4 Rd.	16-Sep-11	0.70	<1	<2	13	<1	0.22
RMD-205	13851 Steveston Hwy.	16-Sep-11	0.68	<1	<2	15	<1	0.10
RMD-214	11720 Westminster Hwy.	16-Sep-11	0.94	<1	<2	10	<1	0.21
RMD-202	1500 Valemont Way	16-Sep-11	0.67	<1	<2	15	<1	0.12
RMD-267	17240 Fedoruk	16-Sep-11	0.33	<1	<2	16	<1	0.14
RMD-249	23000 Blk. Dyke Rd.	16-Sep-11	0.44	<1	<2	15	<1	0.23
RMD-276	22271 Cochrane Drive	16-Sep-11	0.18	<1	<2	14	<1	0.23
RMD-275	5180 Smith Cres.	16-Sep-11	0.28	<1	<2	13	<1	0.26
RMD-203	23260 Westminster Hwy.	16-Sep-11	0.39	<1	<2	14	<1	0.22
RMD-251	5951 McCallan Rd.	19-Sep-11	1.0	<1	<2	13	<1	0.20
RMD-273	Opp. 8331 Fairfax Place	19-Sep-11	0.57	<1	6	19	<1	0.19
RMD-274	10920 Springwood Court	19-Sep-11	0.70	<1	<2	14	<1	0.50
RMD-252	9751 Pendleton Rd.	19-Sep-11	0.69	<1	<2	14	<1	0.22
RMD-250	6071 Azure Rd.	19-Sep-11	0.85	<1	2	14	<1	0.24
RMD-271	3800 Cessna Drive	19-Sep-11	0.77	<1	<2	13	<1	0.36
RMD-272	751 Catalina Cres.	19-Sep-11	0.80	<1	<2	14	<1	0.53
RMD-255	6000 Blk. Miller Rd.	19-Sep-11	0.84	<1	4	11	<1	0.29
RMD-256	1000 Blk. McDonald Rd.	19-Sep-11	0.51	<1	2	14	<1	0.26
RMD-254	5300 No. 3 Rd.	19-Sep-11	0.64	<1	<2	12	<1	0.27
RMD-270	8200 Jones Rd.	19-Sep-11	0.79	<1	<2	15	<1	0.20
RMD-269	14951 Triangle Rd.	19-Sep-11	0.68	<1	<2	15	<1	0.78
RMD-253	11051 No 3 Rd.	19-Sep-11	0.95	<1	96	12	<1	0.21
RMD-257	6640 Blundell Rd.	21-Sep-11	0.51	<1	<2	13	<1	0.19
RMD-258	7000 Blk. Dyke Rd.	21-Sep-11	0.84	<1	<2	14	<1	0.16
RMD-268	13800 No. 3 Rd. (off Garden City)	21-Sep-11	0.79	<1	<2	14	<1	0.22
RMD-259	10020 Amethyst Ave.	21-Sep-11	0.87	<1	<2	14	<1	0.19
RMD-266	9380 General Currie Rd.	21-Sep-11	0.89	<1	<2	13	<1	0.19
RMD-260	11111 Horseshoe Way	21-Sep-11	0.42	<1	<2	15	<1	0.23
RMD-261	9911 Sidaway Rd.	21-Sep-11	0.64	<1	<2	17	<1	0.14
RMD-262	13799 Commerce Pkwy.	21-Sep-11	0.66	<1	<2	15	<1	0.16
RMD-263	12560 Cambie Rd.	21-Sep-11	0.70	<1	<2	15	<1	0.15
RMD-264	13100 Mitchell Rd.	21-Sep-11	0.97	<1	2	15	<1	0.17
RMD-277	Opp. 11280 Twigg Place	21-Sep-11	0.95	<1	<2	15	<1	0.21
RMD-279	Opp. 20371 Westminster Hwy.	21-Sep-11	0.19	<1	<2	15	<1	0.22
RMD-278	6651 Fraserwood Place	21-Sep-11	0.19	<1	<2	15	<1	0.27
RMD-204	3180 Granville Ave.	23-Sep-11	0.79	<1	<2	14	<1	0.18
RMD-206	4251 Moncton St.	23-Sep-11	0.73	<1	<2	14	<1	0.17
RMD-216	11080 No. 2 Rd.	23-Sep-11	0.82	<1	2	14	<1	0.17
RMD-212	Opp. 8600 Riyan Rd.	23-Sep-11	0.88	<1	<2	14	<1	0.18
RMD-208	13200 No. 4 Rd.	23-Sep-11	0.89	<1	<2	14	<1	0.22

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-205	13851 Steveston Hwy.	23-Sep-11	0.66	<1	<2	16	<1	0.19
RMD-202	1500 Valemont Way	23-Sep-11	0.61	<1	<2	16	<1	0.12
RMD-214	11720 Westminster Hwy.	23-Sep-11	0.89	<1	<2	12	<1	0.20
RMD-267	17240 Fedoruk	23-Sep-11	0.47	<1	<2	16	<1	0.15
RMD-249	23000 Blk. Dyke Rd.	23-Sep-11	0.37	<1	2	14	<1	0.28
RMD-276	22271 Cochrane Drive	23-Sep-11	0.30	<1	<2	14	<1	0.25
RMD-275	5180 Smith Cres.	23-Sep-11	0.30	<1	2	14	<1	0.21
RMD-203	23260 Westminster Hwy.	23-Sep-11	0.30	<1	4	14	<1	0.21
RMD-251	5951 McCallan Rd.	26-Sep-11	0.88	<1	2	13	<1	0.22
RMD-273	Opp. 8331 Fairfax Place	26-Sep-11	0.63	<1	<2	18	<1	0.34
RMD-252	9751 Pendleton Rd.	26-Sep-11	0.88	<1	2	14	<1	0.22
RMD-274	10920 Springwood Court	26-Sep-11	0.74	<1	<2	14	<1	0.20
RMD-253	11051 No 3 Rd.	26-Sep-11	0.87	<1	<2	13	<1	0.19
RMD-270	8200 Jones Rd.	26-Sep-11	0.76	<1	<2	14	<1	0.18
RMD-254	5300 No. 3 Rd.	26-Sep-11	0.87	<1	<2	13	<1	0.22
RMD-271	3800 Cessna Drive	26-Sep-11	0.85	<1	<2	14	<1	0.20
RMD-272	751 Catalina Cres.	26-Sep-11	0.92	<1	<2	13	<1	0.19
RMD-255	6000 Blk. Miller Rd.	26-Sep-11	1.2	<1	<2	13	<1	0.29
RMD-256	1000 Blk. McDonald Rd.	26-Sep-11	0.83	<1	<2	14	<1	0.23
RMD-250	6071 Azure Rd.	26-Sep-11	0.90	<1	<2	14	<1	0.20
RMD-269	14951 Triangle Rd.	28-Sep-11	0.30	<1	<2	15	<1	[No turbidity bottle received.] NA
RMD-257	6640 Blundell Rd.	28-Sep-11	0.93	<1	<2	14	<1	0.32
RMD-266	9380 General Currie Rd.	28-Sep-11	0.68	<1	<2	14	<1	0.19
RMD-263	12560 Cambie Rd.	28-Sep-11	0.75	<1	<2	15	<1	0.24
RMD-264	13100 Mitchell Rd.	28-Sep-11	0.87	<1	<2	15	<1	0.17
RMD-277	Opp. 11280 Twigg Place	28-Sep-11	0.85	<1	<2	15	<1	0.21
RMD-262	13799 Commerce Pkwy.	28-Sep-11	0.62	<1	<2	15	<1	0.27
RMD-278	6651 Fraserwood Place	28-Sep-11	0.07	<1	<2	15	<1	0.34
RMD-279	Opp. 20371 Westminster Hwy.	28-Sep-11	0.04	<1	4	15	<1	0.29
RMD-261	9911 Sidaway Rd.	28-Sep-11	0.45	<1	<2	15	<1	0.25
RMD-260	11111 Horseshoe Way	28-Sep-11	0.62	<1	<2	15	<1	0.24
RMD-259	10020 Amethyst Ave.	28-Sep-11	0.81	<1	<2	15	<1	0.16
RMD-268	13800 No. 3 Rd. (off Garden City)	28-Sep-11	0.79	<1	2	15	<1	0.14
RMD-258	7000 Blk. Dyke Rd.	28-Sep-11	0.87	<1	2	15	<1	0.14
RMD-204	3180 Granville Ave.	30-Sep-11	0.68	<1	<2	15	<1	0.18
RMD-206	4251 Moncton St.	30-Sep-11	0.76	<1	<2	15	<1	0.17

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-216	11080 No. 2 Rd.	30-Sep-11	0.57	<1	<2	14	<1	0.21
RMD-212	Opp. 8600 Riyan Rd.	30-Sep-11	0.58	<1	<2	15	<1	0.23
RMD-208	13200 No. 4 Rd.	30-Sep-11	0.57	<1	<2	14	<1	0.22
RMD-205	13851 Steveston Hwy.	30-Sep-11	0.71	<1	<2	15	<1	0.26
RMD-202	1500 Valemont Way	30-Sep-11	0.66	<1	<2	15	<1	0.30
RMD-214	11720 Westminster Hwy.	30-Sep-11	0.65	<1	<2	14	<1	0.24
RMD-267	17240 Fedoruk	30-Sep-11	0.36	<1	<2	15	<1	0.24
RMD-249	23000 Blk. Dyke Rd.	30-Sep-11	0.23	<1	<2	13	<1	0.36
RMD-276	22271 Cochrane Drive	30-Sep-11	0.08	<1	46	15	<1	0.29
RMD-275	5180 Smith Cres.	30-Sep-11	0.17	<1	42	15	<1	0.29
RMD-203	23260 Westminster Hwy.	30-Sep-11	0.22	<1	2	13	<1	0.41
RMD-251	5951 McCallan Rd.	3-Oct-11	0.47	<1	<2	14	<1	0.18
RMD-273	Opp. 8331 Fairfax Place	3-Oct-11	0.42	<1	2	17	<1	1.20
RMD-274	10920 Springwood Court	3-Oct-11	0.35	<1	<2	16	<1	0.17
RMD-252	9751 Pendleton Rd.	3-Oct-11	0.53	<1	<2	14	<1	0.18
RMD-250	6071 Azure Rd.	3-Oct-11	0.56	<1	<2	14	<1	0.16
RMD-271	3800 Cessna Drive	3-Oct-11	0.55	<1	4	14	<1	0.22
RMD-272	751 Catalina Cres.	3-Oct-11	0.45	<1	<2	14	<1	0.24
RMD-255	6000 Blk. Miller Rd.	3-Oct-11	0.54	<1	6	13	<1	0.24
RMD-256	1000 Blk. McDonald Rd.	3-Oct-11	0.52	<1	<2	14	<1	0.22
RMD-254	5300 No. 3 Rd.	3-Oct-11	0.54	<1	2	13	<1	0.22
RMD-270	8200 Jones Rd.	3-Oct-11	0.53	<1	<2	15	<1	0.23
RMD-269	14951 Triangle Rd.	3-Oct-11	0.76	<1	<2	14	<1	0.25
RMD-253	11051 No 3 Rd.	3-Oct-11	0.56	<1	<2	13	<1	0.20
RMD-257	6640 Blundell Rd.	5-Oct-11	0.66	<1	<2	13	<1	0.17
RMD-258	7000 Blk. Dyke Rd.	5-Oct-11	0.57	<1	4	14	<1	0.25
RMD-268	13800 No. 3 Rd. (off Garden City)	5-Oct-11	0.54	<1	<2	14	<1	0.16
RMD-259	10020 Amethyst Ave.	5-Oct-11	0.58	<1	<2	13	<1	0.16
RMD-266	9380 General Currie Rd.	5-Oct-11	0.63	<1	<2	13	<1	0.20
RMD-260	11111 Horseshoe Way	5-Oct-11	0.72	<1	<2	13	<1	0.26
RMD-261	9911 Sidaway Rd.	5-Oct-11	0.80	<1	<2	13	<1	0.30
RMD-264	13100 Mitchell Rd.	5-Oct-11	0.58	<1	<2	15	<1	0.22
RMD-277	Opp. 11280 Twigg Place	5-Oct-11	0.58	<1	<2	13	<1	0.26
RMD-263	12560 Cambie Rd.	5-Oct-11	0.59	<1	2	14	<1	0.21
RMD-262	13799 Commerce Pkwy.	5-Oct-11	0.70	<1	<2	13	<1	0.29
RMD-278	6651 Fraserwood Place	5-Oct-11	0.09	<1	<2	14	<1	0.33
RMD-279	Opp. 20371 Westminster Hwy.	5-Oct-11	0.08	<1	2	14	<1	0.43
RMD-204	3180 Granville Ave.	7-Oct-11	0.49	<1	2	13	<1	0.23
RMD-206	4251 Moncton St.	7-Oct-11	0.52	<1	<2	13	<1	0.17
RMD-216	11080 No. 2 Rd.	7-Oct-11	0.61	<1	<2	13	<1	0.18

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-212	Opp. 8600 Riyan Rd.	7-Oct-11	0.53	<1	4	13	<1	0.20
RMD-208	13200 No. 4 Rd.	7-Oct-11	0.60	<1	2	13	<1	0.15
RMD-205	13851 Steveston Hwy.	7-Oct-11	0.88	<1	2	13	<1	0.26
RMD-202	1500 Valemont Way	7-Oct-11	0.58	<1	2	13	<1	0.25
RMD-214	11720 Westminster Hwy.	7-Oct-11	0.66	<1	<2	13	<1	0.19
RMD-267	17240 Fedoruk	7-Oct-11	0.13	<1	8	14	<1	0.29
RMD-249	23000 Blk. Dyke Rd.	7-Oct-11	0.25	<1	2	14	<1	0.33
RMD-276	22271 Cochrane Drive	7-Oct-11	0.10	<1	52	14	<1	0.26
RMD-275	5180 Smith Cres.	7-Oct-11	0.20	<1	2	14	<1	0.33
RMD-203	23260 Westminster Hwy.	7-Oct-11	0.26	<1	<2	13	<1	0.39
RMD-257	6640 Blundell Rd.	12-Oct-11	0.77	<1	<2	11	<1	0.24
RMD-258	7000 Blk. Dyke Rd.	12-Oct-11	0.64	<1	<2	13	<1	0.35
RMD-268	13800 No. 3 Rd. (off Garden City)	12-Oct-11	0.6	<1	<2	12	<1	0.17
RMD-259	10020 Amethyst Ave.	12-Oct-11	0.63	<1	<2	12	<1	0.16
RMD-266	9380 General Currie Rd.	12-Oct-11	0.73	<1	<2	12	<1	0.17
RMD-260	11111 Horseshoe Way	12-Oct-11	0.69	<1	<2	12	<1	0.31
RMD-261	9911 Sidaway Rd.	12-Oct-11	0.69	<1	<2	11	<1	0.23
RMD-264	13100 Mitchell Rd.	12-Oct-11	0.68	<1	<2	13	<1	0.19
RMD-277	Opp. 11280 Twigg Place	12-Oct-11	0.61	<1	<2	13	<1	0.21
RMD-263	12560 Cambie Rd.	12-Oct-11	0.53	<1	<2	13	<1	0.19
RMD-262	13799 Commerce Pkwy.	12-Oct-11	0.60	<1	<2	12	<1	0.24
RMD-278	6651 Fraserwood Place	12-Oct-11	0.20	<1	<2	11	<1	0.45
RMD-279	Opp. 20371 Westminster Hwy.	12-Oct-11	0.08	<1	<2	11	<1	0.45
RMD-204	3180 Granville Ave.	14-Oct-11	0.52	<1	<2	12	<1	0.17
RMD-206	4251 Moncton St.	14-Oct-11	0.57	<1	<2	13	<1	0.13
RMD-216	11080 No. 2 Rd.	14-Oct-11	0.80	<1	<2	12	<1	0.23
RMD-212	Opp. 8600 Riyan Rd.	14-Oct-11	0.74	<1	<2	12	<1	0.26
RMD-208	13200 No. 4 Rd.	14-Oct-11	0.82	<1	<2	11	<1	0.17
RMD-205	13851 Steveston Hwy.	14-Oct-11	0.74	<1	<2	11	<1	0.22
RMD-214	11720 Westminster Hwy.	14-Oct-11	0.57	<1	<2	11	<1	0.17
RMD-202	1500 Valemont Way	14-Oct-11	0.40	<1	<2	12	<1	0.21
RMD-267	17240 Fedoruk	14-Oct-11	0.13	<1	2	12	<1	0.21
RMD-249	23000 Blk. Dyke Rd.	14-Oct-11	0.25	<1	<2	12	<1	0.28
RMD-276	22271 Cochrane Drive	14-Oct-11	0.08	<1	6	13	<1	0.28
RMD-275	5180 Smith Cres.	14-Oct-11	0.13	<1	4	[Not taken] NA	<1	0.33
RMD-203	23260 Westminster Hwy.	14-Oct-11	0.28	<1	<2	12	<1	0.32
RMD-251	5951 McCallan Rd.	17-Oct-11	0.76	<1	<2	12	<1	0.17
RMD-273	Opp. 8331 Fairfax Place	17-Oct-11	0.52	<1	<2	14	<1	0.13



Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-252	9751 Pendleton Rd.	17-Oct-11	0.57	<1	<2	13	<1	0.16
RMD-274	10920 Springwood Court	17-Oct-11	0.41	<1	46	14	<1	0.13
RMD-253	11051 No 3 Rd.	17-Oct-11	0.69	<1	<2	12	<1	0.19
RMD-269	14951 Triangle Rd.	17-Oct-11	0.77	<1	2	11	<1	0.25
RMD-270	8200 Jones Rd.	17-Oct-11	0.62	<1	<2	12	<1	0.18
RMD-254	5300 No. 3 Rd.	17-Oct-11	0.84	<1	<2	11	<1	0.17
RMD-271	3800 Cessna Drive	17-Oct-11	0.75	<1	<2	12	<1	0.14
RMD-272	751 Catalina Cres.	17-Oct-11	0.61	<1	2	12	<1	0.15
RMD-255	6000 Blk. Miller Rd.	17-Oct-11	0.8	<1	2	11	<1	0.25
RMD-256	1000 Blk. McDonald Rd.	17-Oct-11	0.41	<1	<2	12	<1	0.21
RMD-250	6071 Azure Rd.	17-Oct-11	0.68	<1	2	12	<1	0.14
RMD-263	12560 Cambie Rd.	19-Oct-11	0.52	<1	<2	11	<1	0.20
RMD-264	13100 Mitchell Rd.	19-Oct-11	0.29	<1	<2	12	<1	0.22
RMD-277	Opp. 11280 Twigg Place	19-Oct-11	0.38	<1	2	15	<1	0.15
RMD-262	13799 Commerce Pkwy.	19-Oct-11	0.58	<1	<2	12	<1	0.23
RMD-278	6651 Fraserwood Place	19-Oct-11	0.19	<1	4	13	<1	0.31
RMD-261	9911 Sidaway Rd.	19-Oct-11	0.69	<1	<2	12	<1	0.44
RMD-260	11111 Horseshoe Way	19-Oct-11	0.72	<1	<2	12	<1	0.19
RMD-259	10020 Amethyst Ave.	19-Oct-11	0.73	<1	<2	12	<1	0.21
RMD-266	9380 General Currie Rd.	19-Oct-11	0.77	<1	<2	11	<1	0.17
RMD-268	13800 No. 3 Rd. (off Garden City)	19-Oct-11	0.66	<1	<2	12	<1	0.31
RMD-258	7000 Blk. Dyke Rd.	19-Oct-11	0.64	<1	2	12	<1	0.16
RMD-257	6640 Blundell Rd.	19-Oct-11	0.74	<1	<2	11	<1	0.18
RMD-279	Opp. 20371 Westminster Hwy.	20-Oct-11	0.50	<1	2	11	<1	0.28
RMD-204	3180 Granville Ave.	21-Oct-11	0.70	<1	4	15	<1	0.14
RMD-206	4251 Moncton St.	21-Oct-11	0.58	<1	<2	15	<1	0.17
RMD-216	11080 No. 2 Rd.	21-Oct-11	0.56	<1	<2	15	<1	0.20
RMD-212	Opp. 8600 Riyan Rd.	21-Oct-11	0.73	<1	<2	14	<1	0.18
RMD-208	13200 No. 4 Rd.	21-Oct-11	0.8	<1	<2	14	<1	0.15
RMD-205	13851 Steveston Hwy.	21-Oct-11	0.75	<1	<2	14	<1	0.24
RMD-214	11720 Westminster Hwy.	21-Oct-11	0.76	<1	2	14	<1	0.18
RMD-202	1500 Valemont Way	21-Oct-11	0.50	<1	2	15	<1	0.31
RMD-267	17240 Fedoruk	21-Oct-11	0.46	<1	<2	15	<1	0.19
RMD-249	23000 Blk. Dyke Rd.	21-Oct-11	0.33	<1	2	14	<1	0.34
RMD-275	5180 Smith Cres.	21-Oct-11	0.28	<1	<2	15	<1	0.27
RMD-276	22271 Cochrane Drive	21-Oct-11	0.22	<1	<2	15	<1	0.25
RMD-203	23260 Westminster Hwy.	21-Oct-11	0.33	<1	<2	15	<1	0.33
RMD-251	5951 McCallan Rd.	24-Oct-11	0.40	<1	8	12	9	0.22
RMD-273	Opp. 8331 Fairfax Place	24-Oct-11	0.62	<1	<2	15	<1	0.13
RMD-274	10920 Springwood Court	24-Oct-11	0.45	<1	<2	14	<1	0.16

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-252	9751 Pendleton Rd.	24-Oct-11	0.61	<1	<2	12	<1	0.14
RMD-250	6071 Azure Rd.	24-Oct-11	0.69	<1	<2	12	<1	0.23
RMD-271	3800 Cessna Drive	24-Oct-11	0.81	<1	<2	11	<1	0.13
RMD-272	751 Catalina Cres.	24-Oct-11	0.61	<1	<2	12	<1	0.19
RMD-255	6000 Blk. Miller Rd.	24-Oct-11	0.58	<1	<2	11	<1	0.24
RMD-256	1000 Blk. McDonald Rd.	24-Oct-11	0.64	<1	<2	13	<1	0.18
RMD-254	5300 No. 3 Rd.	24-Oct-11	0.79	<1	<2	11	<1	2.60
RMD-270	8200 Jones Rd.	24-Oct-11	0.65	<1	<2	12	<1	0.18
RMD-269	14951 Triangle Rd.	24-Oct-11	0.69	<1	2	12	<1	0.30
RMD-253	11051 No 3 Rd.	24-Oct-11	0.76	<1	4	11	<1	0.18
RMD-257	6640 Blundell Rd.	26-Oct-11	0.79	<1	<2	11	<1	0.15
RMD-258	7000 Blk. Dyke Rd.	26-Oct-11	0.68	<1	<2	11	<1	0.18
RMD-268	13800 No. 3 Rd. (off Garden City)	26-Oct-11	0.64	<1	<2	11	<1	0.17
RMD-259	10020 Amethyst Ave.	26-Oct-11	0.83	<1	<2	11	<1	0.17
RMD-266	9380 General Currie Rd.	26-Oct-11	0.84	<1	<2	10	<1	0.17
RMD-261	9911 Sidaway Rd.	26-Oct-11	0.74	<1	<2	11	<1	0.22
RMD-260	11111 Horseshoe Way	26-Oct-11	0.76	<1	<2	11	<1	0.21
RMD-262	13799 Commerce Pkwy.	26-Oct-11	0.57	<1	<2	11	<1	0.21
RMD-264	13100 Mitchell Rd.	26-Oct-11	0.62	<1	<2	11	<1	0.14
RMD-277	Opp. 11280 Twigg Place	26-Oct-11	0.84	<1	<2	11	<1	0.17
RMD-263	12560 Cambie Rd.	26-Oct-11	0.68	<1	2	11	<1	0.20
RMD-279	Opp. 20371 Westminster Hwy.	26-Oct-11	0.16	<1	<2	11	<1	0.51
RMD-278	6651 Fraserwood Place	26-Oct-11	0.05	<1	14	12	<1	0.32
RMD-204	3180 Granville Ave.	28-Oct-11	0.70	<1	<2	11	<1	0.12
RMD-206	4251 Moncton St.	28-Oct-11	0.59	<1	<2	12	<1	0.13
RMD-216	11080 No. 2 Rd.	28-Oct-11	0.60	<1	10	11	<1	0.17
RMD-212	Opp. 8600 Riyan Rd.	28-Oct-11	0.74	<1	2	11	<1	0.16
RMD-208	13200 No. 4 Rd.	28-Oct-11	0.68	<1	4	10	<1	0.15
RMD-205	13851 Steveston Hwy.	28-Oct-11	0.69	<1	2	10	<1	0.22
RMD-202	1500 Valemont Way	28-Oct-11	0.42	<1	<2	11	<1	0.24
RMD-214	11720 Westminster Hwy.	28-Oct-11	0.84	<1	<2	10	<1	0.16
RMD-267	17240 Fedoruk	28-Oct-11	0.18	<1	2	11	<1	0.24
RMD-249	23000 Blk. Dyke Rd.	28-Oct-11	0.24	<1	2	11	<1	0.28
RMD-276	22271 Cochrane Drive	28-Oct-11	0.19	<1	24	11	<1	0.25
RMD-275	5180 Smith Cres.	28-Oct-11	0.30	<1	<2	11	<1	0.24
RMD-203	23260 Westminster Hwy.	28-Oct-11	0.38	<1	<2	11	<1	0.27
RMD-251	5951 McCallan Rd.	31-Oct-11	0.80	<1	<2	10	<1	0.13
RMD-273	Opp. 8331 Fairfax Place	31-Oct-11	0.60	<1	4	13	<1	0.11
RMD-274	10920 Springwood Court	31-Oct-11	0.61	<1	<2	13	<1	0.14
RMD-252	9751 Pendleton Rd.	31-Oct-11	0.60	<1	<2	11	<1	0.13

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-250	6071 Azure Rd.	31-Oct-11	0.75	<1	<2	11	<1	0.13
RMD-271	3800 Cessna Drive	31-Oct-11	0.79	<1	2	11	<1	0.15
RMD-272	751 Catalina Cres.	31-Oct-11	0.59	<1	<2	10	<1	0.15
RMD-255	6000 Blk. Miller Rd.	31-Oct-11	0.67	<1	<2	10	<1	0.15
RMD-256	1000 Blk. McDonald Rd.	31-Oct-11	0.69	<1	<2	10	<1	0.15
RMD-254	5300 No. 3 Rd.	31-Oct-11	0.74	<1	<2	10	<1	0.15
RMD-270	8200 Jones Rd.	31-Oct-11	0.65	<1	6	10	<1	0.13
RMD-269	14951 Triangle Rd.	31-Oct-11	0.80	<1	<2	11	<1	0.16
RMD-253	11051 No 3 Rd.	31-Oct-11	0.74	<1	<2	10	<1	0.14
RMD-257	6640 Blundell Rd.	2-Nov-11	0.64	<1	<2	10	<1	0.13
RMD-266	9380 General Currie Rd.	2-Nov-11	0.86	<1	<2	10	<1	0.14
RMD-263	12560 Cambie Rd.	2-Nov-11	0.59	<1	<2	10	<1	0.15
RMD-264	13100 Mitchell Rd.	2-Nov-11	0.59	<1	<2	10	<1	0.2
RMD-277	Opp. 11280 Twigg Place	2-Nov-11	0.69	<1	<2	10	<1	0.26
RMD-262	13799 Commerce Pkwy.	2-Nov-11	0.50	<1	<2	10	<1	0.17
RMD-278	6651 Fraserwood Place	2-Nov-11	0.19	<1	<2	10	<1	0.27
RMD-279	Opp. 20371 Westminster Hwy.	2-Nov-11	0.11	<1	<2	10	<1	0.31
RMD-261	9911 Sidaway Rd.	2-Nov-11	0.71	<1	<2	10	<1	0.16
RMD-260	11111 Horseshoe Way	2-Nov-11	0.69	<1	<2	10	<1	0.15
RMD-259	10020 Amethyst Ave.	2-Nov-11	0.82	<1	<2	10	<1	0.11
RMD-268	13800 No. 3 Rd. (off Garden City)	2-Nov-11	0.57	<1	<2	10	<1	0.12
RMD-258	7000 Blk. Dyke Rd.	2-Nov-11	0.65	<1	<2	10	<1	0.10
RMD-204	3180 Granville Ave.	4-Nov-11	0.65	<1	<2	10	<1	0.18
RMD-206	4251 Moncton St.	4-Nov-11	0.54	<1	2	10	<1	0.14
RMD-216	11080 No. 2 Rd.	4-Nov-11	0.63	<1	<2	10	<1	0.17
RMD-212	Opp. 8600 Riyan Rd.	4-Nov-11	0.66	<1	<2	10	<1	0.13
RMD-208	13200 No. 4 Rd.	4-Nov-11	0.70	<1	<2	9	<1	0.17
RMD-205	13851 Steveston Hwy.	4-Nov-11	0.72	<1	<2	10	<1	0.20
RMD-202	1500 Valemont Way	4-Nov-11	0.26	<1	<2	11	<1	0.33
RMD-214	11720 Westminster Hwy.	4-Nov-11	0.77	<1	<2	9	<1	0.20
RMD-267	17240 Fedoruk	4-Nov-11	0.12	<1	<2	11	<1	0.26
RMD-249	23000 Blk. Dyke Rd.	4-Nov-11	0.33	<1	<2	10	<1	0.30
RMD-276	22271 Cochrane Drive	4-Nov-11	0.13	<1	<2	11	<1	0.27
RMD-275	5180 Smith Cres.	4-Nov-11	0.22	<1	<2	10	<1	0.32
RMD-203	23260 Westminster Hwy.	4-Nov-11	0.41	<1	<2	10	<1	0.34
RMD-251	5951 McCallan Rd.	7-Nov-11	0.64	<1	2	10	<1	0.19
RMD-273	Opp. 8331 Fairfax Place	7-Nov-11	0.56	<1	<2	11	<1	0.12
RMD-252	9751 Pendleton Rd.	7-Nov-11	0.47	<1	<2	11	<1	0.13
RMD-274	10920 Springwood Court	7-Nov-11	0.59	<1	<2	12	<1	0.15
RMD-253	11051 No 3 Rd.	7-Nov-11	0.70	<1	<2	9	<1	0.13

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-269	14951 Triangle Rd.	7-Nov-11	0.63	<1	<2	10	<1	0.32
RMD-270	8200 Jones Rd.	7-Nov-11	0.60	<1	<2	10	<1	0.15
RMD-254	5300 No. 3 Rd.	7-Nov-11	0.66	<1	<2	9	<1	0.12
RMD-272	751 Catalina Cres.	7-Nov-11	0.64	<1	<2	9	<1	0.13
RMD-271	3800 Cessna Drive	7-Nov-11	0.61	<1	2	9	<1	0.13
RMD-255	6000 Blk. Miller Rd.	7-Nov-11	0.79	<1	12	9	<1	0.45
RMD-256	1000 Blk. McDonald Rd.	7-Nov-11	0.47	<1	4	9	<1	0.14
RMD-250	6071 Azure Rd.	7-Nov-11	0.68	<1	<2	10	<1	0.15
RMD-263	12560 Cambie Rd.	9-Nov-11	0.61	<1	<2	10	<1	0.14
RMD-264	13100 Mitchell Rd.	9-Nov-11	0.52	<1	<2	10	<1	0.25
RMD-277	Opp. 11280 Twigg Place	9-Nov-11	0.55	<1	<2	10	<1	0.39
RMD-262	13799 Commerce Pkwy.	9-Nov-11	0.58	<1	<2	9	<1	0.29
RMD-278	6651 Fraserwood Place	9-Nov-11	0.23	<1	<2	11	<1	0.18
RMD-279	Opp. 20371 Westminster Hwy.	9-Nov-11	0.15	<1	<2	11	<1	0.26
RMD-261	9911 Sidaway Rd.	9-Nov-11	0.57	<1	<2	9	<1	0.19
RMD-260	11111 Horseshoe Way	9-Nov-11	0.73	<1	<2	9	<1	0.49
RMD-259	10020 Amethyst Ave.	9-Nov-11	0.75	<1	<2	10	<1	0.11
RMD-266	9380 General Currie Rd.	9-Nov-11	0.84	<1	<2	9	<1	0.11
RMD-268	13800 No. 3 Rd. (off Garden City)	9-Nov-11	0.73	<1	<2	10	<1	0.22
RMD-258	7000 Blk. Dyke Rd.	9-Nov-11	0.88	<1	2	10	<1	0.17
RMD-257	6640 Blundell Rd.	9-Nov-11	0.83	<1	<2	9	<1	0.16
RMD-251	5951 McCallan Rd.	14-Nov-11	0.74	<1	<2	9	<1	0.09
RMD-273	Opp. 8331 Fairfax Place	14-Nov-11	0.68	<1	<2	11	<1	0.10
RMD-274	10920 Springwood Court	14-Nov-11	0.63	<1	18	11	<1	0.14
RMD-252	9751 Pendleton Rd.	14-Nov-11	0.77	<1	<2	10	<1	0.15
RMD-250	6071 Azure Rd.	14-Nov-11	0.76	<1	<2	9	<1	0.15
RMD-271	3800 Cessna Drive	14-Nov-11	0.72	<1	<2	9	<1	0.19
RMD-272	751 Catalina Cres.	14-Nov-11	0.86	<1	<2	9	<1	0.15
RMD-255	6000 Blk. Miller Rd.	14-Nov-11	0.78	<1	<2	9	<1	0.24
RMD-256	1000 Blk. McDonald Rd.	14-Nov-11	0.64	<1	<2	8	<1	0.12
RMD-254	5300 No. 3 Rd.	14-Nov-11	0.86	<1	<2	8	<1	0.10
RMD-253	11051 No 3 Rd.	14-Nov-11	0.82	<1	<2	8	<1	0.10
RMD-269	14951 Triangle Rd.	14-Nov-11	0.79	<1	<2	7	<1	0.18
RMD-270	8200 Jones Rd.	14-Nov-11	0.82	<1	<2	8	<1	0.11
RMD-257	6640 Blundell Rd.	16-Nov-11	0.85	<1	<2	8	<1	0.15
RMD-258	7000 Blk. Dyke Rd.	16-Nov-11	0.60	<1	<2	9	<1	0.15
RMD-268	13800 No. 3 Rd. (off Garden City)	16-Nov-11	0.74	<1	<2	9	<1	0.15
RMD-259	10020 Amethyst Ave.	16-Nov-11	0.82	<1	<2	9	<1	0.16
RMD-266	9380 General Currie Rd.	16-Nov-11	0.76	<1	<2	9	<1	0.17
RMD-260	11111 Horseshoe Way	16-Nov-11	0.73	<1	<2	9	<1	0.22

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-261	9911 Sidaway Rd.	16-Nov-11	0.73	<1	<2	9	<1	0.38
RMD-264	13100 Mitchell Rd.	16-Nov-11	0.68	<1	<2	8	<1	0.15
RMD-277	Opp. 11280 Twigg Place	16-Nov-11	0.79	<1	<2	9	<1	0.24
RMD-263	12560 Cambie Rd.	16-Nov-11	0.59	<1	<2	9	<1	0.24
RMD-262	13799 Commerce Pkwy.	16-Nov-11	0.55	<1	<2	9	<1	0.24
RMD-278	6651 Fraserwood Place	16-Nov-11	0.25	<1	10	10	<1	0.61
RMD-279	Opp. 20371 Westminster Hwy.	16-Nov-11	0.09	<1	12	10	<1	0.37
RMD-204	3180 Granville Ave.	18-Nov-11	0.66	<1	<2	9	<1	0.13
RMD-206	4251 Moncton St.	18-Nov-11	0.59	<1	<2	10	<1	0.21
RMD-216	11080 No. 2 Rd.	18-Nov-11	0.68	<1	<2	9	<1	0.14
RMD-212	Opp. 8600 Riyan Rd.	18-Nov-11	0.73	<1	2	9	<1	0.15
RMD-208	13200 No. 4 Rd.	18-Nov-11	0.68	<1	<2	10	<1	0.14
RMD-205	13851 Steveston Hwy.	18-Nov-11	0.79	<1	<2	9	<1	0.19
RMD-202	1500 Valemont Way	18-Nov-11	0.21	<1	4	10	<1	0.27
RMD-214	11720 Westminster Hwy.	18-Nov-11	0.74	<1	<2	9	<1	0.14
RMD-267	17240 Fedoruk	18-Nov-11	0.14	<1	<2	11	<1	0.20
RMD-249	23000 Blk. Dyke Rd.	18-Nov-11	0.29	<1	2	9	<1	0.17
RMD-276	22271 Cochrane Drive	18-Nov-11	0.27	<1	<2	10	<1	0.16
RMD-275	5180 Smith Cres.	18-Nov-11	0.28	<1	2	10	<1	0.19
RMD-203	23260 Westminster Hwy.	18-Nov-11	0.33	<1	<2	9	<1	0.22
RMD-251	5951 McCallan Rd.	21-Nov-11	0.66	<1	2	7	<1	0.11
RMD-273	Opp. 8331 Fairfax Place	21-Nov-11	0.64	<1	<2	8	<1	0.16
RMD-252	9751 Pendleton Rd.	21-Nov-11	0.48	<1	<2	8	<1	0.16
RMD-274	10920 Springwood Court	21-Nov-11	0.57	<1	14	9	<1	0.17
RMD-253	11051 No 3 Rd.	21-Nov-11	0.66	<1	<2	7	<1	0.15
RMD-269	14951 Triangle Rd.	21-Nov-11	0.75	<1	<2	7	<1	0.24
RMD-270	8200 Jones Rd.	21-Nov-11	0.68	<1	10	8	<1	0.17
RMD-254	5300 No. 3 Rd.	21-Nov-11	0.73	<1	<2	7	<1	0.14
RMD-271	3800 Cessna Drive	21-Nov-11	0.68	<1	<2	8	<1	0.15
RMD-272	751 Catalina Cres.	21-Nov-11	0.62	<1	<2	8	<1	0.16
RMD-255	6000 Blk. Miller Rd.	21-Nov-11	0.65	<1	<2	7	<1	0.24
RMD-256	1000 Blk. McDonald Rd.	21-Nov-11	0.52	<1	<2	7	<1	0.11
RMD-250	6071 Azure Rd.	21-Nov-11	0.63	<1	<2	8	<1	0.11
RMD-263	12560 Cambie Rd.	23-Nov-11	0.48	<1	4	7	<1	0.27
RMD-262	13799 Commerce Pkwy.	23-Nov-11	0.40	<1	<2	7	<1	0.29
RMD-278	6651 Fraserwood Place	23-Nov-11	0.06	<1	24	9	<1	0.28
RMD-279	Opp. 20371 Westminster Hwy.	23-Nov-11	0.21	<1	<2	8	<1	0.21
RMD-264	13100 Mitchell Rd.	23-Nov-11	0.53	<1	6	7	<1	0.18
RMD-277	Opp. 11280 Twigg Place	23-Nov-11	0.47	<1	<2	8	<1	0.17
RMD-261	9911 Sidaway Rd.	23-Nov-11	0.67	<1	<2	7	<1	0.42

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-260	11111 Horseshoe Way	23-Nov-11	0.72	<1	<2	7	<1	0.29
RMD-259	10020 Amethyst Ave.	23-Nov-11	0.71	<1	<2	8	<1	0.19
RMD-266	9380 General Currie Rd.	23-Nov-11	0.75	<1	<2	7	<1	0.15
RMD-268	13800 No. 3 Rd. (off Garden City)	23-Nov-11	0.65	<1	<2	8	<1	1.60
RMD-258	7000 Blk. Dyke Rd.	23-Nov-11	0.66	<1	<2	8	<1	1.00
RMD-257	6640 Blundell Rd.	23-Nov-11	0.75	<1	<2	7	<1	1.40
RMD-204	3180 Granville Ave.	25-Nov-11	0.89	<1	<2	8	<1	0.15
RMD-206	4251 Moncton St.	25-Nov-11	0.82	<1	<2	9	<1	0.16
RMD-216	11080 No. 2 Rd.	25-Nov-11	0.94	<1	<2	8	<1	0.22
RMD-212	Opp. 8600 Riyan Rd.	25-Nov-11	0.82	<1	<2	8	<1	0.17
RMD-208	13200 No. 4 Rd.	25-Nov-11	1.0	<1	<2	7	<1	0.16
RMD-205	13851 Steveston Hwy.	25-Nov-11	0.73	<1	28	8	<1	0.10
RMD-202	1500 Valemont Way	25-Nov-11	0.32	<1	<2	7	<1	0.28
RMD-214	11720 Westminster Hwy.	25-Nov-11	0.91	<1	<2	8	<1	0.21
RMD-267	17240 Fedoruk	25-Nov-11	0.24	<1	<2	8	<1	0.23
RMD-249	23000 Blk. Dyke Rd.	25-Nov-11	0.32	<1	2	8	<1	0.41
RMD-276	22271 Cochrane Drive	25-Nov-11	0.30	<1	<2	9	<1	0.32
RMD-275	5180 Smith Cres.	25-Nov-11	0.50	<1	6	10	<1	0.41
RMD-203	23260 Westminster Hwy.	25-Nov-11	0.65	<1	<2	9	<1	0.48
RMD-251	5951 McCallan Rd.	28-Nov-11	1.1	<1	<2	8	<1	0.11
RMD-273	Opp. 8331 Fairfax Place	28-Nov-11	0.90	<1	<2	8	<1	0.13
RMD-252	9751 Pendleton Rd.	28-Nov-11	0.86	<1	<2	9	<1	0.14
RMD-274	10920 Springwood Court	28-Nov-11	0.80	<1	<2	9	<1	0.13
RMD-250	6071 Azure Rd.	28-Nov-11	0.93	<1	<2	9	<1	0.12
RMD-271	3800 Cessna Drive	28-Nov-11	0.82	<1	<2	9	<1	0.17
RMD-272	751 Catalina Cres.	28-Nov-11	0.88	<1	<2	8	<1	0.14
RMD-255	6000 Blk. Miller Rd.	28-Nov-11	0.95	<1	2	9	<1	0.17
RMD-256	1000 Blk. McDonald Rd.	28-Nov-11	0.84	<1	<2	9	<1	0.12
RMD-254	5300 No. 3 Rd.	28-Nov-11	0.98	<1	<2	9	<1	0.15
RMD-270	8200 Jones Rd.	28-Nov-11	0.85	<1	<2	8	<1	0.20
RMD-269	14951 Triangle Rd.	28-Nov-11	0.76	<1	<2	9	<1	0.11
RMD-253	11051 No 3 Rd.	28-Nov-11	0.94	<1	<2	8	<1	0.13
RMD-263	12560 Cambie Rd.	30-Nov-11	0.71	<1	2	6	<1	0.14
RMD-264	13100 Mitchell Rd.	30-Nov-11	0.72	<1	<2	6	<1	0.21
RMD-277	Opp. 11280 Twigg Place	30-Nov-11	0.62	<1	<2	7	<1	0.12
RMD-262	13799 Commerce Pkwy.	30-Nov-11	0.73	<1	<2	6	<1	0.14
RMD-278	6651 Fraserwood Place	30-Nov-11	0.80	<1	<2	7	<1	0.56
RMD-279	Opp. 20371 Westminster Hwy.	30-Nov-11	0.61	<1	<2	7	<1	0.49
RMD-261	9911 Sidaway Rd.	30-Nov-11	0.80	<1	<2	5	<1	0.12
RMD-260	11111 Horseshoe Way	30-Nov-11	0.73	<1	<2	6	<1	0.11

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-259	10020 Amethyst Ave.	30-Nov-11	0.84	<1	<2	6	<1	0.17
RMD-266	9380 General Currie Rd.	30-Nov-11	0.75	<1	<2	5	<1	0.14
RMD-268	13800 No. 3 Rd. (off Garden City)	30-Nov-11	0.66	<1	<2	6	<1	0.47
RMD-258	7000 Blk. Dyke Rd.	30-Nov-11	0.63	<1	<2	7	<1	0.88
RMD-257	6640 Blundell Rd.	30-Nov-11	0.74	<1	<2	5	<1	0.15
RMD-204	3180 Granville Ave.	2-Dec-11	0.70	<1	2	6	<1	0.70
RMD-206	4251 Moncton St.	2-Dec-11	0.45	<1	2	8	<1	0.24
RMD-216	11080 No. 2 Rd.	2-Dec-11	0.60	<1	4	7	<1	0.16
RMD-212	Opp. 8600 Riyan Rd.	2-Dec-11	0.66	<1	<2	8	<1	0.25
RMD-208	13200 No. 4 Rd.	2-Dec-11	0.70	<1	<2	7	<1	0.17
RMD-205	13851 Steveston Hwy.	2-Dec-11	0.78	<1	<2	7	<1	0.17
RMD-202	1500 Valemont Way	2-Dec-11	0.61	<1	2	8	<1	0.35
RMD-214	11720 Westminster Hwy.	2-Dec-11	0.64	<1	<2	8	<1	0.15
RMD-267	17240 Fedoruk	2-Dec-11	0.38	<1	<2	9	<1	0.31
RMD-249	23000 Blk. Dyke Rd.	2-Dec-11	0.70	<1	<2	7	<1	0.43
RMD-276	22271 Cochrane Drive	2-Dec-11	0.58	<1	2	8	<1	0.41
RMD-275	5180 Smith Cres.	2-Dec-11	0.65	<1	2	7	<1	0.38
RMD-203	23260 Westminster Hwy.	2-Dec-11	0.73	<1	2	7	<1	0.39
RMD-251	5951 McCallan Rd.	5-Dec-11	0.77	<1	2	6	<1	0.15
RMD-273	Opp. 8331 Fairfax Place	5-Dec-11	0.75	<1	<2	8	<1	0.17
RMD-252	9751 Pendleton Rd.	5-Dec-11	0.77	<1	<2	7	<1	0.16
RMD-274	10920 Springwood Court	5-Dec-11	0.59	<1	4	9	<1	0.19
RMD-253	11051 No 3 Rd.	5-Dec-11	0.73	<1	<2	6	<1	0.22
RMD-269	14951 Triangle Rd.	5-Dec-11	0.75	<1	<2	6	<1	0.11
RMD-270	8200 Jones Rd.	5-Dec-11	0.77	<1	<2	6	<1	0.14
RMD-254	5300 No. 3 Rd.	5-Dec-11	0.79	<1	<2	6	<1	0.16
RMD-250	6071 Azure Rd.	5-Dec-11	0.71	<1	<2	6	<1	0.20
RMD-271	3800 Cessna Drive	5-Dec-11	0.62	<1	<2	7	<1	0.19
RMD-272	751 Catalina Cres.	5-Dec-11	0.70	<1	<2	6	<1	0.21
RMD-256	1000 Blk. McDonald Rd.	5-Dec-11	0.61	<1	4	6	<1	0.22
RMD-255	6000 Blk. Miller Rd.	5-Dec-11	0.94	<1	<2	5	<1	3.60
RMD-263	12560 Cambie Rd.	7-Dec-11	0.70	<1	<2	5	<1	0.77
RMD-264	13100 Mitchell Rd.	7-Dec-11	0.65	<1	<2	6	<1	0.23
RMD-277	Opp. 11280 Twigg Place	7-Dec-11	0.48	<1	2	7	<1	0.22
RMD-262	13799 Commerce Pkwy.	7-Dec-11	0.62	<1	<2	6	<1	0.18
RMD-278	6651 Fraserwood Place	7-Dec-11	0.67	<1	<2	7	<1	0.30
RMD-279	Opp. 20371 Westminster Hwy.	7-Dec-11	0.56	<1	<2	7	<1	0.27
RMD-261	9911 Sidaway Rd.	7-Dec-11	0.70	<1	<2	6	<1	0.17
RMD-260	11111 Horseshoe Way	7-Dec-11	0.76	<1	<2	6	<1	0.19
RMD-259	10020 Amethyst Ave.	7-Dec-11	0.76	<1	<2	6	<1	0.16



Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-266	9380 General Currie Rd.	7-Dec-11	0.74	<1	<2	6	<1	0.25
RMD-268	13800 No. 3 Rd. (off Garden City)	7-Dec-11	0.68	<1	<2	6	<1	0.21
RMD-258	7000 Blk. Dyke Rd.	7-Dec-11	0.86	<1	2	6	<1	0.17
RMD-257	6640 Blundell Rd.	7-Dec-11	0.85	<1	2	5	<1	0.15
RMD-204	3180 Granville Ave.	9-Dec-11	0.74	<1	2	6	<1	0.47
RMD-206	4251 Moncton St.	9-Dec-11	0.71	<1	<2	6	<1	0.16
RMD-216	11080 No. 2 Rd.	9-Dec-11	0.82	<1	2	4	<1	0.17
RMD-212	Opp. 8600 Riyan Rd.	9-Dec-11	0.83	<1	<2	5	<1	0.18
RMD-208	13200 No. 4 Rd.	9-Dec-11	0.91	<1	6	4	<1	0.16
RMD-205	13851 Steveston Hwy.	9-Dec-11	0.73	<1	<2	4	<1	0.24
RMD-214	11720 Westminster Hwy.	9-Dec-11	0.79	<1	<2	4	<1	0.16
RMD-202	1500 Valemont Way	9-Dec-11	0.55	<1	<2	5	<1	0.28
RMD-267	17240 Fedoruk	9-Dec-11	0.55	<1	2	5	<1	0.23
RMD-249	23000 Blk. Dyke Rd.	9-Dec-11	0.60	<1	4	5	<1	0.33
RMD-276	22271 Cochrane Drive	9-Dec-11	0.49	<1	4	5	<1	0.25
RMD-275	5180 Smith Cres.	9-Dec-11	0.56	<1	<2	5	<1	0.25
RMD-203	23260 Westminster Hwy.	9-Dec-11	0.66	<1	<2	5	<1	0.29
RMD-251	5951 McCallan Rd.	12-Dec-11	0.79	<1	<2	6	<1	0.18
RMD-273	Opp. 8331 Fairfax Place	12-Dec-11	0.73	<1	<2	7	<1	0.24
RMD-274	10920 Springwood Court	12-Dec-11	0.66	<1	<2	8	<1	0.26
RMD-252	9751 Pendleton Rd.	12-Dec-11	0.68	<1	<2	7	<1	0.20
RMD-250	6071 Azure Rd.	12-Dec-11	0.78	<1	4	7	<1	0.21
RMD-271	3800 Cessna Drive	12-Dec-11	0.39	<1	<2	8	<1	0.22
RMD-272	751 Catalina Cres.	12-Dec-11	0.82	<1	2	5	<1	0.19
RMD-255	6000 Blk. Miller Rd.	12-Dec-11	0.85	<1	<2	5	<1	0.34
RMD-256	1000 Blk. McDonald Rd.	12-Dec-11	0.81	<1	6	5	<1	0.22
RMD-254	5300 No. 3 Rd.	12-Dec-11	0.87	<1	<2	5	<1	0.25
RMD-270	8200 Jones Rd.	12-Dec-11	0.76	<1	<2	7	<1	0.21
RMD-269	14951 Triangle Rd.	12-Dec-11	0.72	<1	<2	5	<1	0.30
RMD-253	11051 No 3 Rd.	12-Dec-11	0.78	<1	<2	5	<1	0.23
RMD-257	6640 Blundell Rd.	14-Dec-11	0.66	<1	2	6	<1	0.23
RMD-258	7000 Blk. Dyke Rd.	14-Dec-11	0.75	<1	<2	7	<1	0.25
RMD-268	13800 No. 3 Rd. (off Garden City)	14-Dec-11	0.68	<1	<2	7	<1	0.35
RMD-259	10020 Amethyst Ave.	14-Dec-11	0.77	<1	2	7	<1	0.21
RMD-266	9380 General Currie Rd.	14-Dec-11	1.1	<1	<2	6	<1	0.21
RMD-260	11111 Horseshoe Way	14-Dec-11	0.68	<1	<2	7	<1	0.27
RMD-261	9911 Sidaway Rd.	14-Dec-11	0.67	<1	<2	7	<1	0.29
RMD-262	13799 Commerce Pkwy.	14-Dec-11	0.64	<1	<2	7	<1	0.28
RMD-264	13100 Mitchell Rd.	14-Dec-11	0.90	<1	<2	6	<1	0.27
RMD-277	Opp. 11280 Twigg Place	14-Dec-11	0.51	<1	<2	9	<1	0.18

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-263	12560 Cambie Rd.	14-Dec-11	0.67	<1	<2	6	<1	0.24
RMD-278	6651 Fraserwood Place	14-Dec-11	0.08	<1	70	8	<1	0.22
RMD-279	Opp. 20371 Westminster Hwy.	14-Dec-11	0.54	<1	<2	7	<1	0.26
RMD-204	3180 Granville Ave.	16-Dec-11	0.75	<1	<2	5	<1	0.28
RMD-206	4251 Moncton St.	16-Dec-11	0.64	<1	<2	6	<1	0.18
RMD-216	11080 No. 2 Rd.	16-Dec-11	0.59	<1	<2	6	<1	0.21
RMD-212	Opp. 8600 Riyan Rd.	16-Dec-11	0.66	<1	<2	6	<1	0.29
RMD-208	13200 No. 4 Rd.	16-Dec-11	0.70	<1	<2	5	<1	0.21
RMD-205	13851 Steveston Hwy.	16-Dec-11	0.59	<1	<2	7	<1	0.27
RMD-202	1500 Valemont Way	16-Dec-11	0.59	<1	<2	7	<1	0.25
RMD-214	11720 Westminster Hwy.	16-Dec-11	0.65	<1	<2	6	<1	0.22
RMD-267	17240 Fedoruk	16-Dec-11	0.39	<1	<2	7	<1	0.24
RMD-249	23000 Blk. Dyke Rd.	16-Dec-11	0.54	<1	<2	6	<1	0.28
RMD-276	22271 Cochrane Drive	16-Dec-11	0.35	<1	<2	7	<1	0.23
RMD-275	5180 Smith Cres.	16-Dec-11	0.57	<1	<2	6	<1	0.24
RMD-203	23260 Westminster Hwy.	16-Dec-11	0.61	<1	<2	6	<1	0.29
RMD-251	5951 McCallan Rd.	19-Dec-11	0.75	<1	2	6	<1	0.19
RMD-273	Opp. 8331 Fairfax Place	19-Dec-11	0.62	<1	<2	7	<1	0.16
RMD-274	10920 Springwood Court	19-Dec-11	0.58	<1	2	7	<1	0.48
RMD-252	9751 Pendleton Rd.	19-Dec-11	0.68	<1	<2	7	<1	0.17
RMD-250	6071 Azure Rd.	19-Dec-11	0.82	<1	<2	7	<1	0.18
RMD-271	3800 Cessna Drive	19-Dec-11	0.76	<1	<2	6	<1	0.21
RMD-272	751 Catalina Cres.	19-Dec-11	0.77	<1	<2	6	<1	0.20
RMD-255	6000 Blk. Miller Rd.	19-Dec-11	0.78	<1	<2	5	<1	0.48
RMD-256	1000 Blk. McDonald Rd.	19-Dec-11	0.75	<1	<2	5	<1	0.20
RMD-254	5300 No. 3 Rd.	19-Dec-11	0.82	<1	<2	6	<1	0.23
RMD-270	8200 Jones Rd.	19-Dec-11	0.80	<1	<2	6	<1	0.20
RMD-269	14951 Triangle Rd.	19-Dec-11	0.72	<1	<2	5	<1	0.21
RMD-253	11051 No 3 Rd.	19-Dec-11	0.81	<1	<2	5	<1	0.21
RMD-257	6640 Blundell Rd.	21-Dec-11	0.49	<1	<2	5	<1	0.31
RMD-258	7000 Blk. Dyke Rd.	21-Dec-11	0.47	<1	<2	6	<1	0.22
RMD-268	13800 No. 3 Rd. (off Garden City)	21-Dec-11	0.49	<1	<2	6	<1	0.18
RMD-259	10020 Amethyst Ave.	21-Dec-11	0.62	<1	<2	5	<1	0.19
RMD-266	9380 General Currie Rd.	21-Dec-11	0.70	<1	<2	5	<1	0.21
RMD-260	11111 Horseshoe Way	21-Dec-11	0.64	<1	<2	6	<1	0.20
RMD-261	9911 Sidaway Rd.	21-Dec-11	0.67	<1	<2	5	<1	0.18
RMD-262	13799 Commerce Pkwy.	21-Dec-11	0.67	<1	<2	6	<1	0.23
RMD-264	13100 Mitchell Rd.	21-Dec-11	0.73	<1	<2	5	<1	0.17
RMD-277	Opp. 11280 Twigg Place	21-Dec-11	0.42	<1	<2	8	<1	0.16
RMD-263	12560 Cambie Rd.	21-Dec-11	0.62	<1	2	6	<1	0.20

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-278	6651 Fraserwood Place	21-Dec-11	0.40	<1	<2	7	<1	0.28
RMD-279	Opp. 20371 Westminster Hwy.	21-Dec-11	0.54	<1	<2	6	<1	0.34
RMD-204	3180 Granville Ave.	22-Dec-11	0.46	<1	<2	5	<1	0.27
RMD-206	4251 Moncton St.	22-Dec-11	0.41	<1	<2	4.5	<1	0.17
RMD-216	11080 No. 2 Rd.	22-Dec-11	0.47	<1	<2	5	<1	0.16
RMD-212	Opp. 8600 Riyan Rd.	22-Dec-11	0.50	<1	2	5	<1	0.17
RMD-208	13200 No. 4 Rd.	22-Dec-11	0.49	<1	<2	4.5	<1	0.18
RMD-205	13851 Steveston Hwy.	22-Dec-11	0.38	<1	<2	5.5	<1	0.22
RMD-202	1500 Valemont Way	22-Dec-11	0.42	<1	<2	6	<1	0.29
RMD-214	11720 Westminster Hwy.	22-Dec-11	0.63	<1	<2	4.5	<1	0.18
RMD-267	17240 Fedoruk	22-Dec-11	0.39	<1	<2	6	<1	0.24
RMD-249	23000 Blk. Dyke Rd.	22-Dec-11	0.41	<1	2	6	<1	0.24
RMD-276	22271 Cochrane Drive	22-Dec-11	0.29	<1	<2	6	<1	0.24
RMD-275	5180 Smith Cres.	22-Dec-11	0.48	<1	<2	5.5	<1	0.25
RMD-203	23260 Westminster Hwy.	22-Dec-11	0.59	<1	<2	4.5	<1	0.28
RMD-257	6640 Blundell Rd.	28-Dec-11	0.80	<1	NA	5	<1	0.18
RMD-258	7000 Blk. Dyke Rd.	28-Dec-11	0.58	<1	NA	6	<1	0.18
RMD-268	13800 No. 3 Rd. (off Garden City)	28-Dec-11	0.48	<1	NA	7	<1	0.18
RMD-259	10020 Amethyst Ave.	28-Dec-11	0.51	<1	NA	6	<1	0.20
RMD-266	9380 General Currie Rd.	28-Dec-11	0.53	<1	NA	5	<1	0.22
RMD-260	11111 Horseshoe Way	28-Dec-11	0.56	<1	NA	5	<1	0.22
RMD-261	9911 Sidaway Rd.	28-Dec-11	0.59	<1	NA	6	<1	0.26
RMD-262	13799 Commerce Pkwy.	28-Dec-11	0.54	<1	NA	6	<1	0.26
RMD-264	13100 Mitchell Rd.	28-Dec-11	0.65	<1	NA	6	<1	0.20
RMD-277	Opp. 11280 Twigg Place	28-Dec-11	0.23	<1	NA	8	<1	0.16
RMD-263	12560 Cambie Rd.	28-Dec-11	0.53	<1	NA	6	<1	0.25
RMD-278	6651 Fraserwood Place	28-Dec-11	0.03	<1	NA	6	<1	0.21
RMD-279	Opp. 20371 Westminster Hwy.	28-Dec-11	0.54	<1	NA	6	<1	0.30
RMD-204	3180 Granville Ave.	30-Dec-11	0.37	<1	NA	7	<1	0.20
RMD-206	4251 Moncton St.	30-Dec-11	0.40	<1	NA	7	<1	0.19
RMD-216	11080 No. 2 Rd.	30-Dec-11	0.52	<1	NA	7	<1	0.19
RMD-212	Opp. 8600 Riyan Rd.	30-Dec-11	0.51	<1	NA	7	<1	0.22
RMD-208	13200 No. 4 Rd.	30-Dec-11	0.55	<1	NA	6	<1	0.17
RMD-205	13851 Steveston Hwy.	30-Dec-11	0.60	<1	NA	5	<1	0.24
RMD-202	1500 Valemont Way	30-Dec-11	0.61	<1	NA	6	<1	0.40
RMD-214	11720 Westminster Hwy.	30-Dec-11	0.50	<1	NA	5	<1	0.20
RMD-267	17240 Fedoruk	30-Dec-11	0.52	<1	NA	6	<1	0.36
RMD-249	23000 Blk. Dyke Rd.	30-Dec-11	0.11	<1	NA	6	<1	0.29
RMD-276	22271 Cochrane Drive	30-Dec-11	0.58	<1	NA	5	<1	0.35
RMD-275	5180 Smith Cres.	30-Dec-11	0.61	<1	NA	6	<1	0.33

Sample Name	Sample Reported Name	Sampled Date	Chlorine Free mg/L	Ecoli MF/100mLs	HPC CFU/mls	Temperature °C	Total Coliform MF/100mLs	Turbidity NTU
RMD-203	23260 Westminster Hwy.	30-Dec-11	0.77	<1	NA	6	<1	0.36

### APPENDIX 3 : CITY OF RICHMOND S.C.A.D.A AND PREASURE TESTING SITES

	STATION NAME	STATION TYPE	INSTALLATION
216	SHELL & STEVESTON PRV	WATER PRV	PERMANENT
217	NELSON & BLUNDELL PRV	WATER PRV	PERMANENT
218	SHELL & BLUNDELL PRV	WATER PRV	PERMANENT
219	SHELL & WILLIAMS PRV	WATER PRV	PERMANENT
220	SHELL & BIRD PRV	WATER PRV	PERMANENT
251	NELSON & WESTMINSTER PRV	WATER PRV	WIP
252	FERGUSON PRV	WATER PRV	PERMANENT
253	GRAUER PRV	WATER PRV	PERMANENT
254	OAKSTREET PRV	WATER PRV	PERMANENT
	NELSON NORTH PRV	WATER PRV	PERMANENT
	CAMBIE PRV	WATER PRV	NO SCADA
	OAK & RIVER	WATER PRV	NO SCADA
	SHELL & MONTEITH	WATER PRV	NO SCADA
	SHELL & WESTMINSTER	WATER PRV	NO SCADA
1	<b>PRESSURE SITES</b>		
5	QUEENSBOROUGH	DRAINAGE	PERMANENT
40	NO 6 ROAD SOUTH	DRAINAGE	PERMANENT
48	STEVESTON	SANI PUMPS	PERMANENT
80	BARNARD	SANI PUMPS	PERMANENT
106	LYNAS	SANI PUMPS	PERMANENT
167	BRIGHOUSE	SANI PUMPS	PERMANENT
206	EDGEMERE	SANI PUMPS	PERMANENT
42	GRAYBAR	SANI PUMPS	PERMANENT
110	RICHMOND PARK	SANI PUMPS	PERMANENT
174	LESLIE	SANI PUMPS	PERMANENT
189	SIMPSON	SANI PUMPS	PERMANENT
193	BURROWS	SANI PUMPS	PERMANENT
190	BURKEVILLE	SANI PUMPS	PERMANENT
119	TWIGG	SANI PUMPS	PERMANENT
180	RICHMOND CENTRE	SANI PUMPS	PERMANENT
89	WOODHEADEAST	SANI PUMPS	PERMANENT
122	MAPLE	SANI PUMPS	PERMANENT
	ROBINSON	SANI PUMPS	PERMANENT



## APPENDIX 4 – CITY OF RICHMOND WATER SAMPLING SITES

	Water Sampling Sites		Sampling Station Number
Monday	Valmont & Knox Way	1500 Valmont Way	202
	Westminster Hwy & Willett Ave.	23260 Westminster Hwy.	203
	3180 Granville Ave.	3180 Granville Ave.	204
	Fraser Wharves	13851 Steveston Hwy.	205
	Steveston Ball Park	4251 Moncton Street	206
	13200 No. 4 Rd	13200 No. 4 Rd.	208
	South Arm Park	Opp. 8880 Williams Rd.	212
	Opp. Richmond Nature Park	11720 Westminster Hwy.	214
	11080 No. 2 Rd.	11080 No. 2 Rd.	216
	17240 Fedoruk Rd.	17240 Fedoruk Rd.	267
Tuesday	No. 2 Rd. & Blundell Rd.	6640 Blundell Rd.	257
	Gilbert Rd. & Dyke Rd.	7000 Blk Dyke Rd.	258
	10020 Amethyst Ave.	10020 Amethyst Ave.	259
	11111 Horseshoe Way	11111 Horseshoe Way	260
	Mylora Golf Course	9911 Sidaway Rd.	261
	13799 Commerce Pkwy.	13799 Commerce Pkwy.	262
	Cambie Community Centre	12560 Cambie Rd.	263
	13100 Mitchell Rd.	13100 Mitchell Rd.	264
	Ash St & General Currie	9380 General Currie Rd.	266
	13000 Blk. Garden City Rd.	13800 No. 3 Rd.	268
Wednesday	Shell & Dyke Rd.	11000 Blk Dyke Rd.	249
	6071 Azure Rd.	6071 Azure Rd.	250
	Opp. Works Yard	5951 McCallan Rd.	251
	Hugh Boyd School	9751 Pendleton Rd.	252
	No.3 Rd.& Steveston Hwy	11051 No.3 Rd.	253
	8000 Blk. Alderbridge Way	5300 No. 3 Rd.	254
	Miller Rd. Sample Station	6000 Blk. Miller Rd.	255
	McDonald Beach	1000 Blk. McDonald Rd.	256
	14951 Triangle Rd.	14951 Triangle Rd.	269
	8200 Jones Rd.	8200 Jones Rd.	270





APPENDIX 5: 2011 THM AND HAA TEST RESULTS

Sample	Date Sampled	THM (ppb)							HAA (ppb)						
		Bromodichloromethane	Bromoform	Chlorodibromomethane	Chloroform	Total Trihalomethanes	Total THM Quarterly Average		Dibromoacetic Acid	Dichloroacetic Acid	Monobromoacetic Acid	Monochloroacetic Acid	Trichloroacetic Acid	Total Haloacetic Acid	Total HAA Quarterly Average
RMD-250	5/18/2010	<1	<1	<1	76	76			<0.5	48	<1	9	48	105	
RMD-250	9/15/2010	<1	<1	<1	39	39			<0.5	38	<1	4	61	103	
RMD-250	11/24/2010	<1	<1	<1	26	26			<0.5	18	<1	15	29	62	
RMD-250	2/17/2011	<1	<1	<1	18	18	40		<0.5	8	<1	5	12	25	74
RMD-250	5/11/2011	<1	<1	<1	29	29.1	28		<0.5	14	<1	16	15	45	59
RMD-250	9/12/2011	<1	<1	<1	47	46.7	30		<0.5	23	<1	16	26	66	49
RMD-250	11/14/2011	<1	<1	<1	27	26.7	30		<0.5	14	<1	19	10	44	45
RMD-251	5/18/2010	<1	<1	<1	76	77			<0.5	49	<1	16	49	114	
RMD-251	9/15/2010	<1	<1	<1	39	39			<0.5	37	<1	5	61	103	
RMD-251	11/24/2010	<1	<1	<1	26	26			<0.5	20	<1	22	27	69	
RMD-251	2/17/2011	<1	<1	<1	16	16	40		<0.5	9	<1	6	8	24	78
RMD-251	5/11/2011	<1	<1	<1	25	25.3	27		<0.5	16	<1	17	17	50	61
RMD-251	9/12/2011	<1	<1	<1	35	35	26		<0.5	26	<1	27	28	81	56
RMD-251	11/14/2011	<1	<1	<1	26	26.1	26		<0.5	12	<1	12	11	34	47
RMD-258	5/18/2010	<1	<1	<1	79	79			<0.5	45	<1	13	49	107	
RMD-258	9/15/2010	<1	<1	<1	38	38			<0.5	38	<1	6	58	102	
RMD-258	11/29/2010	<1	<1	<1	25	25			<0.5	13	<1	5	22	39	
RMD-258	2/17/2011	<1	<1	<1	18	18	40		<0.5	7	<1	4	9	20	67
RMD-258	5/11/2011	<1	<1	<1	29	28.7	27		<0.5	13	<1	10	17	40	50
RMD-258	9/12/2011	<1	<1	<1	45	45	29		<0.5	32	<1	12	42	87	47
RMD-258	11/14/2011	<1	<1	<1	27	26.8	30		<0.5	12	<1	14	12	38	46
RMD-259	5/18/2010	<1	<1	<1	78	78			<0.5	45	<1	6	43	94	
RMD-259	9/15/2010	<1	<1	<1	39	39			<0.5	33	<1	5	51	89	
RMD-259	11/24/2010	<1	<1	<1	26	26			<0.5	19	<1	17	29	65	
RMD-259	2/17/2011	<1	<1	<1	16	16	40		<0.5	9	<1	6	9	24	68
RMD-259	5/11/2011	<1	<1	<1	28	28.1	27		<0.5	14	<1	19	15	49	57
RMD-259	9/12/2011	<1	<1	<1	38	38.2	27		<0.5	29	<1	7	42	78	54
RMD-259	11/14/2011	<1	<1	<1	23	23.3	26		<0.5	12	<1	13	10	35	46

Sample		Date Sampled	THM (ppb)						HAA (ppb)						Extras
			Bromodichloromethane	Bromoform	Chlorodibromomethane	Chloroform	Total Trihalomethanes		Dibromoacetic Acid	Dichloroacetic Acid	Monobromoacetic Acid	Monochloroacetic Acid	Trichloroacetic Acid	Total Haloacetic Acid	pH units pH
RMD-250	6071 Azure Rd.	11/14/2011	<1	<1	<1	27	26.7		<0.5	14	<1	19	10	43.5	
RMD-251	5951McCallan Rd.	11/14/2011	<1	<1	<1	26	26.1		<0.5	12	<1	12	11	34.1	
RMD-258	7000 Blk. Dyke Rd.	11/14/2011	<1	<1	<1	27	26.8		<0.5	12	<1	14	12	37.8	
RMD-259	10020 Amethyst Ave.	11/14/2011	<1	<1	<1	23	23.3		<0.5	12	<1	13	10	35.0	7.3



## APPENDIX 6 : CITY OF RICHMOND : 2011 HEAVEY METAL TESTING RESULTS

				Copper Total	Iron Total	Lead Total	Zinc Total
Sample Name	Sample Description	Sampled Date	Sample Type				
				µg/L	µg/L	µg/L	µg/L
RMD-250	6071 Azure Rd.	11/7/2011 15:55	GRAB	2.8	11	<0.5	<3
RMD-257	6640 Blundell Rd.	11/7/2011 16:05	GRAB	3.5	12	0.7	<3
RMD-263	12560 Cambie Rd.	11/7/2011 14:30	GRAB	3.9	23	0.5	<3



## **APPENDIX 7 : SAMPLE DRINKING WATER QUALITY ADVISORY**

### **CANADA LINE WATERMAIN CONSTRUCTION CLOUDY WATER NOTICE**

To accommodate Canada Line construction and passage along Cambie Street, the Greater Vancouver Water District (GVWD) must re-align the Cambie - Richmond watermain at 41st and 49th Avenues in Vancouver. This watermain is the major source of drinking water to West Richmond.

In preparation of the re-alignment work and in collaboration with the City of Richmond, the GVWD will be conducting a supply and capacity test on the night of February 17, 2007 from 10:00 p.m. to 7:00 a.m. This Test may result in turbidity (or cloudy water), discolouration or low pressure at your water taps.

These impacts are purely aesthetic. Either run taps until water becomes clear, or refrigerate drinking water ahead of time.

During this time the City of Richmond will conduct monitoring to ensure water quality. We appreciate your understanding throughout this test.

**For further information on water quality or water supply, please contact the City of Richmond's Public Works Control Centre at 604-244-1262.**

**For general information on Canada Line construction visit [www.canadaline.ca](http://www.canadaline.ca), or call 604-608-0200.**





## **APPENDIX 8 : SPECIFIC EMERGENCY RESPONSE PLANS**

### **Fecal or E. coli, Positive Response**

If a water sample tests positive for fecal coliform, the following response plan will occur;

- The municipality's water quality personnel and the MHO will be notified via the Metro Vancouver laboratory.
- Interim samples from the site will be examined. (Interim samples are samples in the period between when the fecal positive sample was taken, and when it was determined to be fecal positive).
- Arrangements will be made for the immediate collection of a repeat sample (including, where possible, samples from upstream and downstream of the fecal positive sample).
- The chlorine residual for the sample noted on the sampler's Water Sample Data Sheet will be reviewed to determine if a localized loss of disinfectant occurred.
- All water utility personnel will be contacted to determine if there was any loss of pressure, or other unusual events, that may have led to contaminants entering the system.
- The need for a boil water advisory will be evaluated by the City and the MHO. If a boil water advisory is deemed necessary, the municipality will carry out various means to inform the public. The Metro Vancouver will be informed of this public advisory.
- The City in consultation with the MHO will determine the need and extent for a boil water advisory.
- The Metro Vancouver Laboratory will initiate procedures to identify species of the fecal positive organism with standard biochemical tests.
- The MHO will be contacted with the repeat sample results and the results of the species identification on the fecal positive sample when these tests are complete.

In the event of possible E. coli or Fecal Coliform contamination all steps to ensure public health and safety will be taken including, if necessary, banning water usage.

### **Chemical or Biological Contamination Response**

In the event of chemical or biological contamination, in source waters or the city's distribution system, the following actions will be taken, by both the City of Richmond and Metro Vancouver:

- immediately notify the regional health authority.
- identify the chemical and any public health risk factors associated with its presence in potable water.
- isolate the contaminated zone area and determine the level of contamination
- issue a public advisory in consultation with the MHO.

In the even of possible biological or chemical contamination all steps to safety will be taken to ensure public health including, if necessary, banning water usage.

## **Turbidity Response**

Turbidity (cloudy water) occurs during periods of heavy rain at/around GVWD water sources. Following completion of the Seymour-Capilano Filtration project the number of turbidity events should be reduced. The City of Richmond in conjunction with the Regional Health Authority has developed a turbidity response plan, which considers the City's responsibility for due diligence without unreasonably constraining the water utility's ability to operate the system.

During turbidity events of >1 NTU the staff will.

- begin a rigorous sampling program for microbiological activity and residual chlorine
- monitored the City's S.C.A.D.A. system with updates sent to the regional Health Authority on a predetermined schedule
- issue a public communication in consultation with the regional Health Authority
- if necessary issue a boil water advisory will be issued to residents receiving turbid water.

## **Response to Interruption of Primary and/or Secondary Disinfection**

Upon notification by Metro Vancouver Operations that an interruption in disinfection has occurred:

- Staff will monitor residual levels of chlorine at strategic locations in the Metro Vancouver supply area,
- The city's S.C.A.D.A. system will be monitored with updates sent to the regional Health Authority on a predetermined schedule, as set by the Health Authority,
- In cases where chlorine residual is less than 0.2 ppm, city crews will flush the affected area until an acceptable level is achieved.
- These actions will continue until disinfection is resumed and adequate levels of residual chlorine have been reached in the distribution system

## **Response to Loss of Pressure Due to High Demand**

In the event of a pressure loss due to high demand;

- City staff will attempt to rectify the problem as soon as possible using various demands management techniques and by supplementing supply to problem areas.
- The Metro Vancouver and the MHO will be notified, and updated concerning any water quality issues.
- City staff will perform chlorine residual tests at various locations to determine if adequate disinfectant is present in the distribution.
- All water quality complaints from the public will be thoroughly investigated due to the potential for water contamination during low water pressure.

## **Response to Water Main Breaks with Suspected Contamination**

All water main breaks where chemical or microbiological contamination of the system is suspected will be immediately reported to the MHO. The municipality will isolate the contaminated section from the rest of the distribution system. Once the water main has been repaired, chlorine residual testing will be conducted at various locations affected by the main break. If low chlorine residuals are found, necessary actions to increase the levels of free chlorine will be carried out. If bacterial contamination is suspected, water samples will be taken and appropriate action taken.



# City of Richmond

## Report to Committee

To PMCT - July 18 2012

**To:** Public Works and Transportation Committee

**Date:** June 27, 2012

**From:** John Irving, P.Eng. MPA  
Director, Engineering

**File:** 10-6060-01/2012-Vol  
01

**Re:** Dike Master Plan - Phase 1

### Staff Recommendation

That the public and key external stakeholders be consulted to provide feedback on the Steveston area and the West Dike flood protection concepts identified in the attached staff report from the Director, Engineering.

John Irving, P.Eng. MPA  
Director, Engineering  
(604-276-4140)

Att. 3

REPORT CONCURRENCE			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Real Estate Services	<input checked="" type="checkbox"/>		
Sustainability	<input checked="" type="checkbox"/>		
Roads and Construction	<input checked="" type="checkbox"/>		
Sewerage and Drainage	<input checked="" type="checkbox"/>		
Parks	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
<b>REVIEWED BY SMT SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b> 

## Staff Report

### Origin

The 2008 – 2031 Richmond Flood Protection Strategy identified the need to “Prepare and implement a comprehensive dike improvement program”. On June 13, 2011 Council approved that \$200,000 of surplus from the 2010 operating budget be used to initiate a Dike Master Plan. This budget is being used to fund Phase 1 of the master plan, which is primarily focused on identifying a long term flood protection improvement plan for the Steveston and southern West Dike area.

The purpose of this staff report is to present preliminary concepts for flood protection works that will be required to address long-term sea level rise and future flood risks.

### Analysis

Richmond has grown into a large thriving City with considerable assets to protect. Directed by the 2008 – 2031 Richmond Flood Protection Strategy, the Drainage and Diking Utility was created to fund the construction, operation and maintenance of City dikes, drainage pump stations and drainage conveyance systems that protect the City against floods. The Drainage, Dike and Sanitary System Bylaw No 7551 and Watercourse Protection and Crossing Bylaw No. 8441 regulate drainage activities to minimise the risk of flooding inside of the City’s dike. The Flood Plain Designation and Protection Bylaw No. 8204 prevents development from encroaching onto dikes and requires that all new finished floor areas susceptible to flood damage be above the flood plain construction level.

The Dike Master Plan is intended to be a comprehensive guide to upgrade flood protection infrastructure to:

- Adequately protect Richmond from both ocean storm surges and Fraser River freshet events,
- Adapt to sea level rise,
- Meet appropriate seismic and other design standards,
- Follow the five strategic directions of the City’s 2009 Waterfront Strategy, and
- Prioritize dike improvement phasing to efficiently use resources.

Sea and river dikes form the backbone of Richmond’s flood protection infrastructure. As a Local Diking Authority the City of Richmond manages the integrity of 49 km of dike on Lulu and Sea Islands. In the medium to long term, dike crest elevations will need to be raised to mitigate sea level rise caused by climate change.

Richmond’s dikes are located in City right-of-ways, City owned land, Federal/Provincial Land and private land. Land ownership and land use issues create a number of challenges that the City must address as dike crest elevations are raised. Creating a long-term dike master plan for the Steveston area has been identified as a priority. The Steveston dike impacts many things, for example, existing roads and buildings, heritage structures, harbour functionality and Steveston Village’s unique character. Development is also hindered without a long-term master plan. Actual implementation of any approved master plan would occur over many decades as the identified sea level risk will largely materialize beyond the 50-year timeline.

The City has engaged Delcan/DH-V as the lead consultant to complete Phase 1 of the Dike Master Plan. Tasked with identifying traditional and creative flood protection solutions that have minimal impact, Delcan has identified two primary dike alignments between Garry Point Park and London Farm: 1) raising the dikes in their current or similar alignment, or 2) using Steveston (Shady) Island to form a new dike structure. These alignments are illustrated in **Attachment 1** and are explained below.

Primary Alignment 1: Raise dikes in their current alignment or a close parallel alignment on Lulu Island

Raising dikes in their current location presents a number of challenges that include limited space, utility conflict, development conflict and construction scheduling. Leaving dikes in their existing alignment also excludes a number of properties from current and future flood protection. **Attachment 1** shows the dike divided into a number of reach boundaries (sections). Within each reach the dike's current alignment as well as some proposed alternative alignment options are shown.

**Attachment 2** presents a series of dike alignment options within each reach boundary. Options vary with location and seismic design considerations. For reasons relating mainly to land ownership, land use and heritage preservation, dike alignment options are presented that exclude some City, Provincial and Federal property from flood protection. Should these alternatives be chosen and property is left outside of the City's main dike the property owners could use a number of strategies to prevent local flood damage that include changing property and building usage, raising building elevations, raising ground elevations or constructing private flood walls.

Moving the dike closer to the water's edge presents challenges and would significantly change the look and feel of the existing harbour and potentially disrupt sensitive shoreline ecology. In some areas sheet pile walls with backfilled dike material will likely be required to create a seismically stable dike that is capable of meeting today's dike crest planning elevation (4.7 m geodetic is used in this study) and those required further into the future.

Primary Alignment 2: Raise a dike on Steveston Island and install gate structures to enclose the harbour

This alignment uses a similar layout to the Steveston Community Fishing Harbour Long Term Development Plan that is proposed under the City's Waterfront Strategy Implementation Plan. However, while the Community Fishing Harbour Plan is envisaged to have two clear openings at each end of the Harbour's channel, this alternative would use gates or other structures that would close the channel during combined high tides and storm surge events. Assuming that water quality can be maintained, another option is to completely close the channel at its east end. The implications of full enclosure on dredging needs has not yet been analysed. Similarly, the ecological impacts on existing wetlands located within and east of the harbour and authorization from Federal Agencies in relation to ecological, First Nations, and/or fisheries values have not yet been evaluated.

Primary Alignment 2 (**Attachment 3**) shows that the proposed dike would begin somewhere west of 7<sup>th</sup> Avenue where a new structure would be built heading South into the Steveston Harbour that would intersect the west end of Steveston Island. At this point, Steveston Island would be modified along its entire length to form a dike. Additional structures or embankments would then be needed to enclose the Harbour approximately 250 m east of No. 2 Road. At its

west end, a gate structure would be built to close off the Harbour during periods of combined storm surge and high tide. A pump station may also be required to ensure stable water elevations during closure periods. **Attachment 3** shows renderings that have previously been presented to Council of the Steveston Community Fishing Harbour Long Term Development Concept. The rendering has been modified to show the compatibility of the dike development concept with the Integrated Flood Protection Strategy.

### Option Comparison

In preparation for stakeholder discussions, **Table 1** makes a preliminary comparison of the pros and cons of Primary Alignment 1 versus Primary Alignment 2.

The two primary alignments are not exclusive of each other. Elements of each could be used over time to provide a complete flood protection package.

Table 1. The pros and cons of Primary Alignment 1 versus Primary Alignment 2

Topic	Primary Alignment 1 – Lulu Island		Primary Alignment 2 – Steveston Island	
	Pros	Cons	Pros	Cons
<b>Cost</b>	Neutral – initial cost estimates are similar for both options			
<b>Property and Land Use</b>	City owns land and right of ways for some options	Existing structures must be accommodated	Steveston Island is vacant of development	Government jurisdiction issues with land use
<b>Construction</b>	Can build in pieces and use temporary infrastructure for effective flood protection	High community disruption	Low community disruption	Must be built as one project to be effective
<b>Adaptability to Future Raising</b>		Will disturb the community if raised in the future	Relatively easy to raise in the future	
<b>Environmental</b>	Needs further assessment			
<b>Geotechnical Implications</b>		Ground improvement may impact existing buildings and infrastructure	Minimises ground improvement impacts to existing buildings and infrastructure	
<b>Community Impact</b>		High impact on existing village character & heritage assets	Minimises the impact on village character and heritage assets. Aligns with the Steveston Harbour Authority Concept	
<b>Operation and Maintenance</b>	Design resembles existing or traditional infrastructure for relatively simple O&M	The replacement cost of sheet pile sections is high. Maintenance may impact the local community	Maintenance can be achieved with little impact to the local community	A harbour gate requires new O&M procedures with additional short and long term costs
<b>Roadway Disruptions</b>		Disruption likely for some options	No disruption	

### Sturgeon Bank, Roberts Bank and River Training Structures

The existing river training structures (rock groynes and timber pilings) at the Fraser River's mouth and the extensive Sturgeon Bank mud flats protect Richmond's West Dike and the Steveston area from large waves that develop in the Georgia Strait. As sea levels rise water washing over these areas will become deeper and the current level of wave protection will be reduced.

Sediment deposition and erosion on Sturgeon Bank occurs due to a multitude of factors that changed significantly through the 19<sup>th</sup> Century. Tidal drift, river dredging and river training structures all impact sedimentation in the Fraser River Delta. It is unclear how current sedimentation patterns will effect Sturgeon Bank's ability to mitigate wave action, however, any net erosion is anticipated to exacerbate the loss of wave protection caused by rising sea levels.

The maintenance and enhancement of river training structures is anticipated to help protect Richmond from waves and will also benefit shipping and local harbour activities. As is now being practiced around the world, beach nourishment (the addition of sand and sediment to a "beach") may be used to grow mud flat and sand banks to restore (e.g. New Orleans, Louisiana) or enhance (e.g. ocean beaches, The Netherlands) wave protection. Although its effectiveness in the Fraser River Delta is not yet understood, the careful planning of beach nourishments may mitigate wave action from the Georgia Strait and benefit the natural environment (Steveston Island is partially manmade which over the last 50 to 100 years has changed from a low lying sand bank into its current make up of trees, plants and intertidal beaches that support an abundance of wildlife). Sturgeon Banks are currently designated as Provincially protected for their high wetland ecological value and migratory bird habitat.

Reach 8, Options B and C (**Attachment 2**) indicate how elevating Sturgeon Bank or creating a chain of islands along it (similar to Steveston Island) could reduce current and future wave action on the west dike that would minimise future dike crest elevation upgrades.

### Next Steps

Staff plan to gain feedback from key stakeholders and the public. Key stakeholders include:

- Steveston Harbour Authority
- Small Craft Harbours
- Port Metro Vancouver
- Department of Fisheries and Oceans
- BC Inspector of Dikes
- Gulf of Georgia Cannery Society / Parks Canada
- Britannia Heritage Shipyard Society
- Heritage Advisory Committee
- Advisory Committee on the Environment



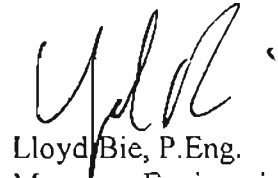
The key stakeholder group will be engaged through ongoing meetings and communications. Public consultation would include two public open houses held before the end of September.

**Financial Impact**

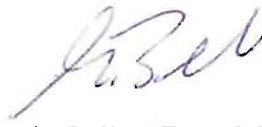
None.

**Conclusion**

Consistent with the City's 2008 – 2031 Richmond Flood Protection Strategy, Phase 1 of a Dike Master Plan is being prepared. Two primary dike alignments in the Steveston area as well as wave mitigation strategies for the southern West Dike area have been prepared for key stakeholder consultation. Staff plan to engage stakeholders so that they may provide input into determining a preferred future dike alignment in the Steveston area.



Lloyd Bie, P.Eng.  
Manager, Engineering Planning  
(604-276-4075)



Andy Bell, P.Eng., M.Eng.  
Project Engineer, Engineering Planning  
(604-247-4656)

LB:lb

**CITY OF RICHMOND  
LULU ISLAND DIKE MASTER PLAN PHASE 1  
CONCEPTUAL DESIGN ALTERNATIVES**



**LEGEND:**

CURRENT DIKE ALIGNMENT

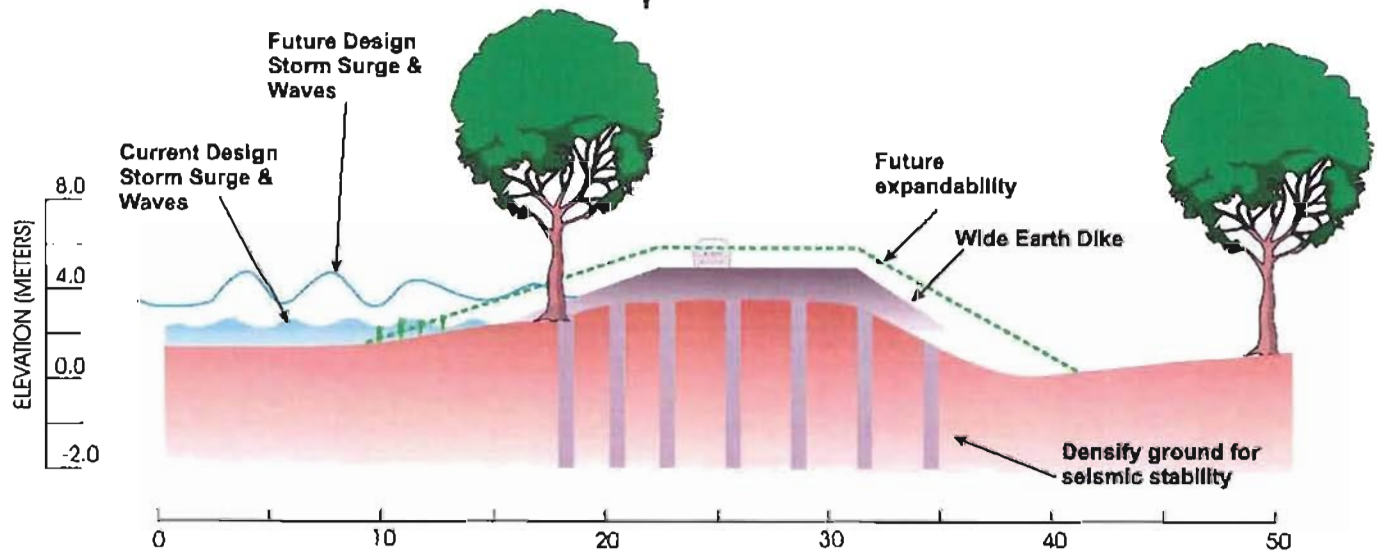
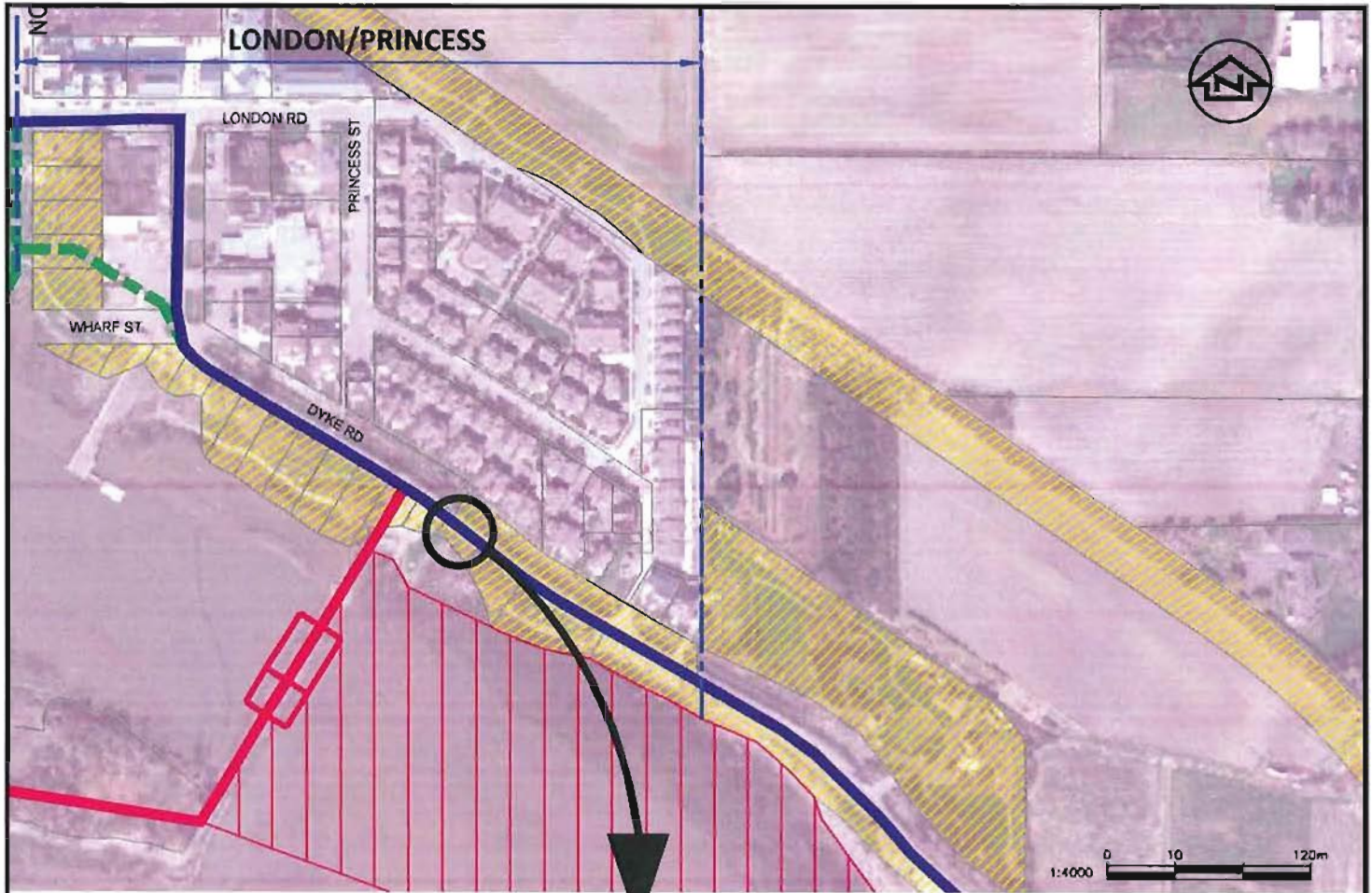
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND



1:10000





**LEGEND:**

CURRENT DIKE ALIGNMENT

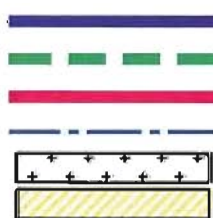
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

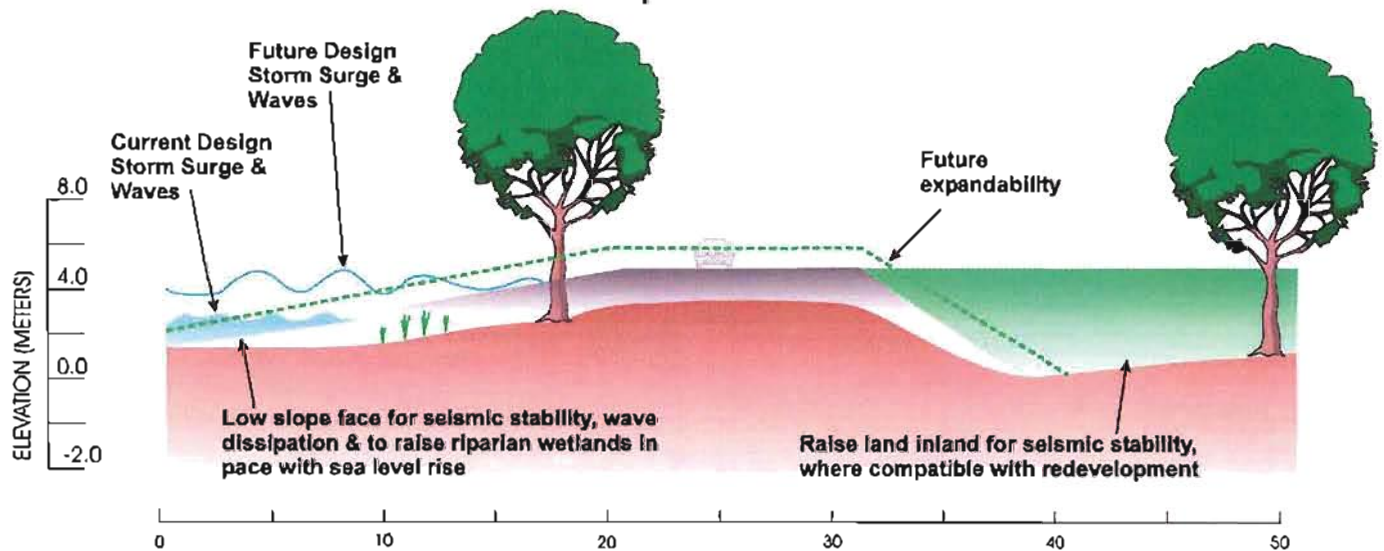
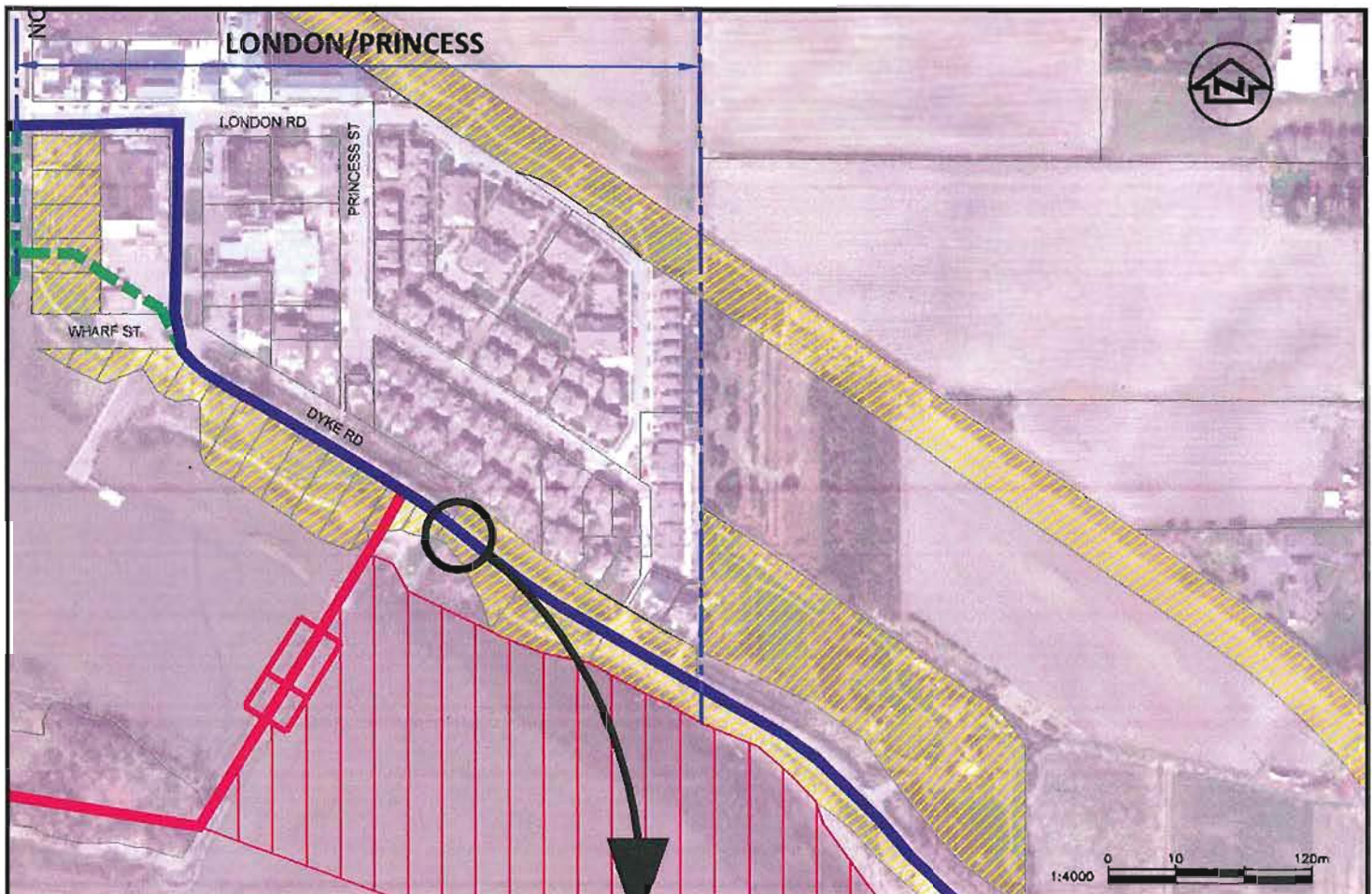
CITY OWNED LAND



Flood Protection  
Improvement Alternatives  
Reach 1: London/Princess  
Option A







#### LEGEND:

CURRENT DIKE ALIGNMENT

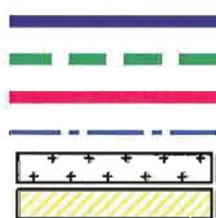
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

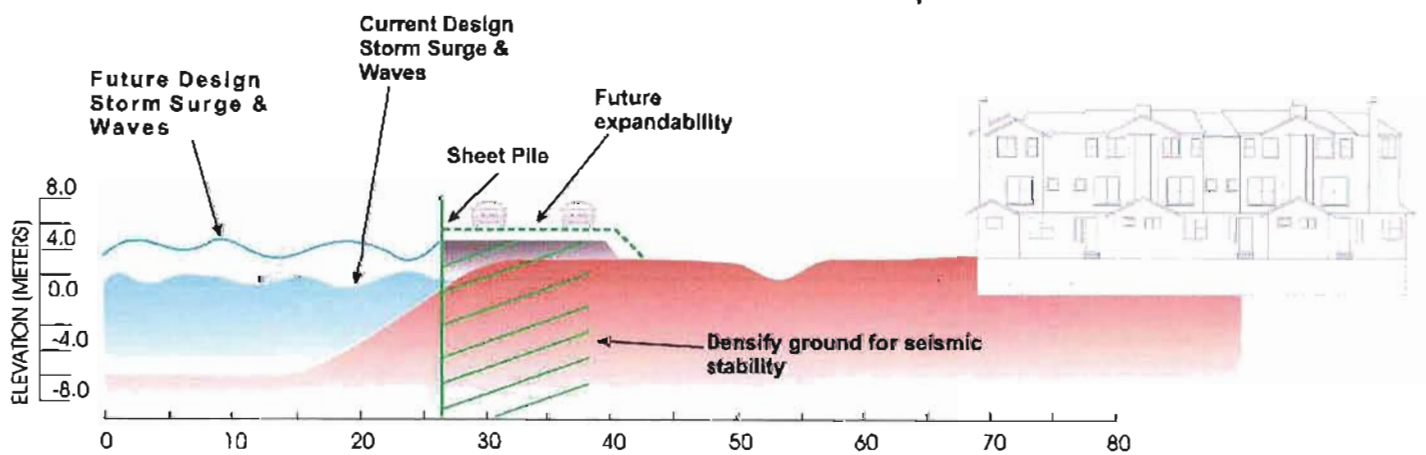
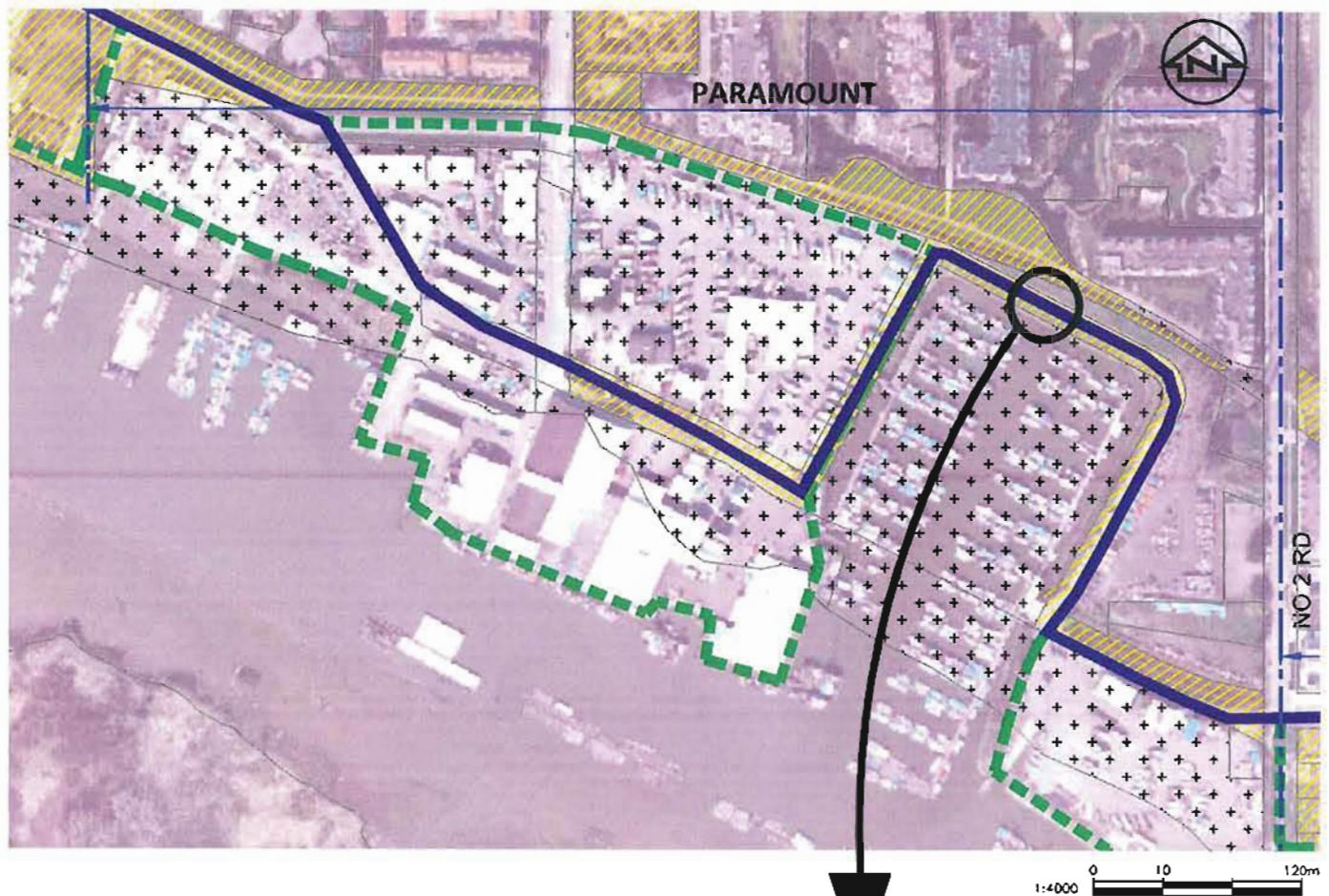
CITY OWNED LAND



**Flood Protection  
Improvement Alternatives  
Reach 1: London/Princess  
Option B**

**Delcan**





#### LEGEND:

CURRENT DIKE ALIGNMENT

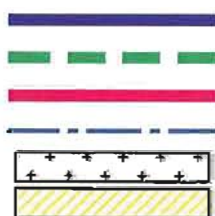
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

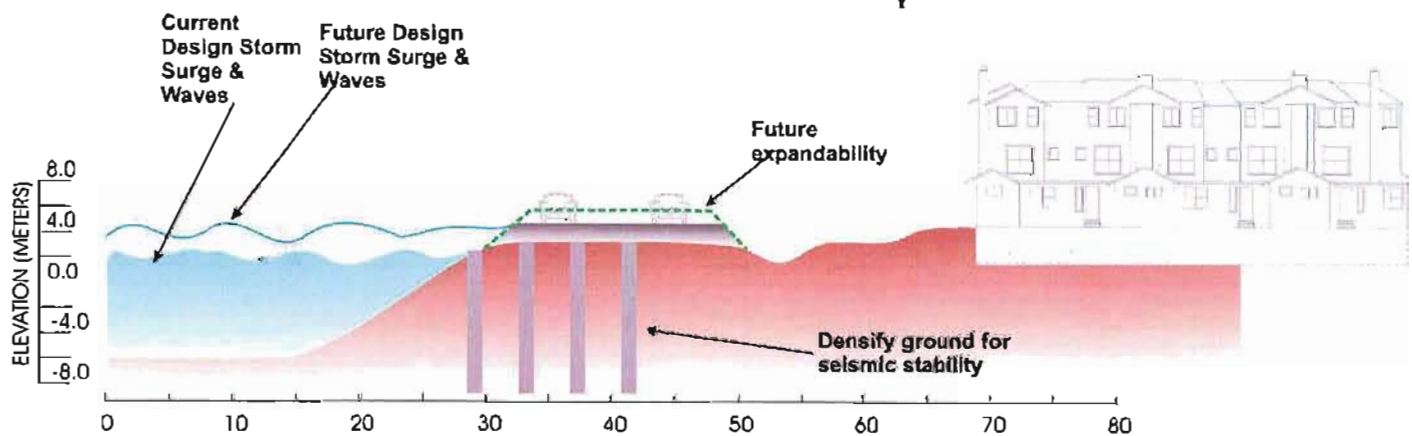
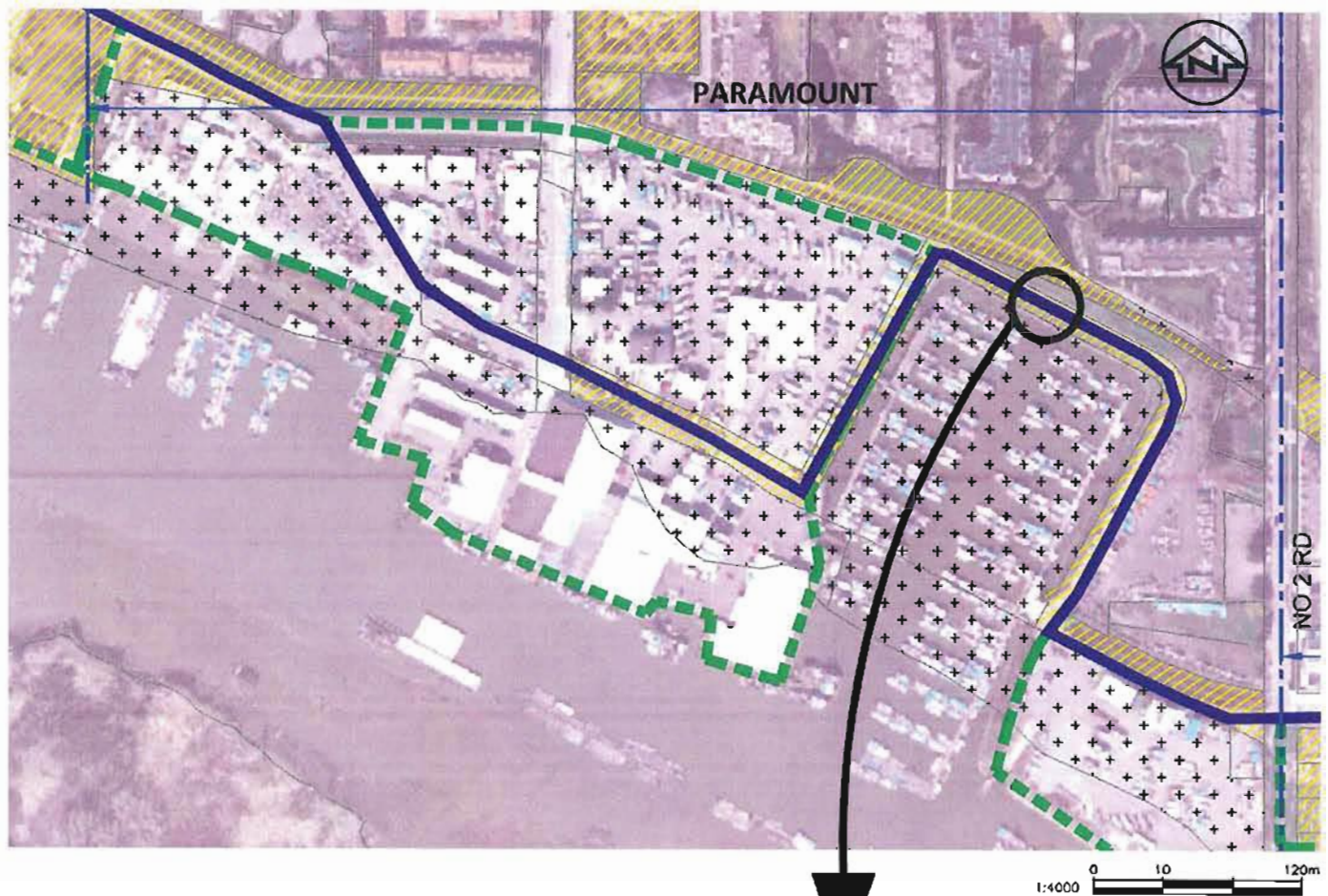
CITY OWNED LAND



Flood Protection  
Improvement Alternatives  
Reach 2: Paramount  
Option A







#### LEGEND:

CURRENT DIKE ALIGNMENT

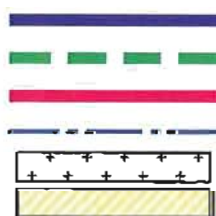
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

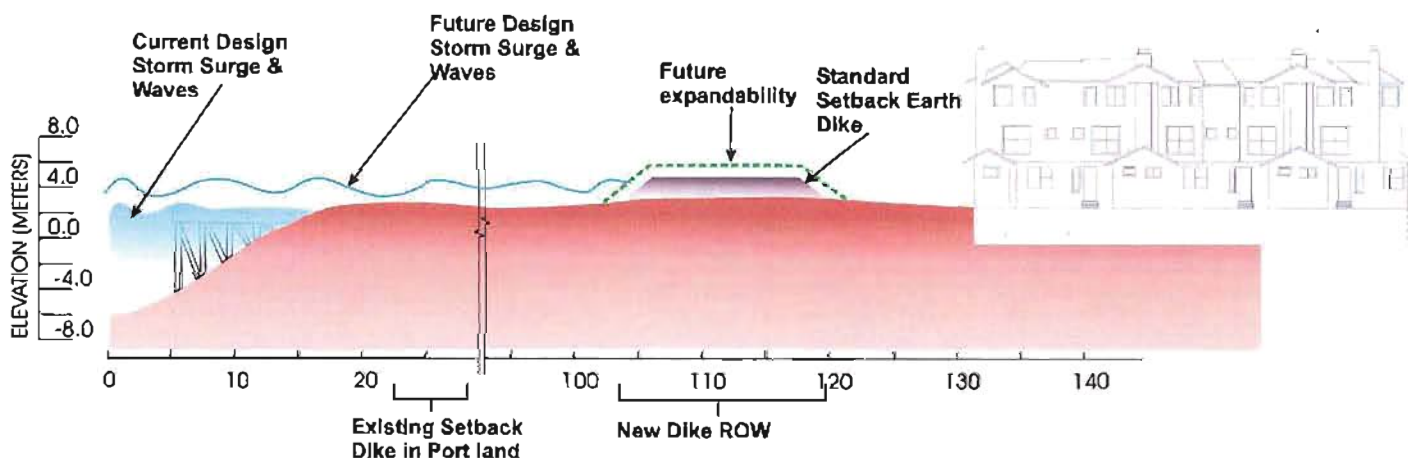
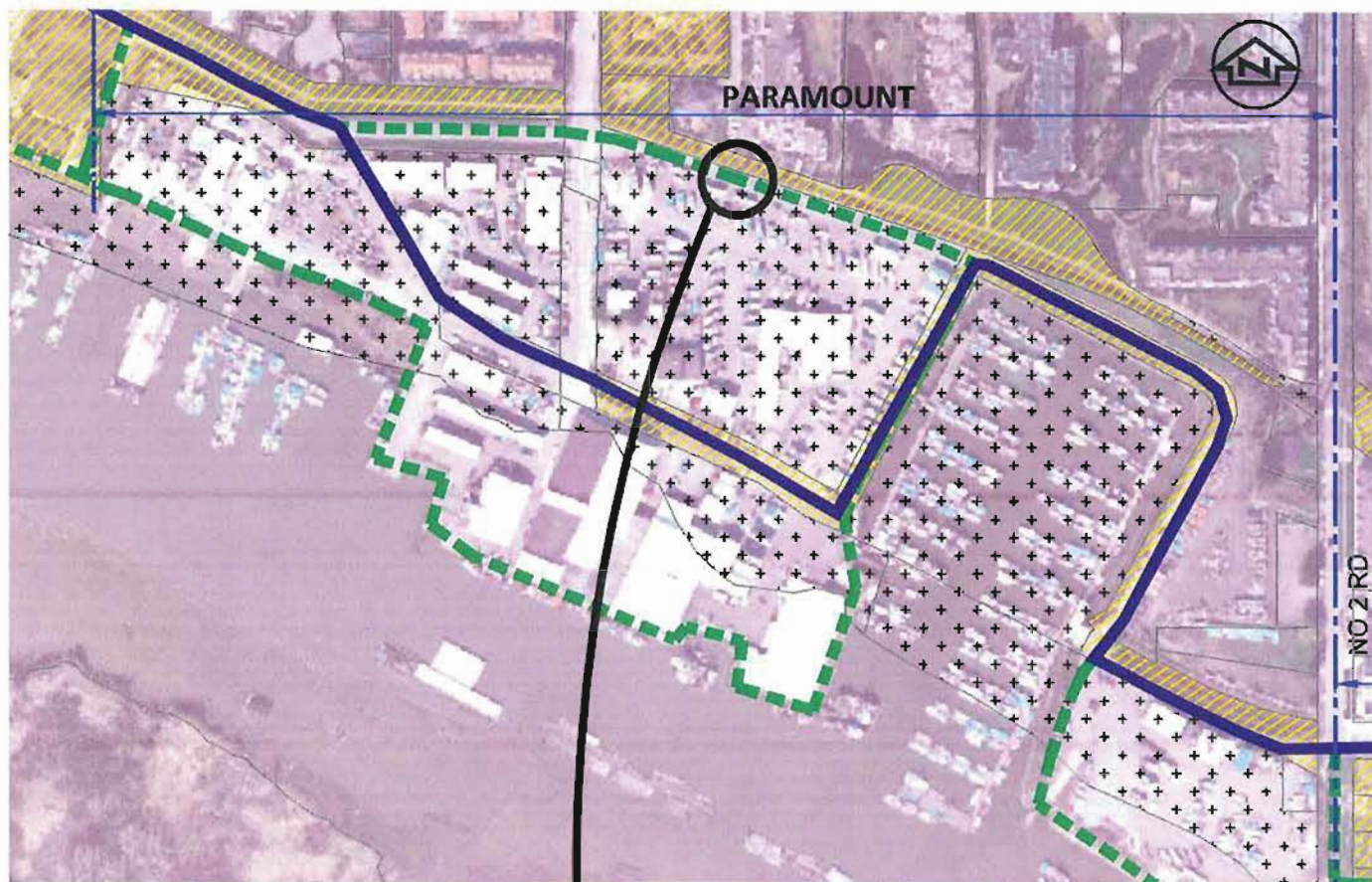
CITY OWNED LAND



Flood Protection  
Improvement Alternatives  
Reach 2: Paramount  
Option B







#### LEGEND:

CURRENT DIKE ALIGNMENT

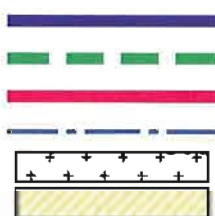
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

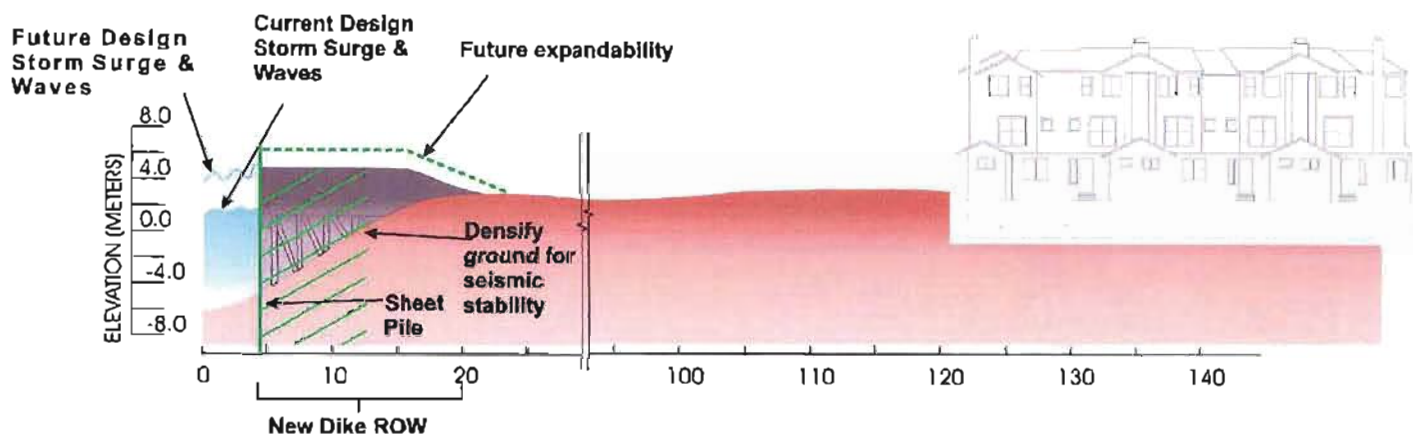
CITY OWNED LAND



Flood Protection  
Improvement Alternatives  
Reach 2: Paramount  
Option C







#### LEGEND:

CURRENT DIKE ALIGNMENT

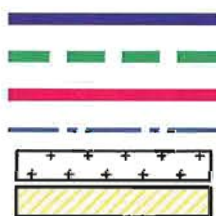
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

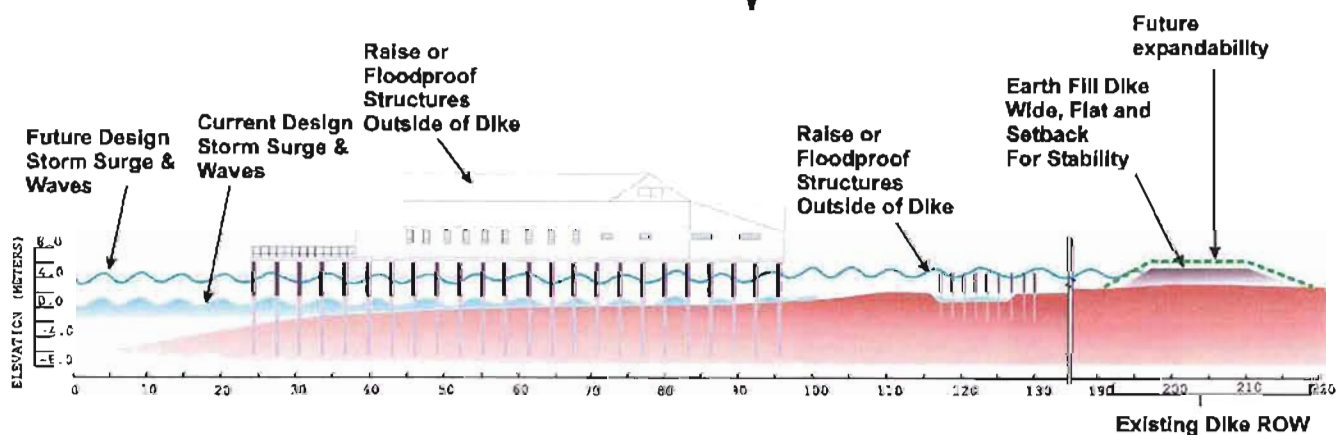
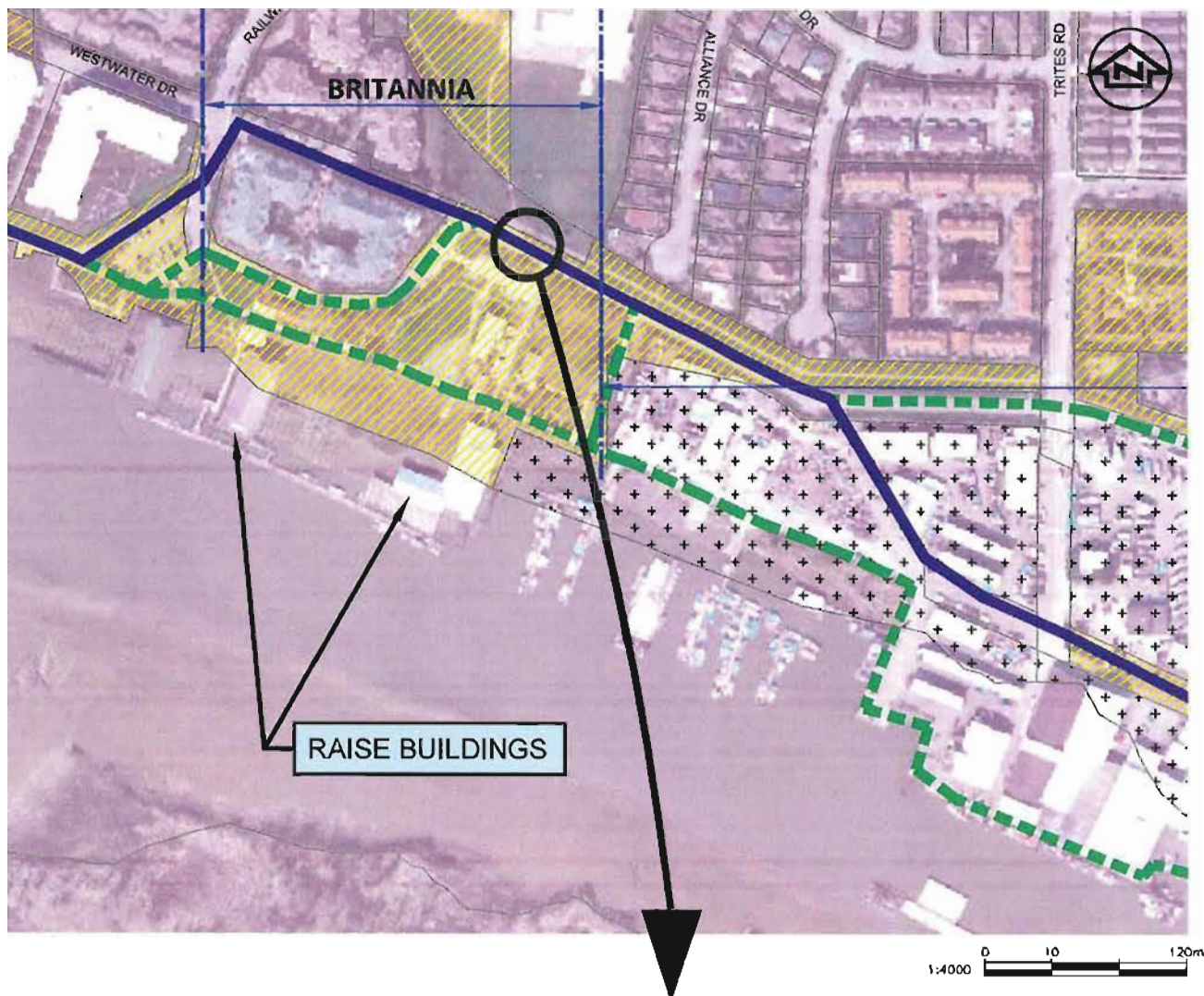
CITY OWNED LAND



Flood Protection  
Improvement Alternatives  
Reach 2: Paramount  
Option D







#### LEGEND:

CURRENT DIKE ALIGNMENT

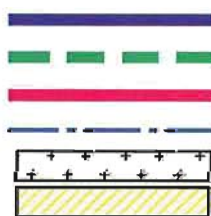
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

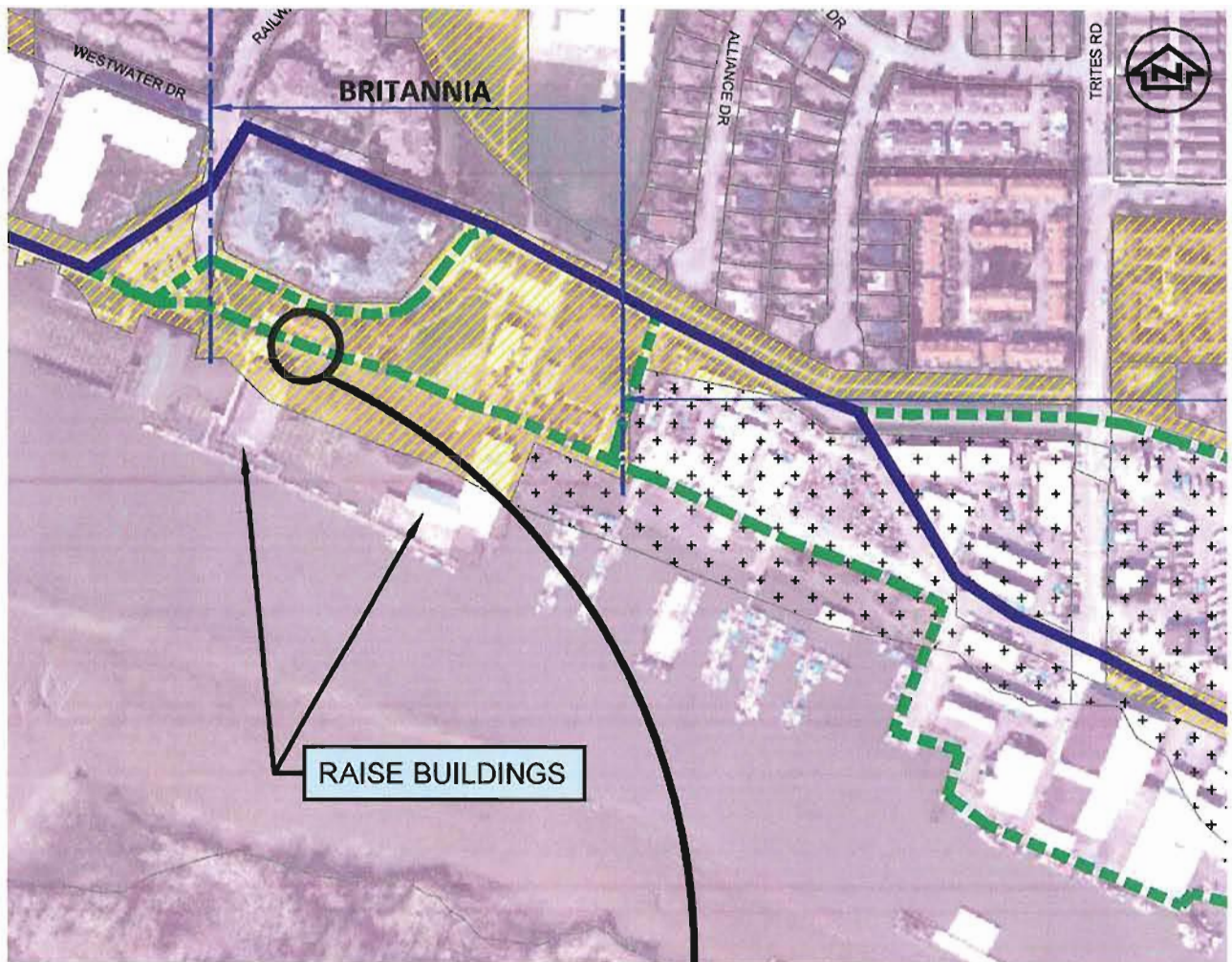
CITY OWNED LAND



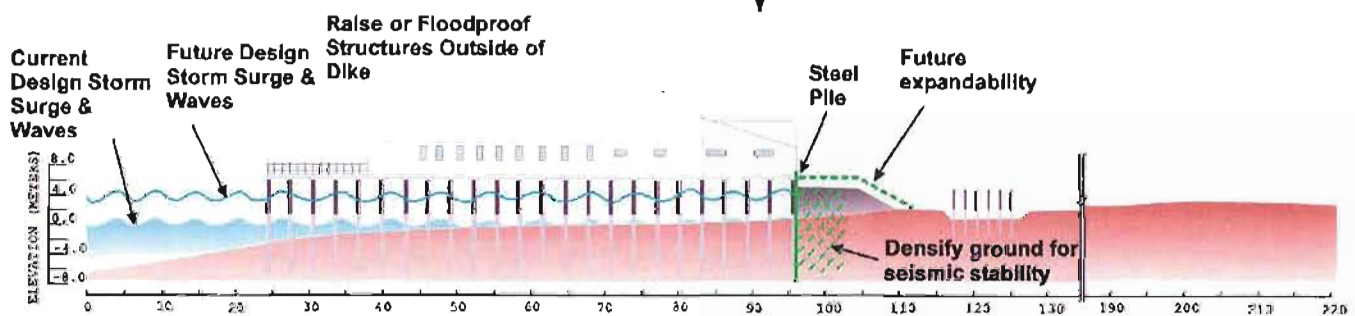
Flood Protection  
Improvement Alternatives  
Reach 3: Britannia  
Option A





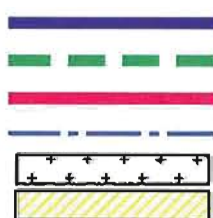


1:4000 0 10 120m



#### LEGEND:

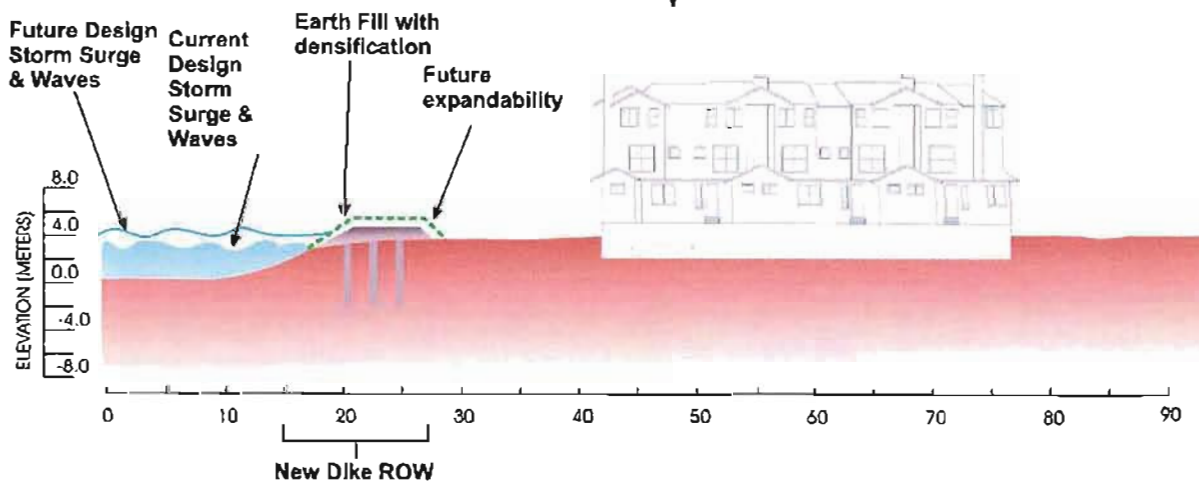
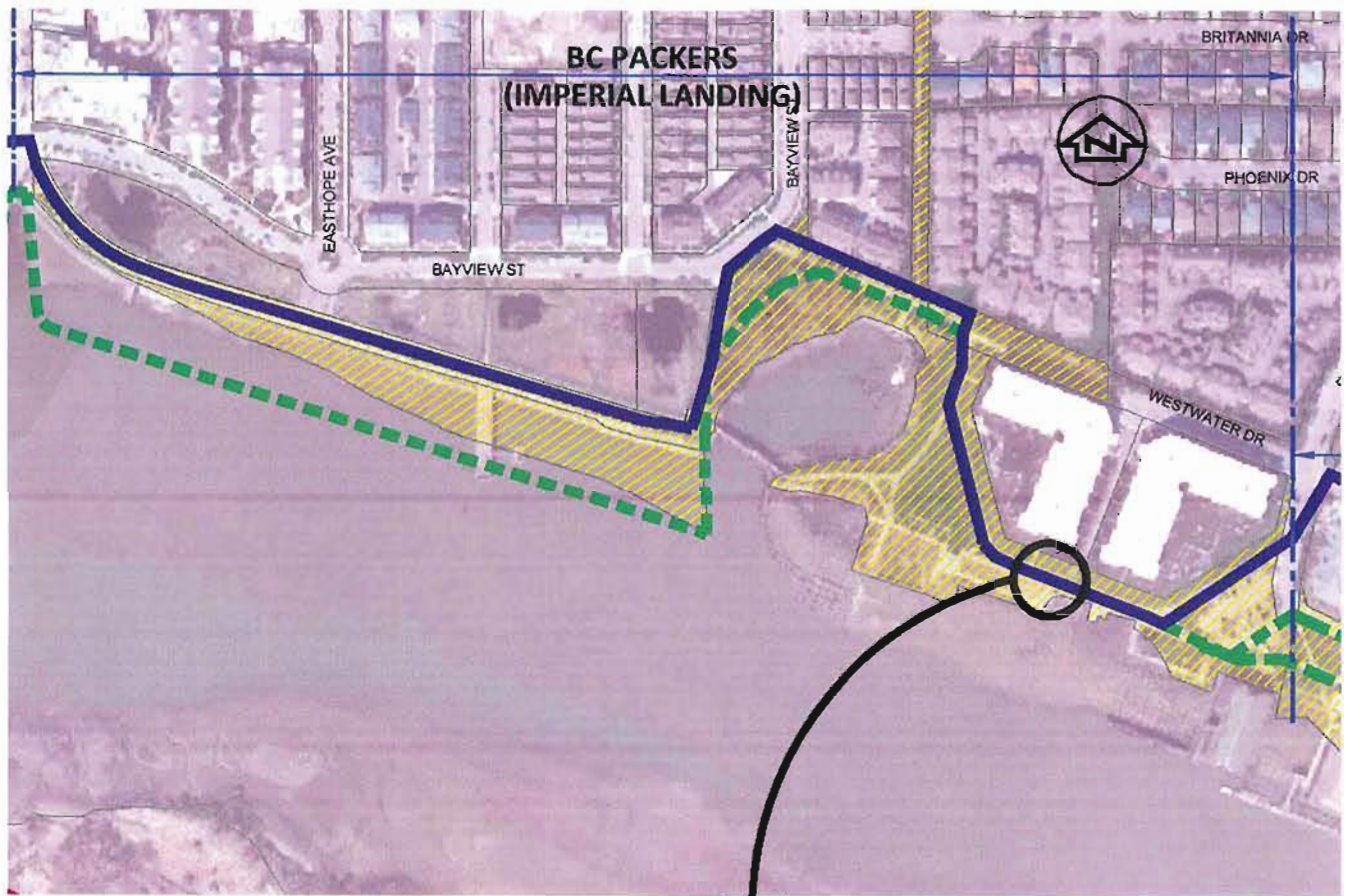
CURRENT DIKE ALIGNMENT  
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS  
PRIMARY ALIGNMENT 2 - STEVESTON ISLAND  
REACH BOUNDARIES  
FEDERAL/PROVINCIAL OWNED LAND  
CITY OWNED LAND



Flood Protection  
Improvement Alternatives  
Reach 3: Britannia  
Option B







#### LEGEND:

CURRENT DIKE ALIGNMENT

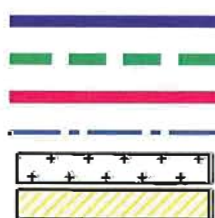
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

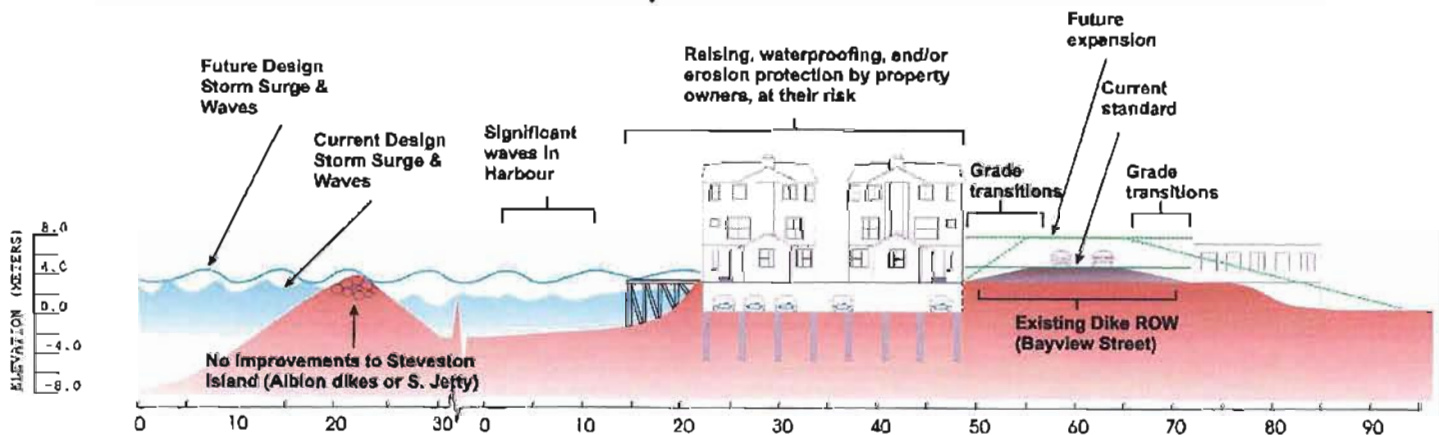
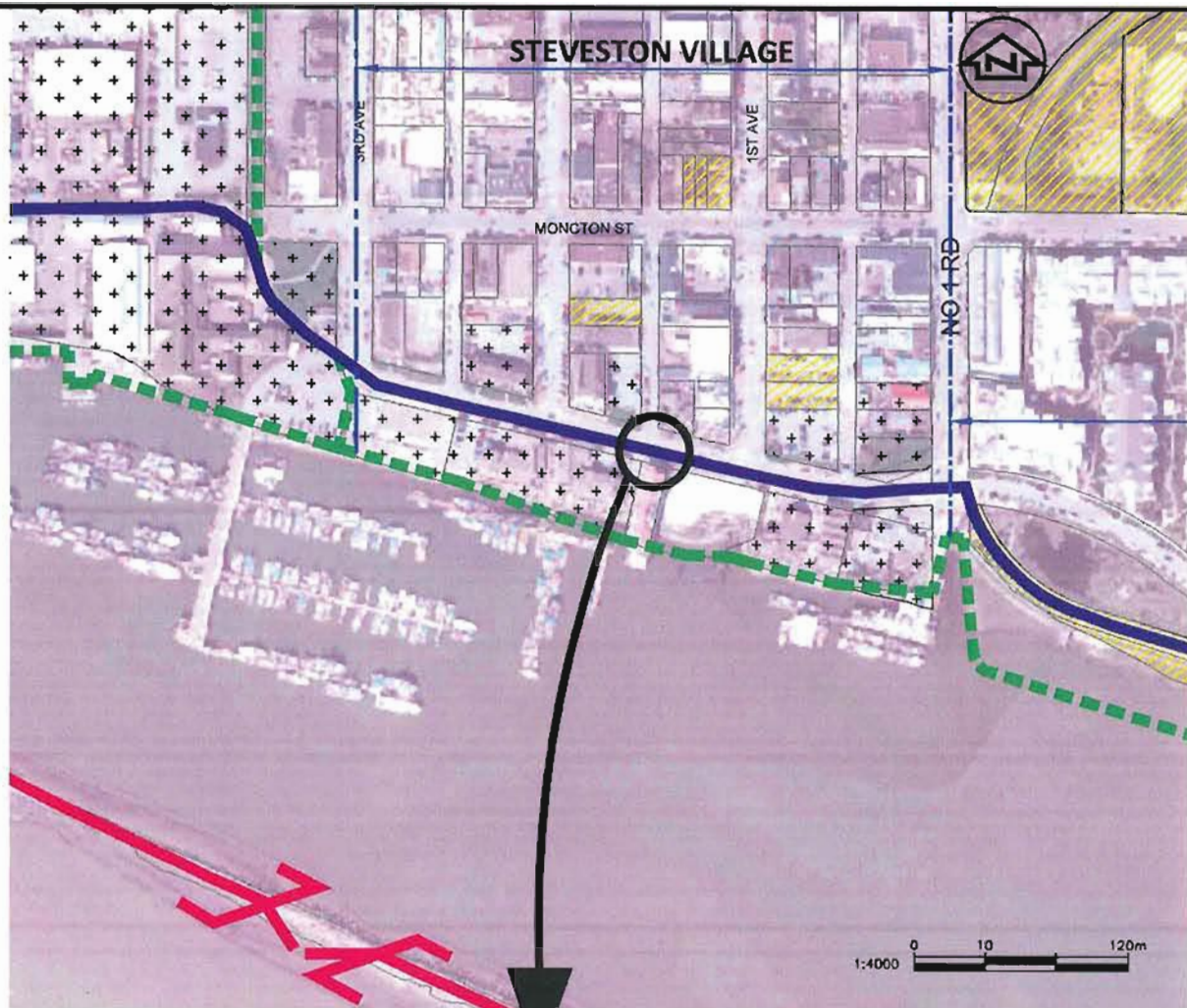
FEDERAL/PROVINCIAL OWNED LAND

CITY OWNED LAND



Flood Protection  
Improvement Alternatives  
Reach 4: BC Packers





#### LEGEND:

CURRENT DIKE ALIGNMENT

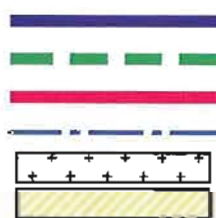
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

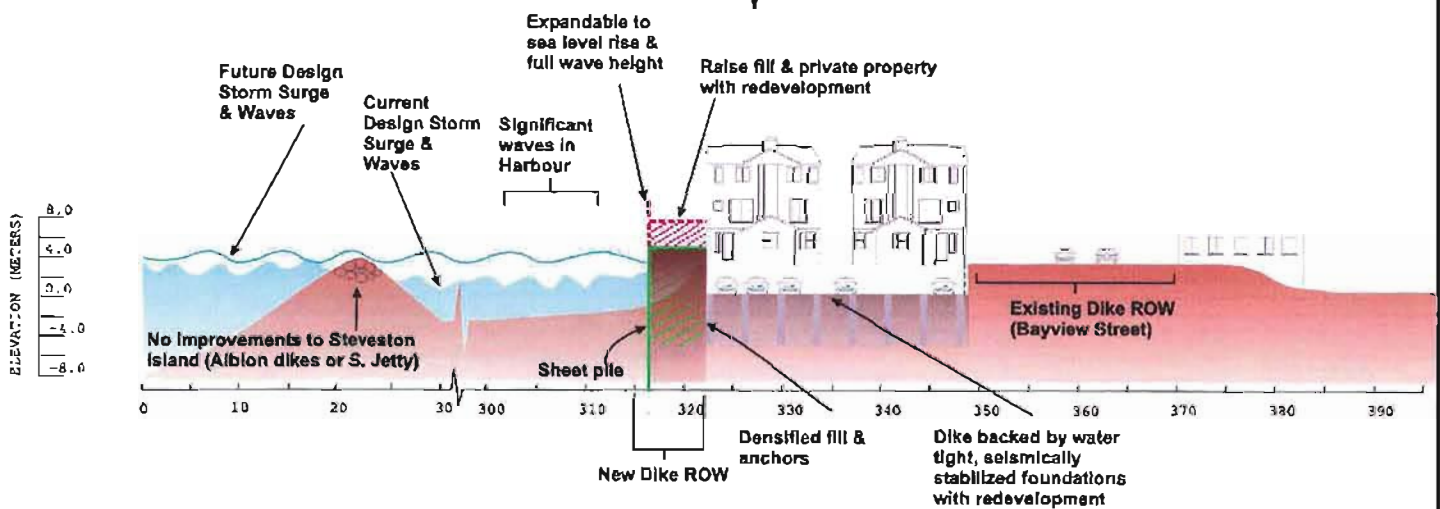
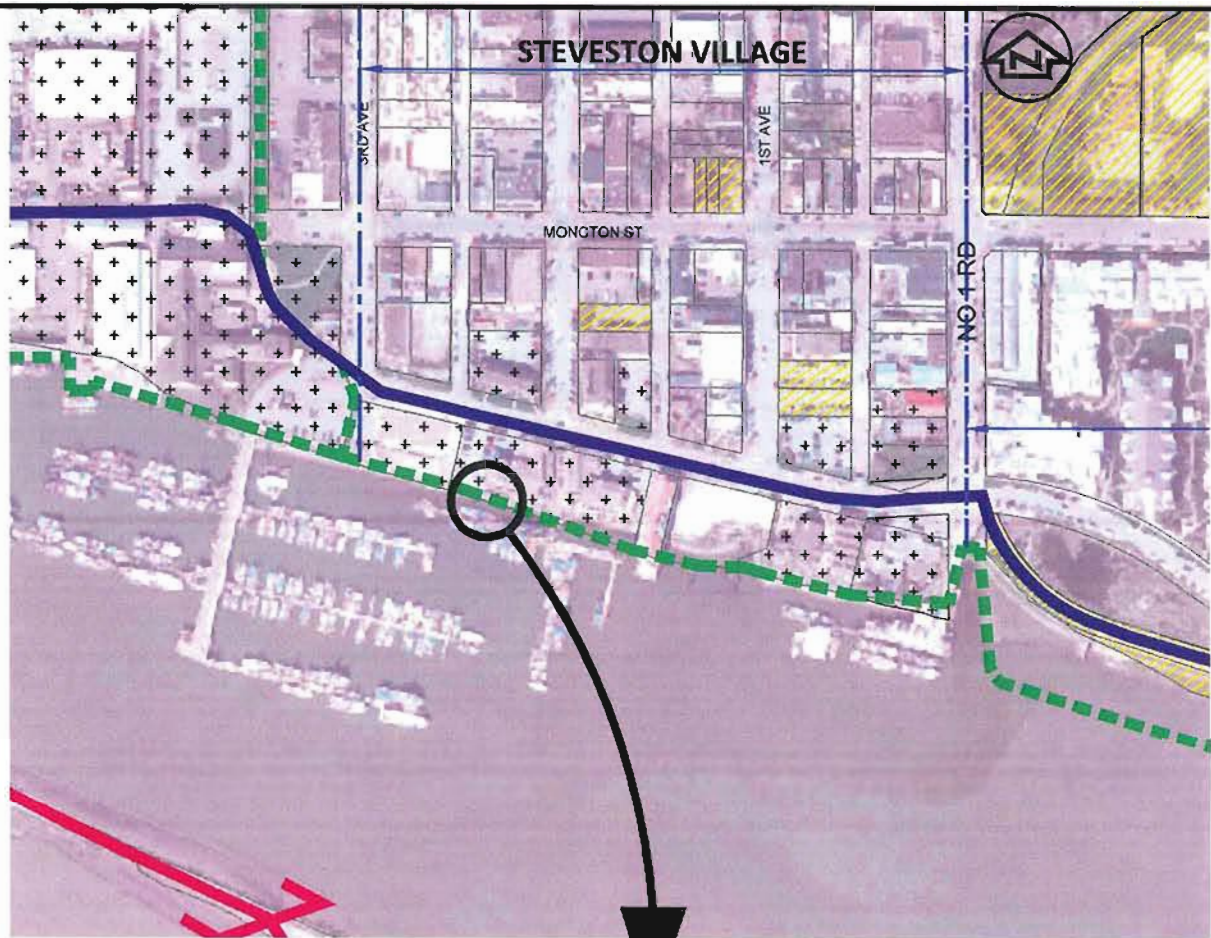
CITY OWNED LAND



## Flood Protection Improvement Alternatives Reach 5: Steveston Village Option A

**Delcan**





#### LEGEND:

CURRENT DIKE ALIGNMENT

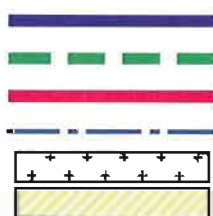
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

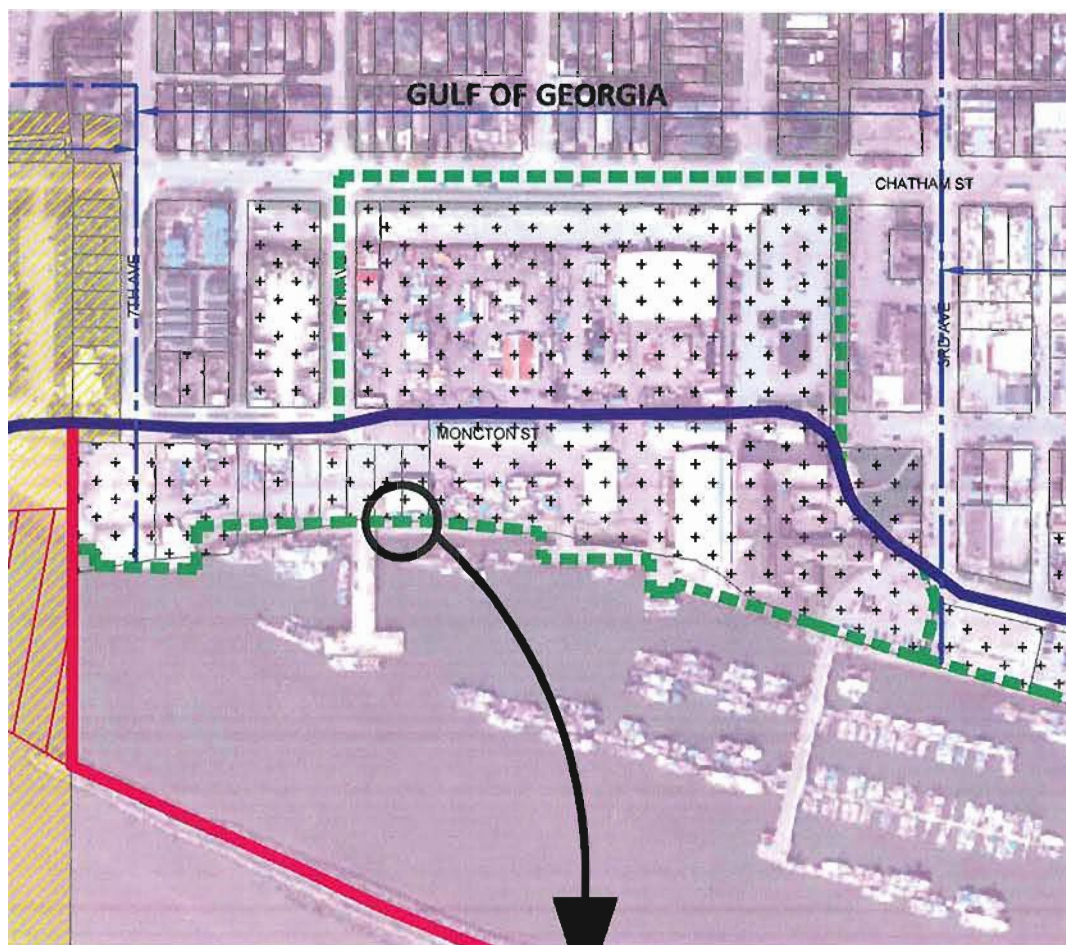
FEDERAL/PROVINCIAL OWNED LAND

CITY OWNED LAND



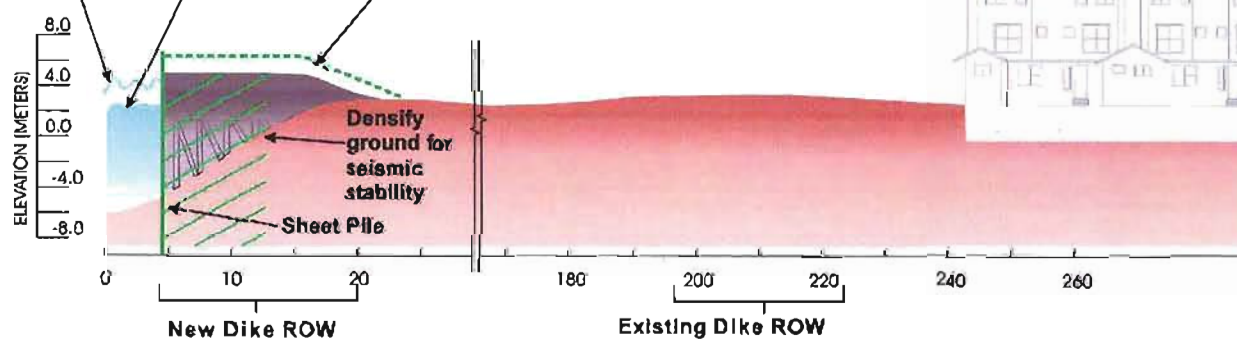
## Flood Protection Improvement Alternatives Reach 5: Steveston Village Option B





1:4000 0 10 120m

Future Design Storm Surge & Waves  
Current Design Storm Surge & Waves  
Future expandability



#### LEGEND:

CURRENT DIKE ALIGNMENT

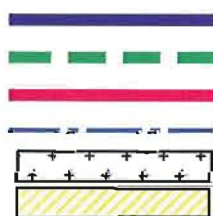
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

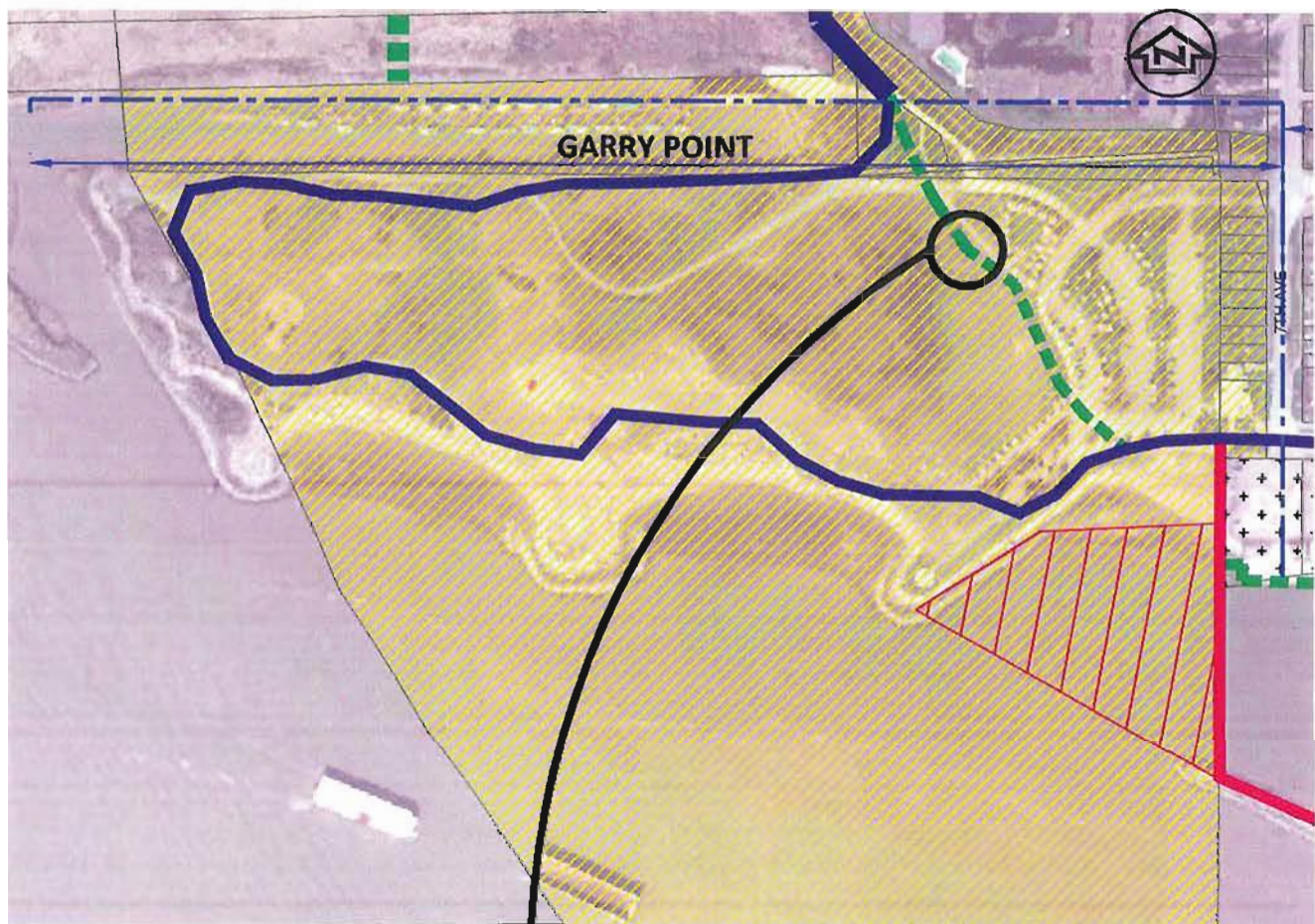
CITY OWNED LAND



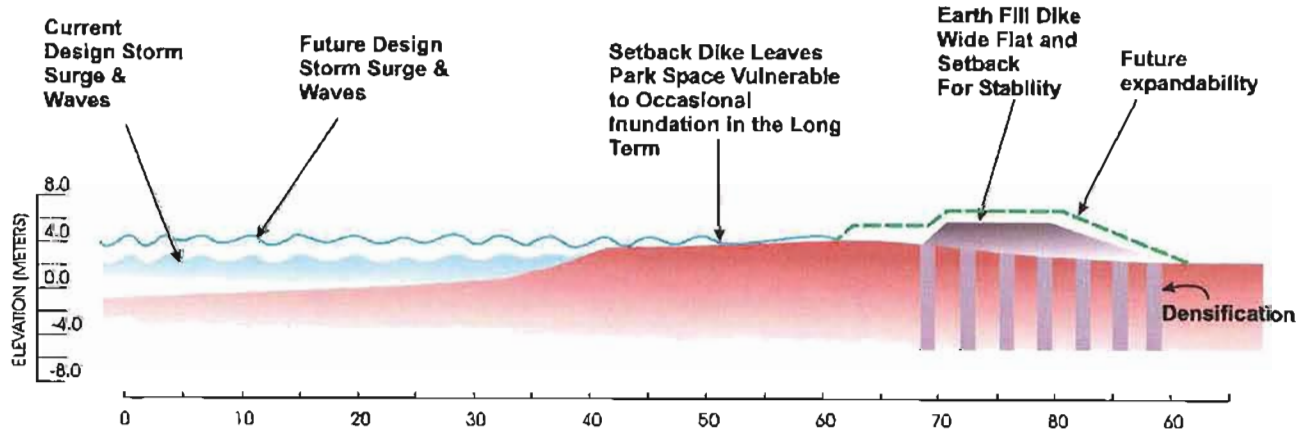
Flood Protection  
Improvement Alternatives  
Reach 6: Gulf of Georgia







1:4000 0 10 120m



#### LEGEND:

CURRENT DIKE ALIGNMENT

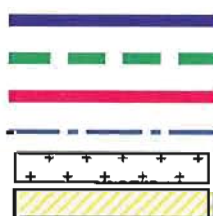
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

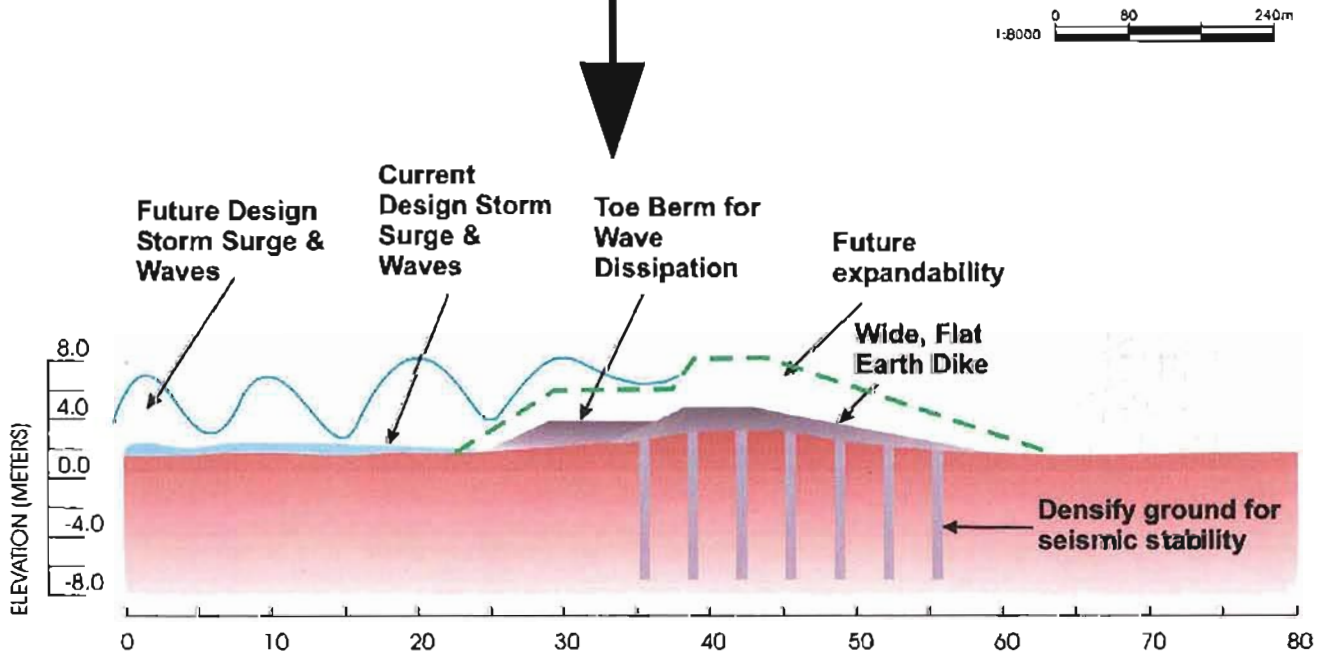
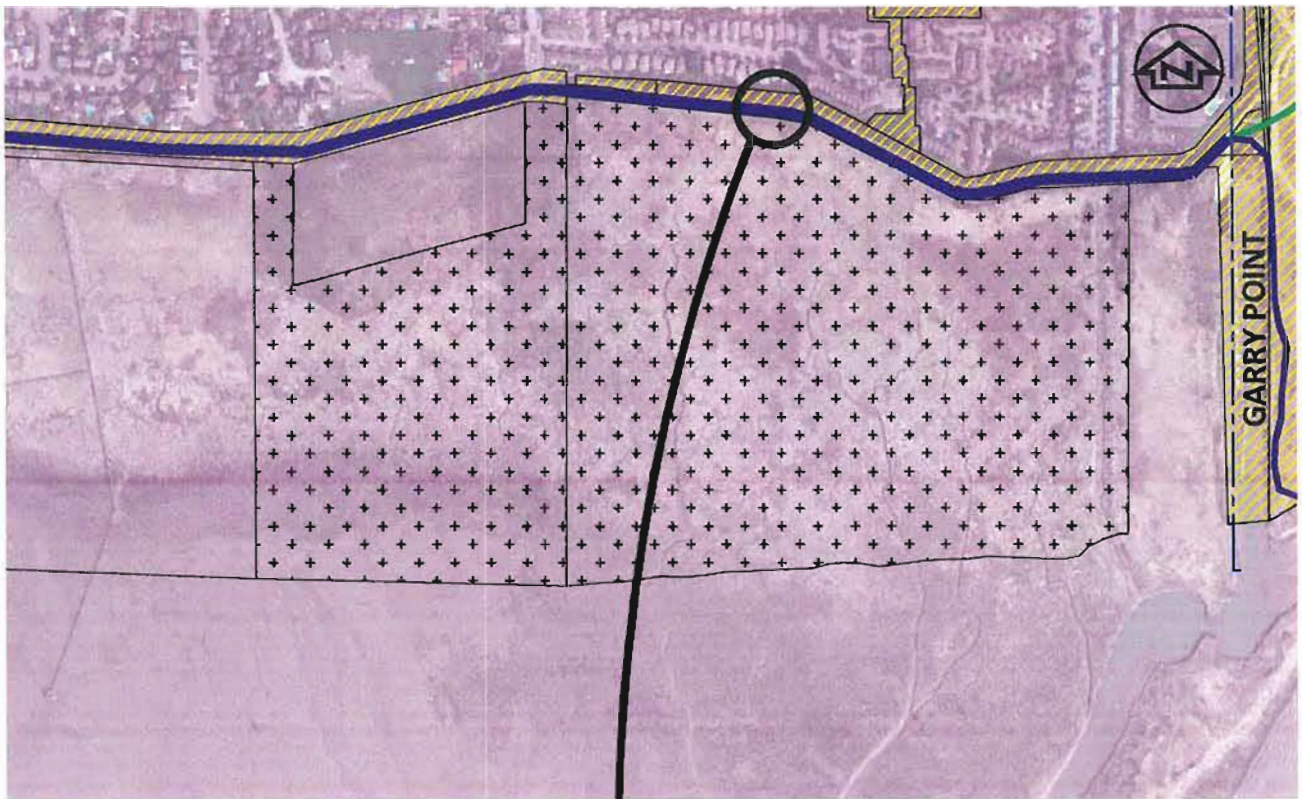
CITY OWNED LAND



## Flood Protection Improvement Alternatives Reach 7: Garry Point







#### LEGEND:

CURRENT DIKE ALIGNMENT

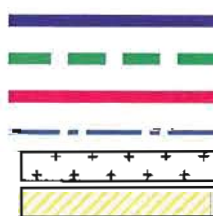
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

CITY OWNED LAND

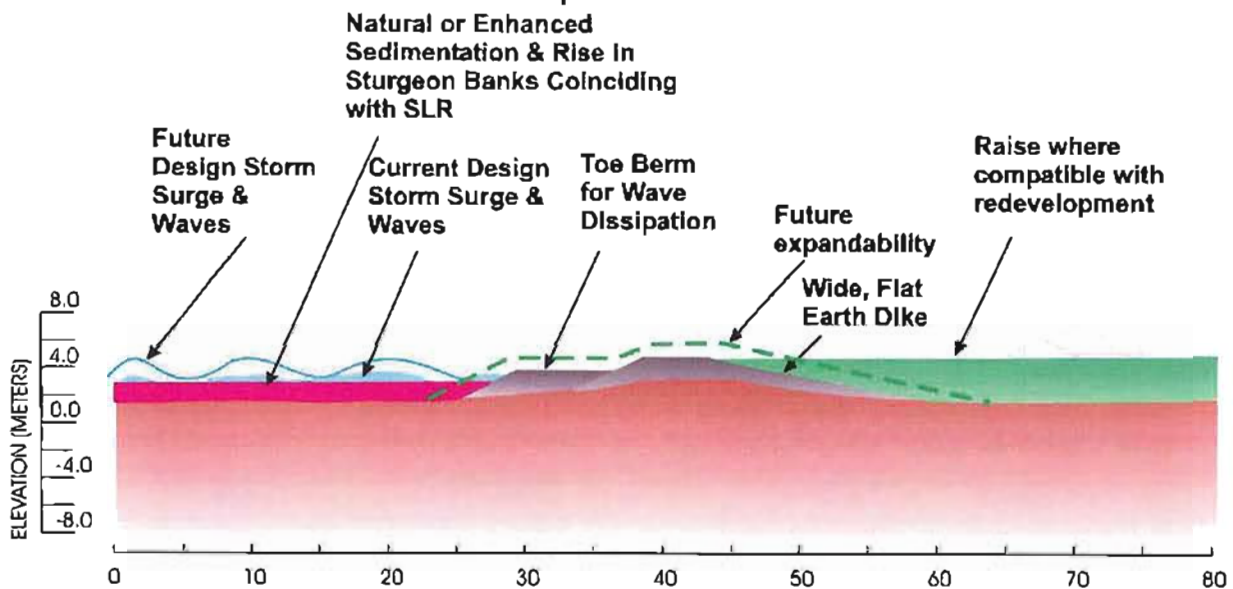


Flood Protection  
Improvement Alternatives  
Reach 8: West Dike  
Option A





1:8000 0 80 240m



#### LEGEND:

CURRENT DIKE ALIGNMENT

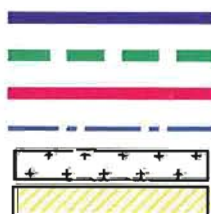
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

FEDERAL/PROVINCIAL OWNED LAND

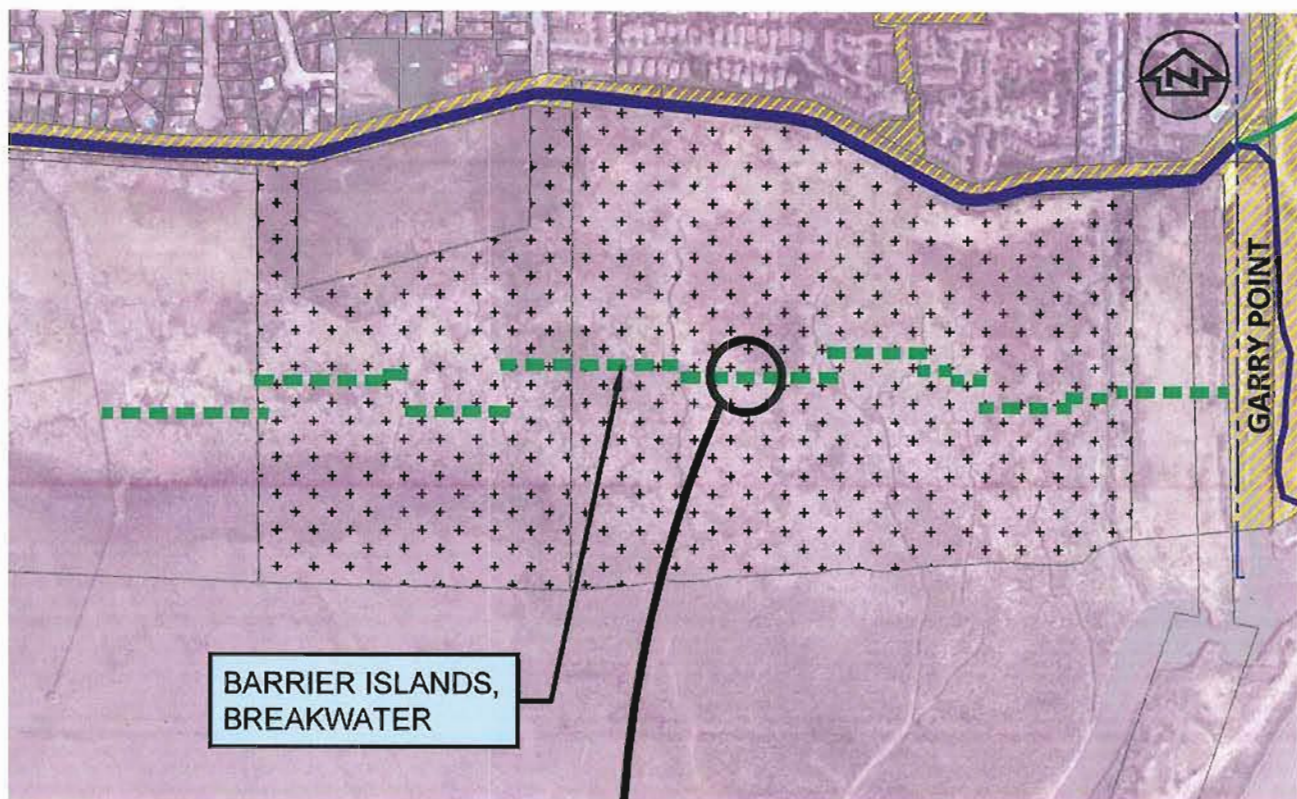
CITY OWNED LAND



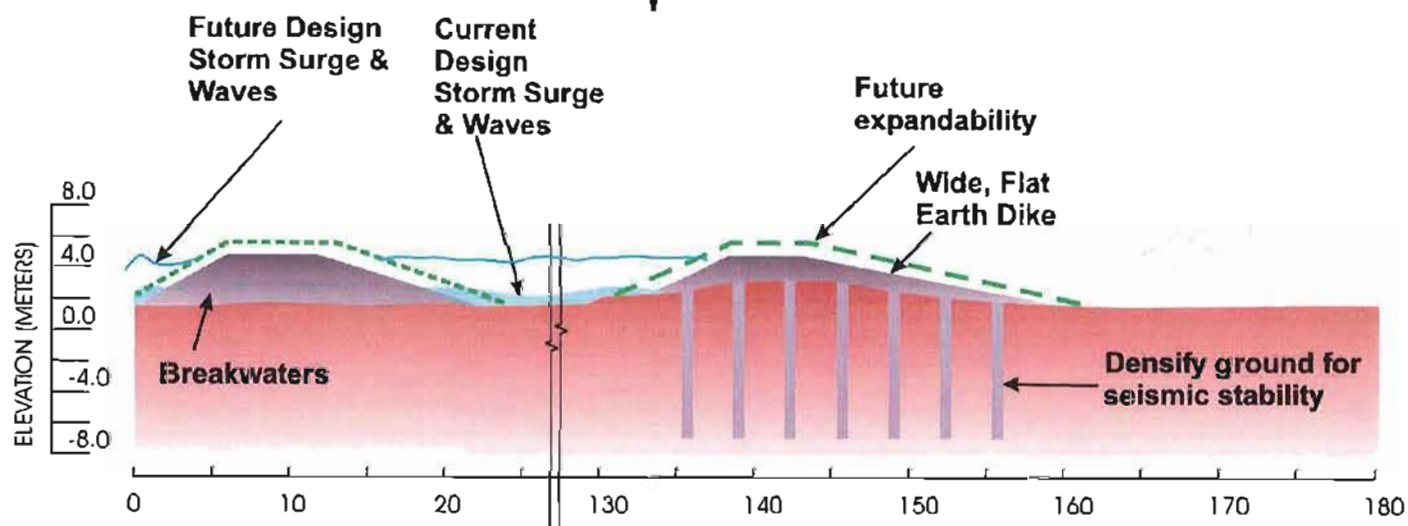
Flood Protection  
Improvement Alternatives  
Reach 8: West Dike  
Option B







1:9000 0 80 240m



#### LEGEND:

CURRENT DIKE ALIGNMENT

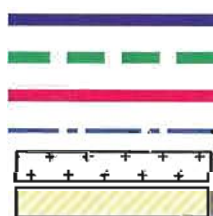
PRIMARY ALIGNMENT 1 - LULU ISLAND ALIGNMENTS

PRIMARY ALIGNMENT 2 - STEVESTON ISLAND

REACH BOUNDARIES

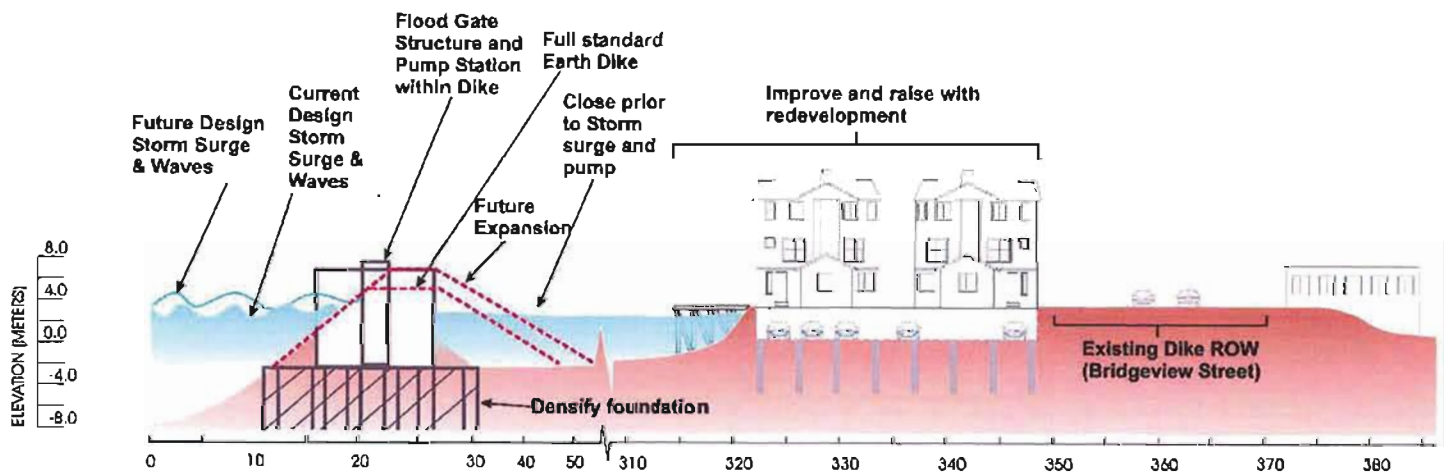
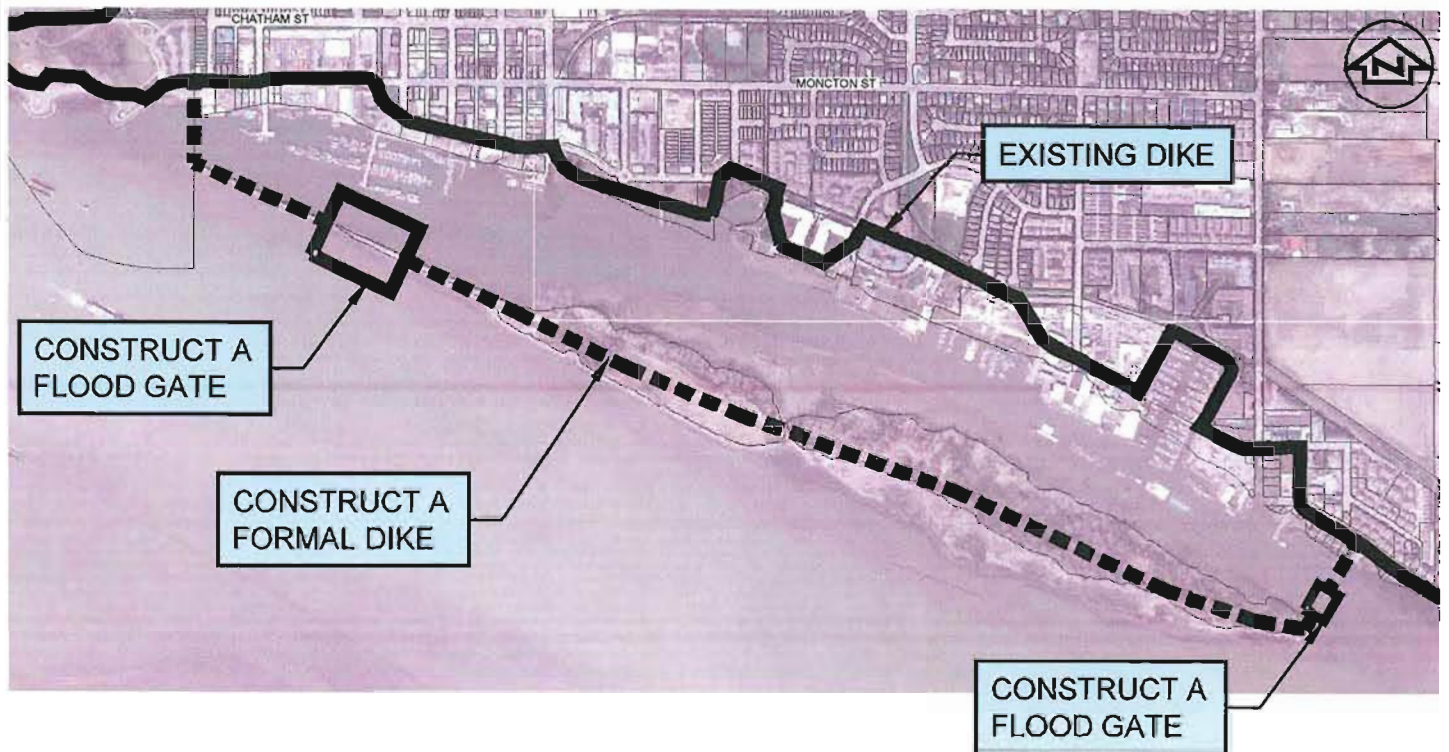
FEDERAL/PROVINCIAL OWNED LAND

CITY OWNED LAND



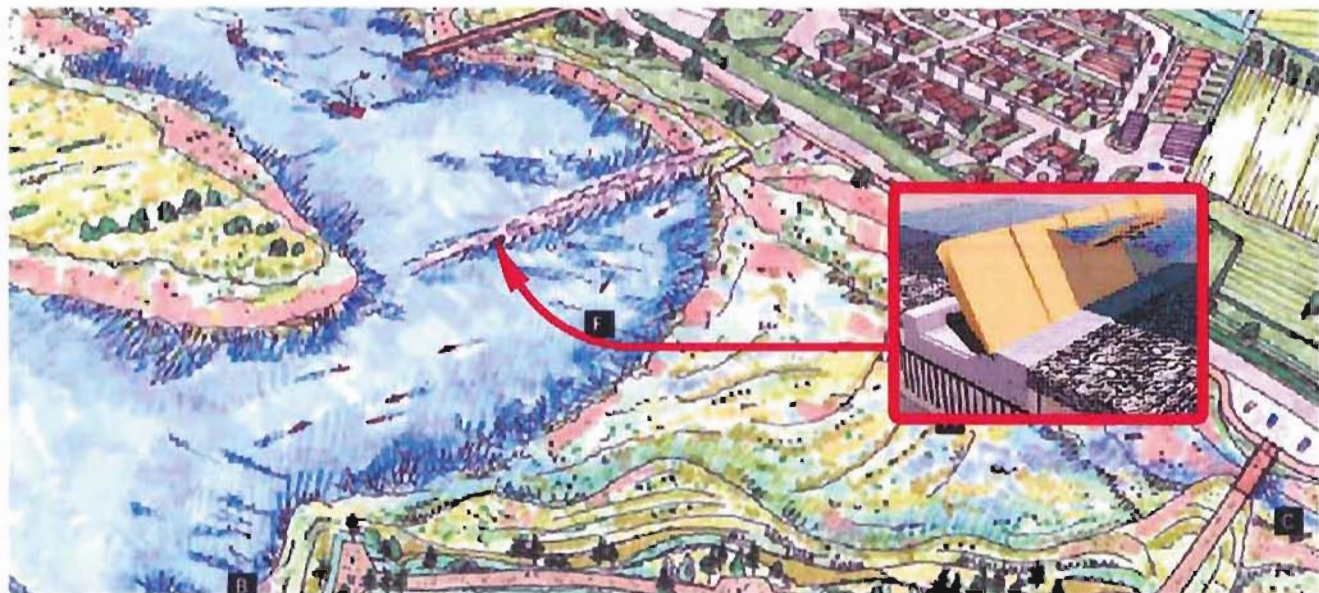
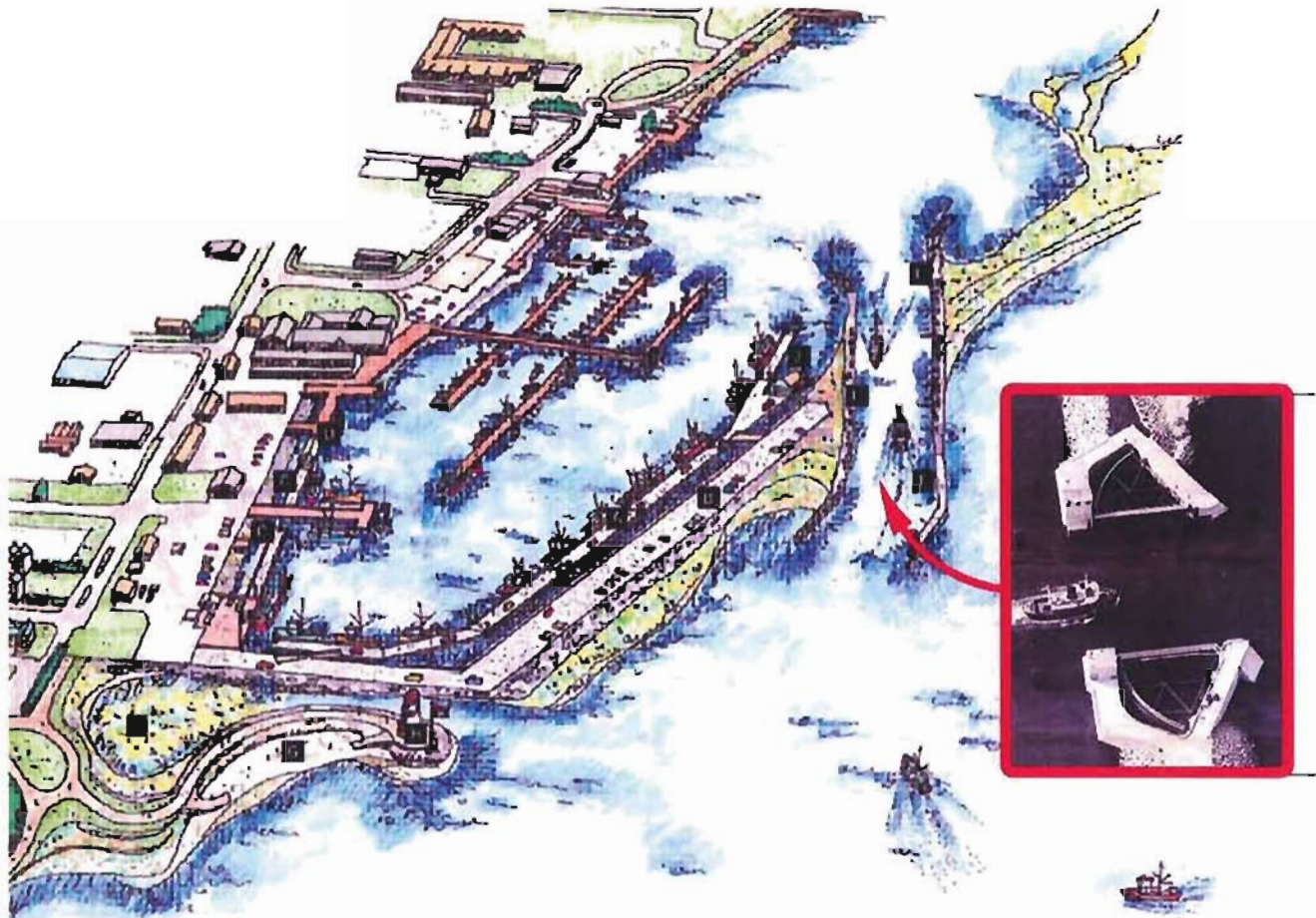
Flood Protection  
Improvement Alternatives  
Reach 8: West Dike  
Option C





City of Richmond Dike Master Plan  
Primary Alignment 2 - Steveston Island





City of Richmond Dike Master Plan  
 Steveston Community Fishing Harbour Longterm  
 Development Concept with Integrated Flood Protection









# City of Richmond

## Report to Committee

TO PWT July 18, 2012

**To:** Public Works and Transportation Committee

**Date:** June 27, 2012

**From:** Tom Stewart,  
Director, Public Works Operations

**File:**

**Re:** City Infrastructure Protocol Agreement and Canada Line Richmond Access Agreement Amendment No. 3

### Staff Recommendations

1. That the City enter into the following attached agreements:
  - (a) the City Infrastructure Protocol Agreement dated for reference May 1, 2011 between the City of Richmond, South Coast British Columbia Transportation Authority and Intransit BC Limited Partnership; and
  - (b) the Canada Line Richmond Access Agreement Amendment No. 3 made as of August 12, 2009 between the City of Richmond and the South Coast British Columbia Transportation Authority; and
2. That the Mayor and City Clerk be authorized to execute the above-mentioned agreements on the City's behalf.

Tom Stewart, AScT  
Director, Public Works Operations  
(604-233-3301)  
Att. 2

REPORT CONCURRENCE			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Law Parks, Recreation and Cultural Services	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>		
<b>REVIEWED BY SMT SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b> 

## Staff Report

### Origin

At the Regular Council Meeting of March 29, 2005, Council endorsed the signing of the Richmond Airport Vancouver Rapid Transit Line Richmond Access Agreement. This agreement provided Canada Line Rapid Transit Inc. ("CLCO") exclusive possession of the System Required Lands for the operation of the Richmond portion of the RAV Line and granted the City certain rights to install, operate and maintain City infrastructure within the System Required Lands and on the RAV line infrastructure. This agreement was subsequently supplemented and amended (collectively, the "Richmond Access Agreement").

Effective August 12, 2009, CLCO transferred all of its right, title, and interest in and to the Richmond Access Agreement to the South Coast British Columbia Transportation Authority ("Translink").

Translink then entered into a separate agreement entitled the Amended and Restated RAV Concession Agreement ("Concession Agreement"), with Intransit BC Limited Partnership ("Intransit BC"). This agreement dealt with the design, construction, operation and maintenance of the System.

Pursuant to an assignment agreement entitled "COR Assignment Agreement", certain rights and benefits of TransLink under the Richmond Access Agreement were assigned or sub-licensed to IntransitBC, including with respect to City infrastructure for the duration of the term of the Concession Agreement.

Pursuant to an assumption agreement entitled "Concessionaire Assumption Agreement", Intransit BC assumed certain obligations and liabilities of TransLink under the Richmond Access Agreement, including with respect to City infrastructure, for the duration of the term of the Concession Agreement.

### Purpose

The purpose of this staff report is to recommend that the following two agreements be signed by the Mayor and City Clerk:

1. City Infrastructure Protocol Agreement, and
2. Canada Line Richmond Access Agreement Amendment No 3.

### Analysis

#### **Canada Line Richmond Access Agreement Amendment No. 3**

The proposed Canada Line Richmond Access Agreement Amendment No. 3 (**attachment 1**) does not replace the Richmond Access Agreement but amends it by identifying deletions or additions to the System Required Lands referred to in the Richmond Access Agreement. These changes are required because of minor alignment or location changes that occurred to

accommodate construction of the Canada Line. These outstanding land issues were tracked by staff during construction while CLCO was dissolved and the responsibilities were transferred to a new group at Translink. It is consistent with the intent of the Richmond Access Agreement that was previously endorsed by Council. Staff recommend the proposed agreement be executed by the Mayor and City Clerk on the City's behalf.

#### **City Infrastructure Protocol Agreement**

The recent public art and decorative lighting installations were challenged by Translink given they were not permitted within the context of the original agreements. As such, Staff have been extensively involved in the development of the City Infrastructure Protocol Agreement (**attachment 2**) and are in agreement with its terms. The purpose of the City Infrastructure Protocol Agreement is to provide supplemental guidance only to the application of the Richmond Access Agreement, the Assignment Agreement and the Assumption Agreement and not to amend such agreements. Instead it sets out guidelines and requirements respecting the installation and maintenance of new or existing City owned infrastructure on the RAV System Required Lands or RAV infrastructure. It is consistent with the intent of the Richmond Access Agreement that was previously endorsed by Council. Staff therefore recommend the proposed agreement be executed by the Mayor and City Clerk on the City's behalf.

#### **Financial Impact**

There is no direct financial impact from entering into these agreements. However, these agreements do provide a commitment by the City to pay nominal costs incurred by Translink or Intransit BC for any new design, installation, review, or maintenance of any City owned infrastructure on any System Required Lands or RAV infrastructure.

#### **Conclusion**

The proposed Richmond Access Agreement Amendment No. 3 between the City and Translink addresses any omissions to the System Required Lands identified in the Richmond Access Agreement.

The City Infrastructure Protocol Agreement between the City, Translink, and Intransit B.C. provides supplemental guidance to the application of the Access Agreement, the Assignment Agreement and the Assumption Agreement and does not amend such agreements. It establishes requirements regarding the installation of any City owned infrastructure on RAV system required lands or RAV infrastructure.

The terms and conditions of the proposed agreements sufficiently protect the City's interests.



Tom Stewart,  
Director, Public Works Operations  
(604-233-3301)

**CANADA LINE**  
**RICHMOND ACCESS AGREEMENT**  
**AMENDMENT NO. 3**

This Agreement is made as of August 12, 2009 (the "**Amending Date**"):

BETWEEN:

**CITY OF RICHMOND**  
6911 No. 3 Road  
Richmond, British Columbia V6Y 2C4

(the "**City**")

AND:

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**  
1600 - 4720 Kingsway  
Vancouver, British Columbia V5H 4N2

("TransLink")

**RECITALS:**

- A. The City, Canada Line Rapid Transit Inc. ("**CLCO**") and TransLink entered into the Access Agreement in respect of, *inter alia*, the design, construction, operation and maintenance of the Richmond Segment of the Project, which agreement has been subsequently supplemented and amended by the parties;
- B. Pursuant to the Access Agreement, the City granted to CLCO the exclusive possession of the System-Required Lands as required for the operation of the System;
- C. Effective August 12, 2009, CLCO transferred all of its right, title and interest in and to the Access Agreement to TransLink;
- D. TransLink has requested the City, and the City has agreed to include certain Additional Lands and other lands, which are not Additional Lands but are owned or controlled by the City, as System-Required Lands in accordance with Sections 2.7 and 2.8 of the Access Agreement; and
- E. The parties have further agreed to consolidate the System Required Lands added to the Access Agreement by the agreement entitled *Amendment No. 1 Richmond • Airport • Vancouver Rapid Transit Line Richmond Access Agreement* dated October 1, 2007 into this Agreement.

NOW THEREFORE in consideration of their mutual promises and other good and valuable consideration (the receipt and sufficiency whereof is acknowledged), the parties hereto agree, each with the other, as follows:

## 1.0 INTERPRETATION

- 1.1 Capitalized terms used in this Agreement will have the meanings ascribed to such terms in the Access Agreement, unless such terms are specifically defined in this Agreement or the context of their use requires otherwise.
- 1.2 In this Agreement, the following definitions apply:
- (a) "**Access Agreement**" means the agreement entitled "*Richmond • Airport • Vancouver Rapid Transit Line Richmond Access Agreement*" dated November 30, 2004, as supplemented and amended by:
    - (i) the agreement entitled "*Cable Agreement (Richmond)*" effective July 29, 2005; and
    - (ii) the agreement entitled "*Canada Line Richmond Access Agreement Amendment No. 2*" in respect of fibre optic cable effective May 4, 2009;
 but expressly excluding this Agreement;
  - (b) "**Additional System-Required Lands**" has the meaning ascribed to that term in section 2.1(a);
  - (c) "**Agreement**" means this agreement;
  - (d) "**Amending Date**" has the meaning ascribed to that term on page 1 of this Agreement; and
  - (e) "**Amendment #1**" means the agreement entitled "*Amendment No. 1 Richmond • Airport • Vancouver Rapid Transit Line Richmond Access Agreement*" dated October 1, 2007.

## 2.0 AMENDMENTS TO THE ACCESS AGREEMENT

- 2.1 The City and TransLink agree the Access Agreement is hereby further amended effective the Amending Date by:
- (a) adding as System-Required Lands the City's right, title and interest in the lands and premises, or the City's interests therein (as the context requires), which are described in Exhibit "A" attached hereto (the "**Additional System-Required Lands**");
  - (b) deleting Schedule B.1 to the Access Agreement in its entirety and substituting therefore the pages attached hereto as Exhibit "B".
- 2.2 The City and TransLink agree:
- (a) the terms "*System-Required Lands*" and "*Project-Required Lands*", as defined in the Access Agreement, will be read to include the Additional System-Required Lands; and
  - (b) for the purposes of the Access Agreement, and in particular but without limitation for the purposes of Section 10.1 therein, any activities and/or work performed in respect of the Additional System-Required Lands will, in all respects, be read and

interpreted to be activities and/or work performed or to be performed in furtherance of the "*Project*" and the "*System*", as those terms are defined in the Access Agreement,

and the Access Agreement will, in all respects, be read and interpreted accordingly.

- 2.3 As a result of incorporating the additional lands added as System-Required Lands to the Access Agreement by Amendment #1 into this Agreement, the parties further agree that Amendment #1 is hereby rescinded and, as of the Amending Date, of no force and effect.

### 3.0 GENERAL PROVISIONS

- 3.1 This Agreement will take effect as of the Amending Date.
- 3.2 The parties agree that, as of the Amending Date, the Access Agreement will be read and construed together with this Agreement, and the Access Agreement, together with this Agreement, will continue in full force and effect for the remainder of the Term.
- 3.3 The parties acknowledge this Agreement, as applicable, will extend to, be binding upon, and enure to the benefit of each of the parties and their respective successors and permitted assigns.
- 3.4 This Agreement may be executed and delivered by execution and hand delivery of an original copy or by delivery by facsimile or similar verifiable electronic transmission with an original copy to follow by courier and in counterparts and, when each party has executed a counterpart, each of such counterparts will be deemed to be an original and all such counterparts, when taken together, will constitute one and the same agreement, and upon such execution and delivery to each of the other parties, this Agreement will be legally binding on all parties.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto, all with effect as of the Amending Date.

**CITY OF RICHMOND**

**SOUTH COAST BRITISH COLUMBIA  
TRANSPORTATION AUTHORITY**

Per: \_\_\_\_\_

Per: \_\_\_\_\_

Per: \_\_\_\_\_



# EXHIBIT "A"

## ADDITIONAL SYSTEM-REQUIRED LANDS

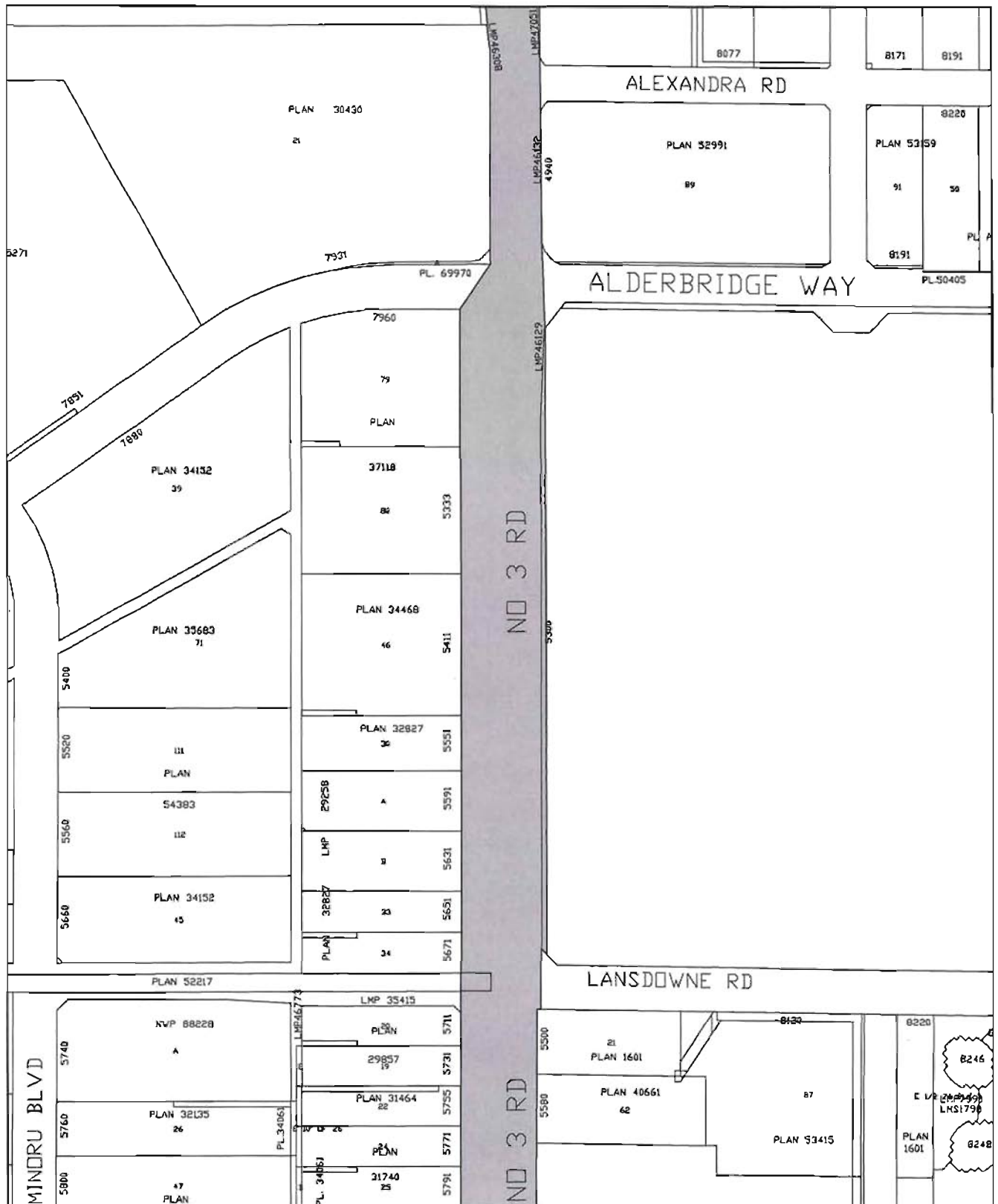
Reference	Sheet	Property	PID
(as shown in attached Exhibit B, being an amendment to Schedule B.1 of Access Agreement)			
A	1	Westminster Highway east of No. 3 Road	Untitled Road
B	1	8068 Westminster Highway (formerly known as 6040 No. 3 Road)	SRW #BB517545 (Plan BCP30773) charging Common Property BCS3778
C	1	No. 3 Road west of 6188 No. 3 Road (currently known as 6180 and 6280 No. 3 Road), subject to City receiving this portion of property as dedicated road (per DP 11-584010)	Future Untitled Road
D	1	6300 No. 3 Road, subject to the City receiving title to the property or a dedication of the relevant portion as road	Future City property or Untitled Road
E	4	Cambie Road east of No. 3 Road	Untitled Road
F	4	Capstan Way southeast of No. 3 Road	Untitled Road
G	5	Sea Island Way east of No. 3 Road	Untitled Road
H	5	Bridgeport Road west of No. 3 Road	Untitled Road
I	6	Great Canadian Way between Van Horne Way and River Road	Untitled Road
J	6	Great Canadian Way between Van Horne Way and River Road	Untitled Road
K	7	River Road west of No. 4 Road	Untitled Road
L	7	River Drive north of Van Horne Way	Untitled Road
M	8	Grauer Road	Untitled Road



**EXHIBIT "B"**

***[Replacement pages for Schedule B.1 Plans and Legal Description of System-Required  
Lands - attached]***



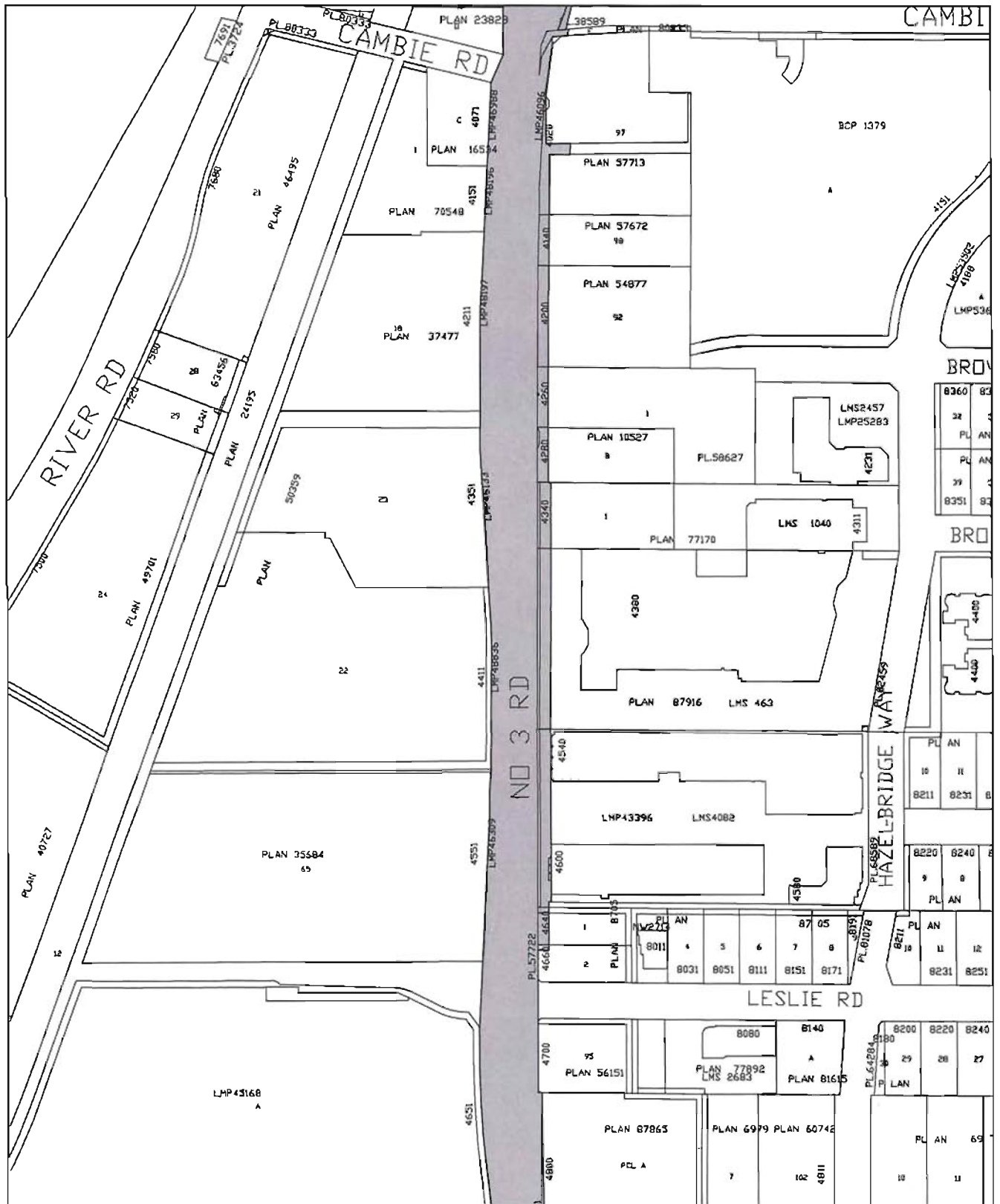


**CANADA LINE**

DATE	BY	REVISION DESCRIPTION	REV
2004-11-02	JCWV	RICHMOND ACCESS AGREEMENT - ORIGINAL	B
2012-04-10	JCWV	REVISED TO FINAL AS-BUILT CONFIGURATION	C

**RICHMOND ACCESS AGREEMENT PLAN  
SCHEDULE B.1 - SYSTEM REQUIRED LANDS**

SCALE 1:3000	PROJECT	DRAWING
DATE 2004/11/02		<b>SK-3117 SHEET 2</b>
SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →		
<b>C</b>		



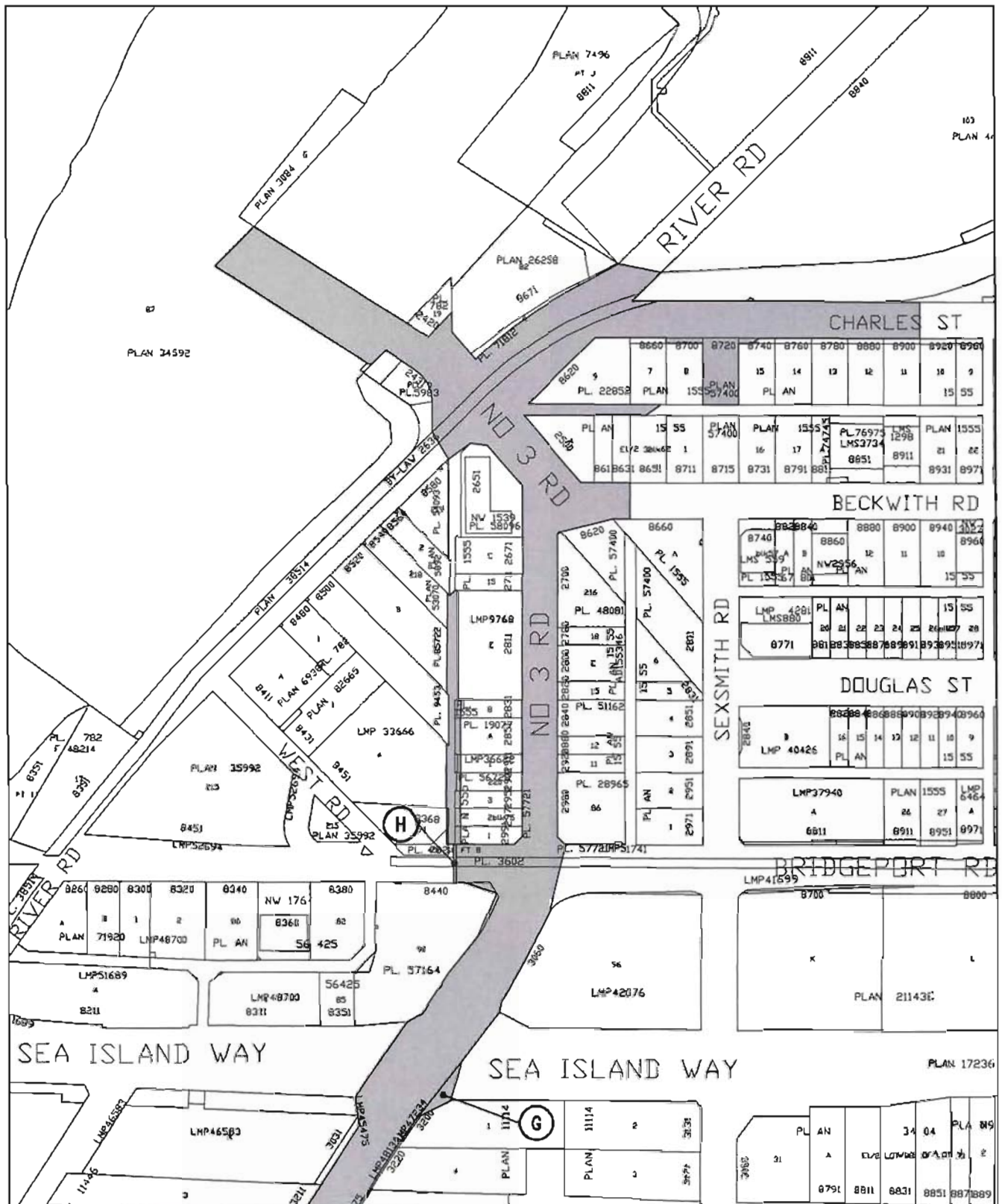
# RICHMOND ACCESS AGREEMENT PLAN SCHEDULE B.1 - SYSTEM REQUIRED LANDS

DATE	BY	REVISION DESCRIPTION	REV
2004-11-02	JCWV	RICHMOND ACCESS AGREEMENT - ORIGINAL	B
2012-04-10	JCWV	REVISED TO FINAL AS-BUILT CONFIGURATION	C

SCALE 1:3000	PROJECT	DRAWING
DATE 2004/11/02		SK-3117 SHEET 3
SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO → C		







CANADA LINE

DATE	BY	REVISION DESCRIPTION	REV
2004-11-02	JCWW	RICHMOND ACCESS AGREEMENT - ORIGINAL	B
2011-03-03	JCWW	RICHMOND ACCESS AGREEMENT - AMENDMENT	E
2012-04-10	JCWW	REVISED TO FINAL AS-BUILT CONFIGURATION	F

RICHMOND ACCESS AGREEMENT PLAN  
SCHEDULE B.1 - SYSTEM REQUIRED LANDS

SCALE 1:3000  
DATE 2004/11/02

PROJECT

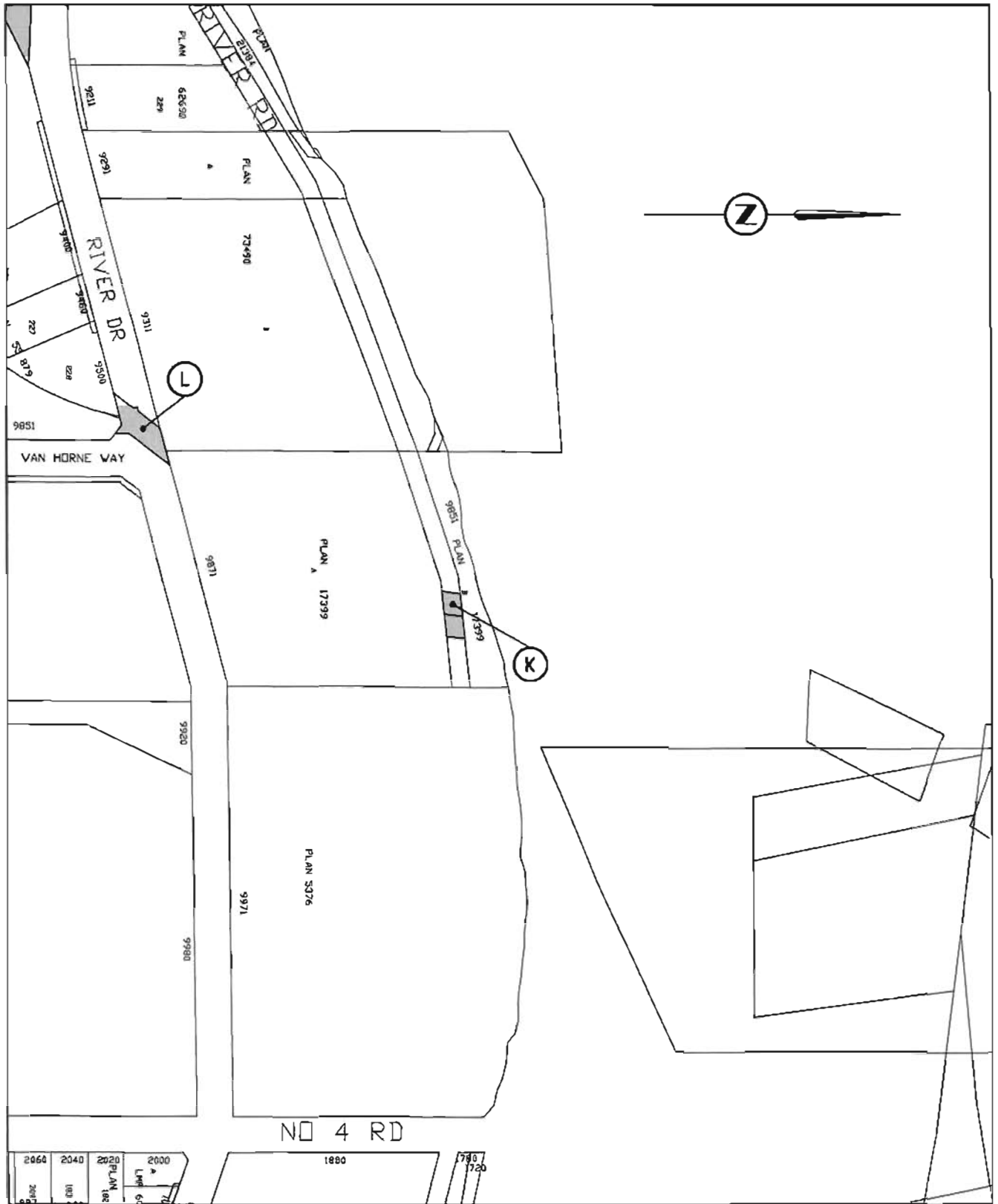
DRAWING  
AMENDED

SK-3117 SHEET 5

SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO → F

CNCL - 410

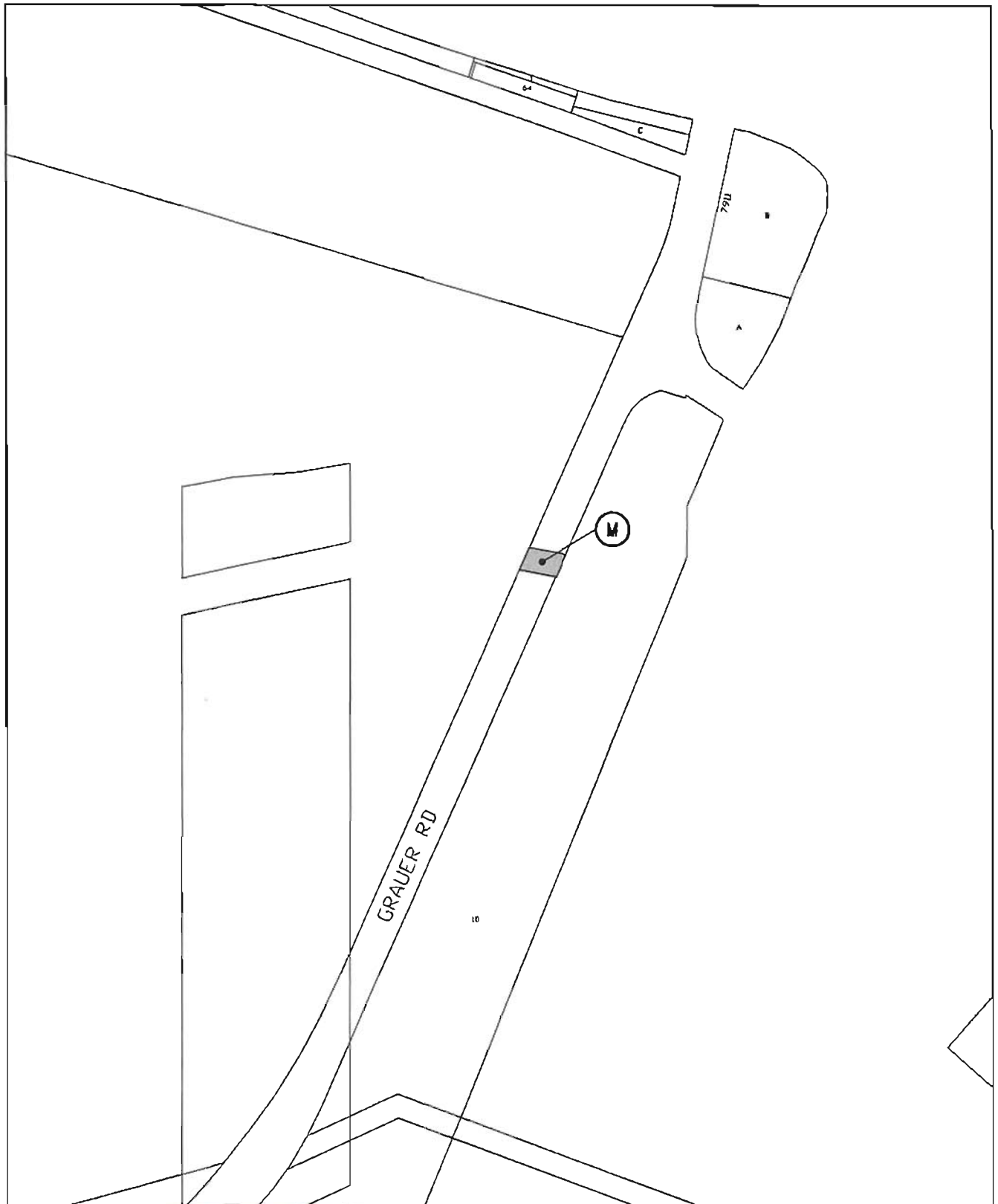




CANADA LINE			
DATE	BY	REVISION DESCRIPTION	REV
2004-11-02	JCWV	RICHMOND ACCESS AGREEMENT - ORIGINAL	B
2011-03-03	JCWV	RICHMOND ACCESS AGREEMENT - AMENDMENT	E
2012-04-10	JCWV	REVISED TO FINAL AS-BUILT CONFIGURATION	F

RICHMOND ACCESS AGREEMENT PLAN SCHEDULE B.1 - SYSTEM REQUIRED LANDS			
SCALE 1:3000	PROJECT	DRAWING AMENDED	SK-3117 SHEET 7
DATE 2004/11/02	SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO → F		





DATE	BY	REVISION DESCRIPTION	REV
2004-11-02	JCWH	RICHMOND ACCESS AGREEMENT - ORIGINAL	B
2011-03-03	JCWH	RICHMOND ACCESS AGREEMENT - AMENDMENT	D
2012-04-10	JCWH	REVISED TO FINAL AS-BUILT CONFIGURATION	E

RICHMOND ACCESS AGREEMENT PLAN  
SCHEDULE B.1 - SYSTEM REQUIRED LANDS  
(GRAUER ROAD ON SEA ISLAND)

SCALE 1:3000	PROJECT	DRAWING AMENDED
DATE 2004/11/02	SK-3117 SHEET 8	
SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO → E		

**Legal Descriptions**  
**Richmond Access Agreement Plan**  
**Schedule B.1 – System Required Lands**

Sheet No.	Civic	Legal & PID	Existing Use
1	8068 Westminster Highway (formerly known as 6040 No. 3 Road)	SRW #BB517545 (Plan BCP30773) charging the Common Property of Strata Plan BCS3778	Commercial/ Residential Strata Building
1	6300 No. 3 Road, subject to the City receiving title to the property	Southwest corner of North 86.1 Feet Lot 1 Section 9 Block 4 North Range 6 West NWD Plan 7188 (PID 004-199-235), subject to City receiving title to property or a dedication of relevant portion as road	Utility
5	8720 Charles Street	Parcel "A" (Bylaw Plan 57400) Section 21 Block 5 North Range 6 West as dedicated on road NWD Plan 1555 (PID 000-540-153)	Vacant Land
8	Portion of Westerly 22 feet of Grauer Road, Sea Island	Bylaw 870, Filing 23134 of "No. 13 Road Widening Bylaw, 1941"	Road allowance



## CITY INFRASTRUCTURE PROTOCOL

This Protocol, dated for reference May 1, 2011 (the "**Reference Date**"), but having effect as of the Effective Date of the Access Agreement (the "**Effective Date**") made:

AMONG:

**CITY OF RICHMOND**

6911 No. 3 Road, Richmond, BC V6Y 2C1

(the "**City**")

AND:

**SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY**

1600 - 4720 Kingsway, Vancouver, British Columbia V5H 4N2

(the "**TransLink**")

AND:

**INTRANSIT BC LIMITED PARTNERSHIP**

1212 – 750 West Pender Street, Vancouver, BC V6C 2T8

(the "**Concessionaire**")

### RECITALS:

- A. The City and TransLink (as assignee from Canada Line Rapid Transit Inc. ("**CLCO**")) entered into an agreement entitled "*Richmond • Airport • Vancouver Rapid Transit Line Richmond Access Agreement*" as assigned, and as amended from time to time (collectively, the "**Access Agreement**"), under which, among other things, TransLink acquired exclusive possession of the System-Required Lands for the operation of the Richmond Segment of the System and the City was granted certain rights to install, operate and maintain City Infrastructure within the System Required Lands and on RAV Infrastructure;
- B. The Concessionaire and TransLink (as assignee from CLCO) entered into an agreement entitled "*Amended and Restated RAV Concession Agreement*" as assigned, and as amended from time to time (collectively, the "**Concession Agreement**") in respect of, *inter alia*, the design, construction, operation and maintenance of the System;
- C. Pursuant to an assignment agreement entitled "*COR Assignment Agreement*" as assigned, and as amended from time to time (collectively referred to as the "**Assignment Agreement**") certain rights and benefits of TransLink (as assignee from CLCO) under the Access Agreement were assigned or sub-licensed to the Concessionaire, including with respect to City Infrastructure, for the duration of the term of the Concession Agreement;

- D. Pursuant to an assumption agreement entitled "*Concessionaire Assumption Agreement*" as assigned, and as amended from time to time (collectively, the "**Assumption Agreement**") the Concessionaire assumed certain obligations and liabilities of TransLink (as assignee from CLCO) under the Access Agreement, including with respect to City Infrastructure, for the duration of the Concession Agreement;
- E. The parties have agreed to establish processes and protocols with respect to the installation and maintenance of City Infrastructure within System Required Lands and on RAV Infrastructure to supplement the provisions of the Access Agreement, the Assignment Agreement and the Assumption Agreement and to establish procedures to facilitate approval processes and to manage the obligations of the parties under the Access Agreement, the Assignment Agreement and the Assumption Agreement; and
- F. It is not the intention of the parties that the provisions of this Protocol amend the Access Agreement, the Assignment Agreement or the Assumption Agreement, but to provide supplemental guidance thereto.
- G. It is the intention of the parties that the provisions of this Protocol will apply during the term of the Concession Agreement and, as between TransLink and the City, following the expiration or early termination of the Concession Agreement.

**NOW THEREFORE** in consideration of their mutual promises and other good and valuable consideration (the receipt and sufficiency whereof is acknowledged by each of the parties), the parties hereto agree as follows:

## **1.0 INTERPRETATION**

1.1 *Definitions* - Capitalized terms used in this Protocol will have the meanings ascribed to such terms in the Access Agreement, the Assignment Agreement or the Assumption Agreement, as the case may be, unless such terms are specifically defined in this Agreement or the context of their use requires otherwise.

## **2.0 TERM AND PARTIES**

2.1 *Term* - This Protocol becomes effective as of the Effective Date and will apply as between TransLink, the City and the Concessionaire during the term of the Concession Agreement, and as between the City and TransLink (or any subsequent concessionaire who has entered into an assumption agreement with the City) following the expiration or early termination of the Concession Agreement for the term of the Access Agreement.

2.2 *Parties upon Termination of Concession Agreement* - From and after the expiration or termination of the Concession Agreement, all references to the Concessionaire, as the context so requires, will be read and construed as references to TransLink or any subsequent concessionaire, as the case may be, save and except as to any indemnities or with respect to any claims, which arose prior to the expiration or termination of the Concession Agreement, which will survive the expiration or termination of the Concession Agreement.

### 3.0 DESIGN, INSTALLATION AND REMOVAL OF CITY INFRASTRUCTURE

3.1 *General* - The parties agree to abide by the provisions of section 3.4(c) of the Access Agreement with respect to City Infrastructure in or on System-Required Lands.

3.2 *Responsibility for Infrastructure Work* – In accordance with, and in no way limiting the generality of section 7.14 of the Access Agreement, the City is solely responsible for the installation of City Infrastructure on RAV Infrastructure, including, without limitation:

- (a) the planning, design, procurement, construction, installation, inspection, maintenance, cleaning, modification, replacement and removal of any City Infrastructure;
- (b) the maintenance, repair and cleaning of RAV Infrastructure where such work is necessitated by the presence of City Infrastructure thereon;
- (c) the provision of any power supply or other utility service required for the City Infrastructure from a source independent of the RAV Infrastructure; and
- (d) the management of vegetation planted or maintained by the City, including to ensure the vegetation remains at all times outside a one metre envelope surrounding the Guideway spans and Vehicle dynamic envelope; and
- (e) payment of any associated Reasonable Costs of TransLink and the Concessionaire.

3.3 *Payment of Costs* - Unless otherwise provided in this Protocol, the Access Agreement or the Assumption Agreement, the City will remit any payments required to be made to the Concessionaire or TransLink within 45 days of the date it receives each invoice.

3.4 *No Adverse Impact* – Subject always to the provisions of sections 6.4, 7.14 and 7.15 of the Access Agreement, the ability of the City to install and maintain City Infrastructure, including signage, on RAV Infrastructure or on the System Required Lands, will be subject to the Concessionaire being satisfied that such installation:

- (a) whenever possible, avoids direct attachment or fixation to the RAV Infrastructure;
- (b) does not interfere with or otherwise affect the safety or integrity of the RAV Infrastructure;
- (c) does not interfere with or otherwise affect access to or use of the RAV Infrastructure or the System Required Lands;
- (d) does not impact the orderly operation of the System;
- (e) does not endanger the life or safety of any person or cause damage to property;
- (f) does not restrict access to the RAV Infrastructure, including for the purposes of inspection, operation, maintenance, repair or replacement; and
- (g) is not capable of installation elsewhere with comparable convenience or amenity.

3.5 *Installation Prerequisites* - Prior to any installation, the City will:

- (a) obtain the Concessionaire's approval for such installation (which will not be unreasonably withheld or delayed) and comply with any conditions reasonably imposed by the Concessionaire as a condition of such approval; and
- (b) agree to pay the Concessionaire's Reasonable Costs, which payment will be made in accordance with Section 3.3 of this Protocol.

**3.6 Requests for Approval** - When requesting approval for installation of City Infrastructure, the City will deliver to the Concessionaire:

- (a) details of the proposed installation, including detailed plans and specifications;
- (b) documentation addressing the requirements set out in section 3.4 of this Protocol;
- (c) where the installation contemplates affixation to RAV Infrastructure, a technical analysis verifying the installation will not damage, weaken, compromise or denigrate the structural integrity or surface quality of the RAV Infrastructure;
- (d) any other documents and information reasonably requested by the Concessionaire.

**3.7 Effect of Approval** – If the Concessionaire determines the proposed installation meets the requirements set out in section 3.4 of this Protocol, then, upon receipt of written approval from the Concessionaire, the City may proceed with the installation of the City Infrastructure in accordance with applicable Law and in a manner consistent with the information provided to the Concessionaire and in accordance with any conditions reasonably imposed by the Concessionaire as a condition of such approval. The Concessionaire reserves the right to independently monitor any City work associated with installation of the City Infrastructure on RAV Infrastructure, with any costs associated with such independent monitoring to be included as part of the Concessionaire's Reasonable Costs.

**3.8 Lack of Approval** – If the Concessionaire determines the proposed installation of City Infrastructure does not meet the requirements set out in section 3.4 of this Protocol, the Concessionaire shall provide written notice to the City identifying the Concessionaire's concerns. The Concessionaire and the City will work co-operatively to identify alternatives, including an alternate location or modifications to the design and plans, in order to reasonably accommodate the City's objectives.

#### **4.0 LIABILITY AND INDEMNIFICATION**

**4.1 No Release** – Receipt of approval for installation will not relieve the City of its liability with respect to, or responsibility for, any claims related to such City Infrastructure, including any claims by the Concessionaire or TransLink.

**4.2 Indemnification** - Nothing in this Protocol restricts or modifies any indemnities granted by any party to the other in the Access Agreement, the Assignment Agreement or the Assumption Agreement, including but not limited to the indemnities granted by the City under Sections 3.4(d) and 7.14(c) of the Access Agreement.

#### **5.0 APPROVAL FOR PRIOR INSTALLATIONS**

**5.1 Approval and Acknowledgement** – The parties acknowledge that City Infrastructure, including signage, has been installed on RAV Infrastructure or on the System Required Lands after the Effective Date but prior to the Reference Date without strict compliance by the City to the provisions of this Protocol, including the requirement to first obtain the Concessionaire's approval for such installation. Despite the foregoing, the Concessionaire hereby approves the installation of the City Infrastructure listed on Schedule A, attached hereto, that has been installed prior to the Reference Date, such approval having the same effect as if given prior to the installation of the City Infrastructure, and such approval in no way relieving the City of its obligations with respect to City Infrastructure (as more specifically set out in sections 3.2 of this Protocol) or any liability with respect to, or responsibility for, any claims related to such City Infrastructure, including any claims by the Concessionaire or TransLink.

IN WITNESS WHEREOF, this Protocol has been executed by the parties hereto as of the Reference Date, all with effect as of the Effective Date.

**SOUTH COAST BRITISH COLUMBIA  
TRANSPORTATION AUTHORITY**

**INTRANSIT BC LIMITED PARTNERSHIP, by  
its General Partner, INTRANSIT BRITISH  
COLUMBIA GP LTD.**

---

*Signature*

*Name:*

*Title:*

---

*Signature*

*Name:* Doug Allen

*Title:* President

**CITY OF RICHMOND**

---

*Signature*

*Name:*

*Title:*

---

*Signature*

*Name:*

*Title:*

**Schedule A**  
**Approved City Infrastructure Installed Within System-Required Lands**

1. Greenscreen column enclosures installed on or around Canada Line guideway columns from the southern terminus of the Canada Line to and including the first column north of Capstan Way; and
2. Traffic light mounting brackets, associated conduits and electrical utility fixtures affixed to the Canada Line guideway structures; and
3. Poles supporting street lamps, pedestrian crossing signals or City signage that extend within the one metre buffer of System-Required Lands around RAV Infrastructure; and
4. Lighting fixtures and associated conduits, cabling, electrical utility fixtures, power supplies and fastenings for both decorative and illuminative lighting affixed to or installed around Canada Line columns and guideway between Lansdowne Station and Alderbridge Way; and
5. Three public art enclosures installed on or around Canada Line guideway columns in the vicinity of Richmond-Brighouse, Lansdowne and Aberdeen Stations, provided that, within one year of the Reference Date, the City shall re-locate and re-install the public art enclosures to the following Canada Line guideway column numbers:
  - (a) R27a (the northeast platform support column at Lansdowne Station);
  - (b) R27b (the northwest platform support column at Lansdowne Station); and
  - (c) R57a (the southeast platform support column at Aberdeen Station)





# City of Richmond

## Report to Committee

*To: PWT July 18 2012*

**To:** Public Works and Transportation Committee

**Date:** June 20, 2012

**From:** Victor Wei, P. Eng.  
Director, Transportation

**File:** 01-0150-20-  
THIG1/2012-Vol 01

Mike Redpath  
Senior Manager, Parks

**Re:** **PROVINCIAL 2012-2013 BIKEBC PROGRAM – SUBMISSIONS FOR COST-SHARING**


### Staff Recommendation

1. That the submission for cost-sharing to the Province's 2012-2013 *BikeBC Program* of the following two projects:

- the Railway Avenue Corridor Greenway; and
- Phase 1 of the Parkside Neighbourhood Bike Route,




as described in the report, be endorsed.

2. That should the above applications be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreements as outlined in the report dated June 20, 2012.

  
Victor Wei, P. Eng.  
Director, Transportation  
(604-276-4131)

  
Mike Redpath  
Senior Manager, Parks  
(604-276-4942)

Att. 2

REPORT CONCURRENCE				
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Budgets & Accounting.....		<input checked="" type="checkbox"/>		
Engineering .....		<input checked="" type="checkbox"/>		
Sustainability.....		<input checked="" type="checkbox"/>		
<b>REVIEWED BY SMT SUBCOMMITTEE</b>		<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b> 

## Staff Report

### Origin

The Province of BC's *BikeBC Program* is a 50-50 cost-share program between the province and local governments to support the construction of new bike lanes, trails and pathways to promote cycling as a means of reducing traffic congestion and greenhouse gas emissions. Within this program, the City is eligible to apply to the following two funding streams:

- *Provincial Cycling Investment Program* (PCIP): supports larger projects that complete key links in existing cycling networks; and
- *Cycling Infrastructure Partnership Program* (CIPP): supports smaller scale projects up to a maximum contribution of \$100,000 per municipality.

This report presents the proposed submissions from the City for consideration of cost-share funding under this program.

### Analysis

#### 1. Project Submission to Provincial Cycling Investment Program: Railway Avenue Corridor Greenway (Phase 1)

In 2010, the City purchased the Canadian Pacific Railway (CPR) corridor adjacent to Railway Avenue between Granville Avenue and Garry Street. The goal to develop a trail/greenway for pedestrians, cyclists and other wheeled users along the 3.7 kilometre corridor was established in the original 1979 *Trails Plan* and the subsequent 2010 *Trails Strategy*. With this recent acquisition, the City can now fulfill the long-held vision of creating a major recreational, transportation and ecological north-south greenway that connects the South Arm of the Fraser to the Middle Arm Greenway, or Steveston to Terra Nova to City Centre (see **Attachment 1**).

Some of the key principles for developing the future greenway will include:

- referencing its major historic and present day transportation role;
- promoting and reinforcing the connections to the many neighbourhoods it crosses through;
- integration of Ecological Network principles including habitat protection and enhancement;
- creating distinct points of interest;
- respecting its strong linear character and view corridors; and
- promoting a healthy and active lifestyle.

Development of the corridor will be phased over time and there will be opportunities to work with multiple departments to fulfill a number of objectives such as the Ecological Network, Eco-Plus+, rainwater management, the Outcomes of the *Parks and Open Space Strategy*, and expanding the City's bike network with a superior off-street facility that can be used by both cyclists and other wheeled users such as in-line skaters, skateboarders and low-speed scooter operators. The design process for the Railway Corridor began in April 2012 with public open houses anticipated in Summer 2012.

Phase 1 will encompass the planning, design and construction of a 4.0 m wide two-way multi-use pathway end-to-end (from Granville Avenue to Garry Street) with a gravel surface on the base of the existing railway bed. Securing the full additional requested external funding would

enable an enhanced level of development along with connections to existing trails and bus stops on Railway Avenue. The long-term development of the greenway would be compatible with and build upon this fundamental building block. If external supplemental funding is not available or limited, the scope of work would be revised to reflect the funding available. The existing on-street bike lanes on Railway Ave between Granville Ave and Moncton Street would remain in place to serve commuter and other higher speed cyclists seeking a direct route designated for cyclists only.

Council has previously approved this project as part of the 2012 Capital Budget (February 13, 2012 regular Council meeting) as well as for submission to TransLink for consideration of cost-share funding as part of its 2012 *Bicycle Infrastructure Capital Cost-Share Program* (March 12, 2012 regular Council meeting).

## **2. Project Submission to Cycling Infrastructure Partnership Program: Parkside Neighbourhood Bike Route (Phase 1)**

Following the completion of the Crabapple Ridge neighbourhood bike route earlier this year, which uses local roads and off-street connecting pathways, the next proposed route connects the South Arm and McLennan areas and provides cycling connections to South Arm Park, Paulik Gardens Neighbourhood Park and Garden City Community Park (hence the route name) primarily along Ash Street (see **Attachment 2**). Phase 1 of the project (between Granville Avenue and Williams Road) would comprise the installation of wayfinding signage and pavement markings, repaving and widening of an existing off-street public pathway, adding new ramps where the pathway connects to the roadway, modification of the existing diagonal diverter at Ash Street and Dayton Avenue, and the upgrade of existing crosswalks on Ash Street at Francis Road and Blundell Road. No major modifications of the roadway (e.g., relocation of curbs) are required. Phase 2 (between Granville Avenue and Westminster Hwy) would be undertaken in 2013.

Council has previously approved this project as part of the 2012 Capital Budget (February 13, 2012 regular Council meeting) as well as for submission to TransLink for consideration of cost-share funding as part of its 2012 *Bicycle Infrastructure Capital Cost-Share Program* (November 28, 2011 regular Council meeting).

## **3. Requested External Funding and Estimated Project Costs**

As noted in Sections 1 and 2, both projects have also been submitted to TransLink for cost-share consideration. Based on discussions with TransLink staff, staff anticipate that both projects will receive some funding support from TransLink as shown in the last column of Table 1 below but the amounts have not yet been confirmed. Should the cost-share applications to the 2012-2013 *BikeBC Program* be successful and additional external funding become available, then for each project:

- *Railway Avenue Corridor Greenway* (Phase 1): the City's share of the funding would remain unchanged and the increased external funding would be utilized to improve the accessibility of the greenway through the provision of a smooth asphalt surface along the entire route as opposed to a rougher asphalt blend surface in some, or all, locations; and
- *Parkside Neighbourhood Bike Route* (Phase 1): the project components would remain unchanged and the City's share of the funding would be reduced proportionately.

Table 1 below summarizes the estimated project costs, the previously approved City funding as part of the 2012 Capital Budget and the requested external funding sources.

**Table 1: Projects to be Submitted to 2012-2013 BikeBC Cost-Share Program**

Proposed Project	Estimated Total Cost	Source of City Funds (As approved by Council)	Requested External Agency Funding <sup>(1)</sup>
Railway Avenue Corridor Greenway: Granville Avenue-Garry Street (Phase 1)	\$1,100,000	\$350,000 2011 Trails Program (\$100,000) 2012 Trails Program (\$200,000) 2012 Characterization Program (\$50,000)	\$200,000 (TransLink) \$550,000 (BikeBC)
Parkside Neighbourhood Bike Route (Phase 1)	\$267,000	\$133,500 <sup>(2)</sup> 2012 Cycling Network Expansion Program (\$63,830) 2012 Misc. Cycling Safety Enhancements (\$25,000) 2010 Cycling Network Expansion Program (\$17,170) 2012 Arterial Road Crosswalk Program (\$27,500)	\$133,500 (TransLink) \$100,000 (BikeBC)

- (1) The amounts shown represent the maximum funding contribution to be received from each external agency based on the City's cost estimate for the project. The actual amounts invoiced follows project completion and is based on incurred costs.
- (2) Should both cost-share applications be successful, the project scope would remain unchanged and the City's funding would be reduced proportionately.

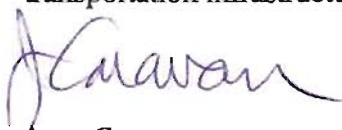
Should the submissions be successful, the City would enter into funding agreements with the Province. The agreements are standard form agreements provided by the Province and include an indemnity and release in favour of the Province. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreements. The 2012 Capital Plan and the 5-Year Financial Plan (2012-2016) would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

### Financial Impact

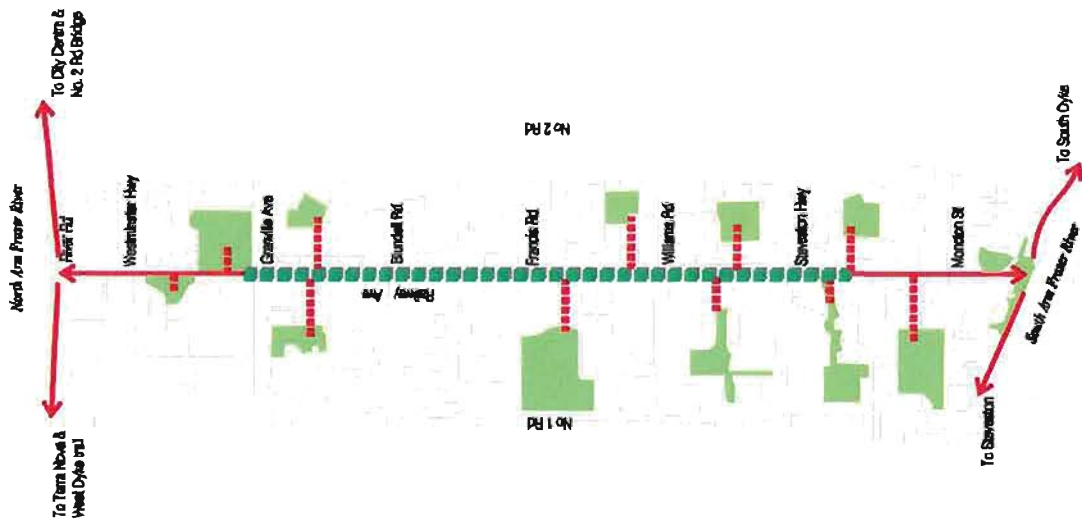
The funding sources for the City's portion of the costs of the projects have been previously approved by Council as outlined in Sections 1 and 2 of this report. Both projects have additional external grants pending approval from TransLink. The 2012 Capital Plan and the 5-Year Financial Plan (2012-2016) would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

### Conclusion

The implementation of both projects will support Council goals to improve community mobility and reduce greenhouse gas emissions by encouraging more cycling trips rather than driving. The potential receipt of external funding would enable the City to expedite the provision of sustainable transportation infrastructure and improve healthy and active travel options for the community.



Joan Caravan  
Transportation Planner  
(4035)



Location Map

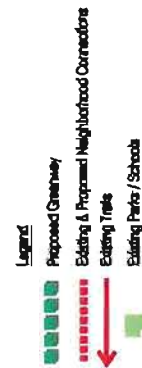


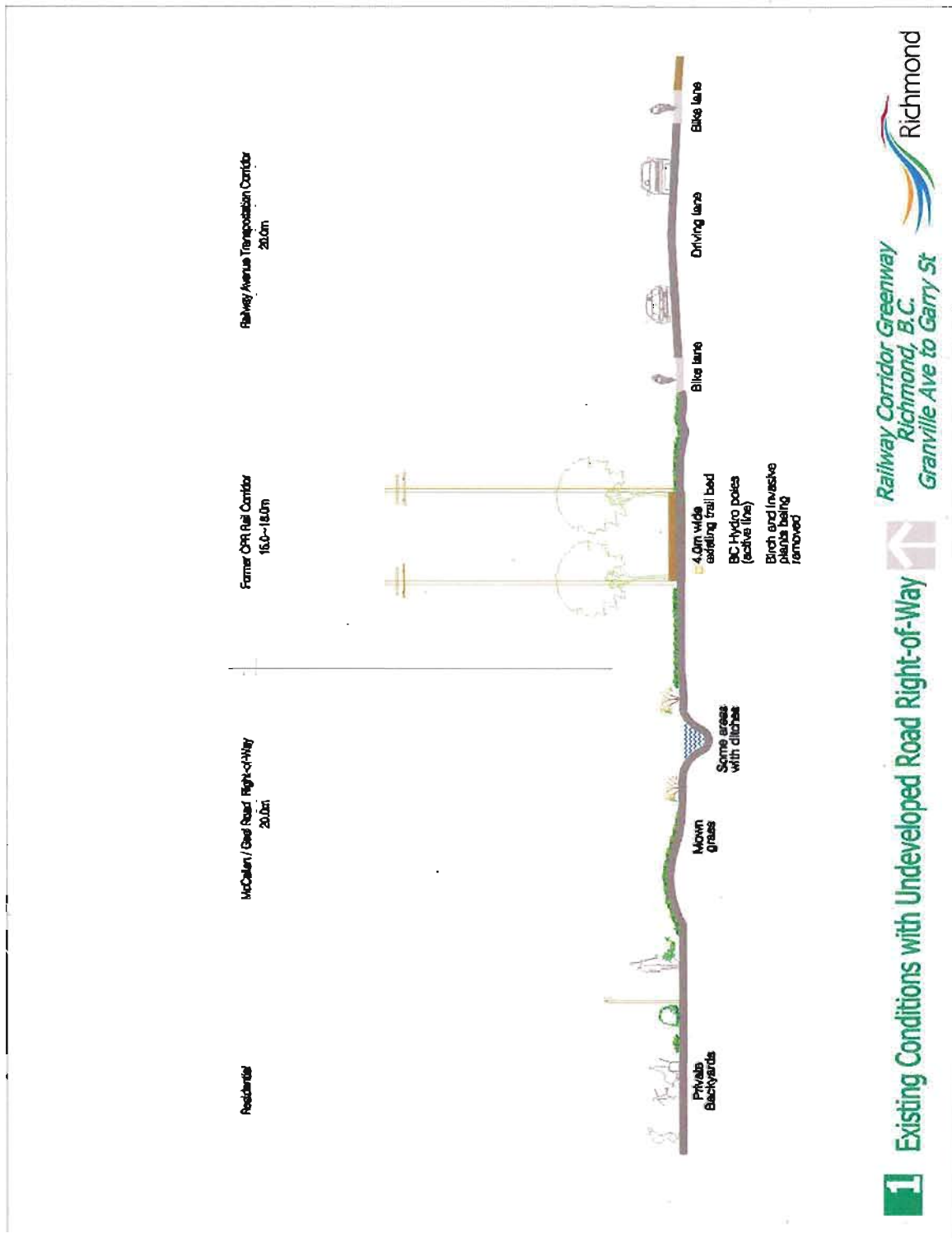
Overall Goals :

1. City-wide Connections: Connect the existing regional Middle Arm Dyke and Sturgeson /South Dyke Greenways with this new major north-south greenways. Complete a loop system that would include the regional West Dyke Trail.
2. Neighborhood Connections: Improve or build new connections and gateways into the adjacent neighborhoods and local school / parks.
3. Eco-Corridor Enhancements: Manage the Invasive plants and create an ecoPlus+ landscape.
4. Active Lifestyles and Alternative Modes of Transportation: Promote "leaving the car home"
5. Respect the Historic Train Story: Through landmarks and site furnishings interpret the historic use of Railway corridor.

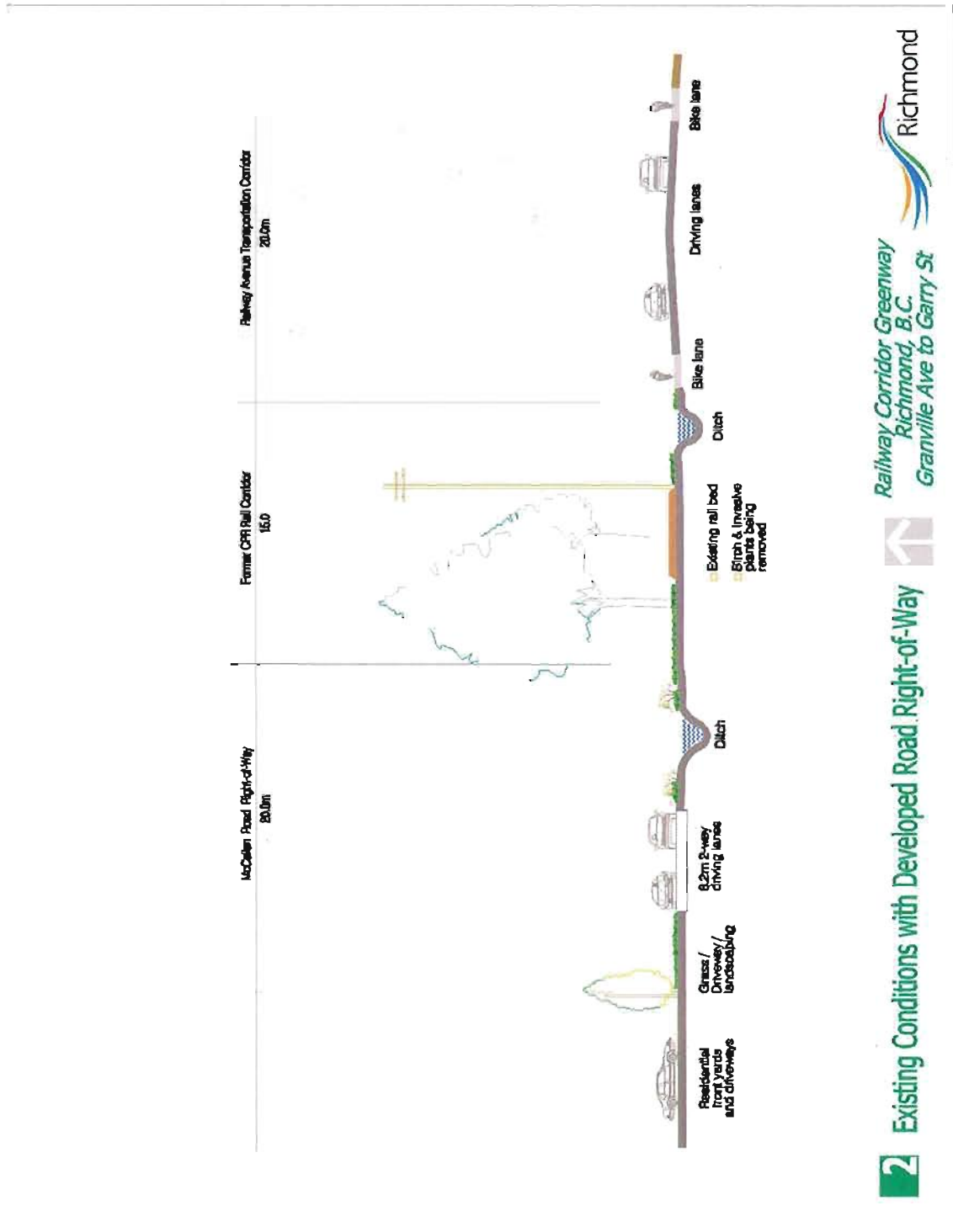
2012 Goal

Complete the connection to other major greenways in the City by constructing a basic 4.0metre wide trail utilizing the base of the existing rail bed.

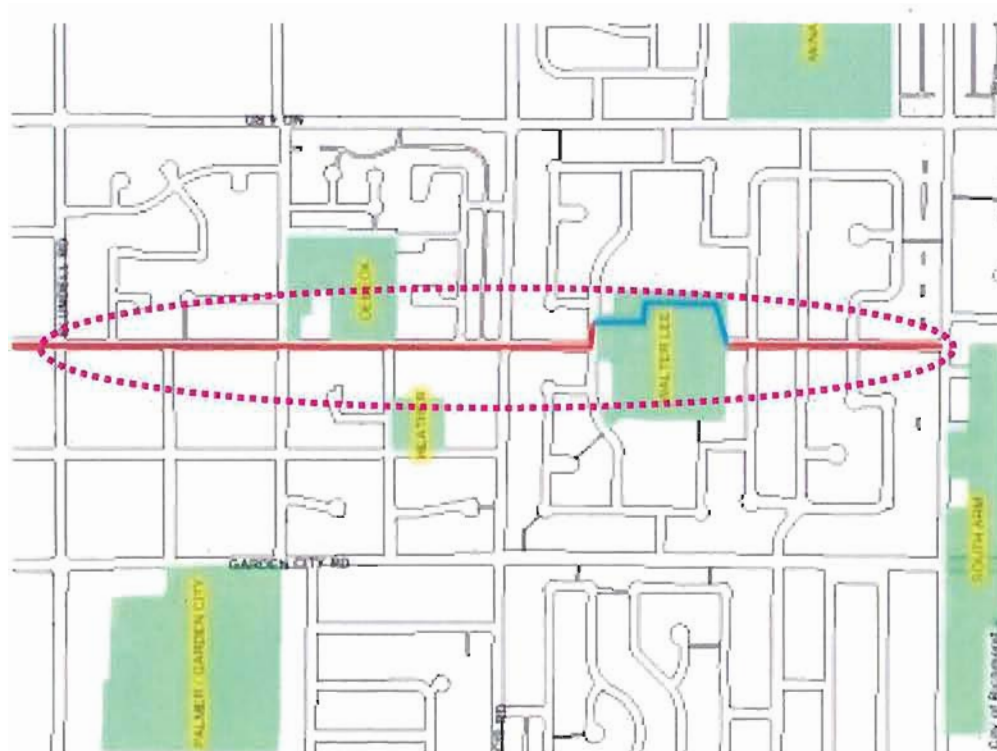








# Parkside Neighbourhood Bike Route: Proposed Routing



Local Street

Proposed Phase 1

Off-Street Pathway

Proposed Phase 2



# City of Richmond

## Report to Committee

To MOT July 18 2012

To: Public Works and Transportation Committee

Date: June 20, 2012


From: Victor Wei, P. Eng.  
Director, Transportation

File: 01-0140-20-TCAN1-  
01/2012-Vol 01




Re: **DEVELOPMENT OF NATIONAL RAILWAY-ROADWAY GRADE CROSSING  
STANDARDS AND REGULATIONS**

### Staff Recommendation

1. That a letter be sent to the Minister of Transport requesting that:
  - the proposed Railway-Roadway Grade Crossings Standards be revised to be engineering guidelines, to allow for a risk-based approach that provides flexibility for owners of railway crossings, including road authorities, to address any identified safety concerns in light of limited financial resources and technical constraints; and
  - a dedicated program be established to provide adequate funding support to owners of railway crossings, including municipalities, for any upgrades required to meet the new guidelines.
2. That a copy of the above letter be sent to all Richmond Members of Parliament and Lower Mainland municipalities affected by the proposed Regulations for support of the above request.

  
Victor Wei, P. Eng.  
Director, Transportation  
(604-276-4131)

Att. 2

REPORT CONCURRENCE			
ROUTED TO:		CONCURRENCE OF GENERAL MANAGER	
Engineering ..... <input checked="" type="checkbox"/>			
Roads and Construction ..... <input checked="" type="checkbox"/>			
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO	INITIALS: 

## Staff Report

### Origin

Transport Canada is in the process of developing Canadian Railway-Roadway Grade Crossings Standards (the Standards) and the associated Railway-Roadway Grade Crossings Regulations (the Regulations) that would enable enforcement of the standards. The Regulations would apply to all public and private grade crossings on federally-regulated rail lines and govern the grade crossing owners (i.e., road authorities, beneficiaries and railway companies) who share ownership of these crossings. As the City is the responsible road authority for over 40 public grade crossings in Richmond, compliance with the proposed standards could materially impact City resources. Accordingly, staff recommend that the proposed standards instead be introduced as guidelines to permit a risk-based approach that allows for engineering judgement on a site-specific basis.

### Analysis

#### 1. Development of Railway-Roadway Grade Crossings Standards and Regulations

According to Transport Canada, the multi-jurisdictional responsibility of grade crossings can make the application of the current requirements, guidelines and manuals of recommended practice for grade crossings complex and difficult for owners. These regulations include legislative requirements (e.g., the *Railway Safety Act*, *Railway-Highway Crossing at Grade Regulations*, *Highway Crossings Protective Devices Regulations*, and *Railway Safety Management System Regulations*) as well as standards and guidelines associated with the design, maintenance and inspection of grade crossings.

The Railway-Roadway Grade Crossings Regulations are intended to resolve existing gaps that continue to impede the appropriate management of safety at grade crossings, such as establishing common and comprehensive safety standards for both public and private grade crossings as well as clear roles and responsibilities for managing the safety of grade crossings. As the knowledge and cooperation of both the road owner and the railway company are required to establish an adequate safety management plan for a grade crossing, the Regulations would also require the sharing of information between the two agencies. The desired outcome is efficiently managed and safer grade crossings that would lead to reductions in collisions, fatalities, injuries, property damage, and the potential for environmental disasters resulting from a spill of dangerous commodities.

##### 1.1 Proposed Roles and Responsibilities

Table 1 below identifies the proposed allocation of roles and responsibilities for grade crossings between the railway company and the road authority (i.e., the City).

**Table 1: Allocation of Roles and Responsibilities**

Area	Railway Company	Road Authority
Information Sharing	<ul style="list-style-type: none"> <li>With road authorities and beneficiaries as required</li> </ul>	<ul style="list-style-type: none"> <li>With railway companies, other road authorities and beneficiaries as required</li> </ul>
Safety	<ul style="list-style-type: none"> <li>Safety documentation and safety reviews</li> </ul>	<ul style="list-style-type: none"> <li>Safety reviews</li> </ul>



Area	Railway Company	Road Authority
Surfaces	<ul style="list-style-type: none"> <li>• Railway crossing</li> </ul>	<ul style="list-style-type: none"> <li>• Road approaches</li> </ul>
Drainage	<ul style="list-style-type: none"> <li>• Within railway right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>• Within road right-of-way</li> </ul>
Sightlines	<ul style="list-style-type: none"> <li>• Within railway right-of-way</li> <li>• Notify landowners of requirements over owner's land</li> </ul>	<ul style="list-style-type: none"> <li>• Within road right-of-way</li> <li>• Notify landowners of requirements over owner's land</li> </ul>
Signage	<ul style="list-style-type: none"> <li>• Railway crossing, number of tracks, emergency notification, prohibitive stored and standing equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic control devices including interconnected devices on road approaches</li> </ul>
Warning Systems	<ul style="list-style-type: none"> <li>• Grade crossing warning systems</li> </ul>	<ul style="list-style-type: none"> <li>• Stop signs</li> </ul>
Snow Removal	<ul style="list-style-type: none"> <li>• Within crossing surface and railway right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>• On road approaches</li> </ul>
Vehicle Movements	<ul style="list-style-type: none"> <li>• Coordinating trains, engines and other railway equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinating road traffic</li> </ul>

Based on Table 1 above, the resulting added responsibilities for the City would comprise:

- gathering and documenting the information to be shared, which includes roadway specifications, traffic volumes including pedestrians and cyclists, and safe stopping distance;
- conducting safety reviews, which are targeted towards recurring unsafe occurrences at a grade crossing and must be conducted within a reasonable time of being made aware of the occurrence;
- funding the construction and installation of any warranted upgrades identified by a safety review that are within the road right-of-way; and
- notifying landowners of sightline requirements over the owner's land.

## 1.2 Proposed Standards

For road authorities, the basic standards for all public grade crossings that must be met within five years of the Regulations coming into force include:

- Road Geometry: specifications regarding vertical and horizontal alignments, maximum gradients, roadway widths, and the angle of intersection between the road and the track;
- Sightlines: minimum required sightlines along the roadway;
- Signs and Road Markings: required signage (location and type) and pavement markings, including the need for continuous backup power where required;
- Flashing Light Units: number, location and alignment of flashing light units installed as part of grade crossing warning systems; and
- Traffic Signal Pre-emption: requirements for traffic signal pre-emption where the grade crossing is equipped with a warning system, including the need for continuous backup power where signals and warning systems are interconnected.

Transport Canada acknowledges that the most significant increase in cost due to the Regulations, for both road owners and railway companies, would be associated with the requirement to meet certain safety standards. However, the agency does not intend to establish a dedicated funding program to assist owners of railway crossings to comply with the proposed standards. Transport Canada's existing Grade Crossing Improvement Program provides a contribution of up to 80 per cent of the capital cost of a crossing improvement project (up to a maximum contribution of \$550,000) but there is a limited amount of available funds in a given year for the 14,000 public

grade crossings in Canada. Staff therefore recommend that Transport Canada be requested to establish a dedicated program to provide adequate funding support to owners of railway crossings for any upgrades required to meet the proposed Standards.

## 2. Consultation Process

The draft Policy and Standards documents are available on Transport Canada's website and the agency is currently completing a two-phase consultation process to obtain comments from the general public and stakeholders on the proposed standards. The feedback obtained will be gathered into a Summary Report to be posted on Transport Canada's website and, as required, used to revise the draft Regulations and the Regulatory Impact Analysis Statement.

### 2.1 Phase 1: On-Line Consultation (January-April 2012)

Phase 1 comprised on-line consultations that were conducted between January 30 and April 24, 2012. As part of this phase, staff reviewed the draft Policy and submitted comments as shown in **Attachment 1**. A number of other Greater Vancouver municipalities as well as TransLink submitted similar comments, all of which are posted on Transport Canada's website at: <http://www.tc.gc.ca/eng/railsafety/submissions-796.htm>.

In addition to submitting its own comparable comments as part of Phase 1, the City of Langley submitted an Emergency Resolution regarding the proposed Regulations (see **Attachment 2**) for consideration at the Federation of Canadian Municipalities (FCM) annual conference held June 1-4, 2012 in Saskatoon. The resolution was approved and will be forwarded to the federal Minister of Transport.

### 2.2 Phase 2: Consultation Meetings with Stakeholders (May-June 2012)

Phase 2 was a series of consultation meetings with road authorities, beneficiaries and railway companies across Canada held between May and June 2012. Staff attended a Phase 2 consultation meeting held in Surrey on June 21, 2012. At the workshop, Transport Canada provided an overview of the proposed Regulations and summarized the key themes of the feedback received to date as outlined in Table 2 below. As evidenced by these comments, the City's concerns are shared by other municipalities across the country.

**Table 2: Key Themes of Stakeholder Feedback to Date**

Key Theme	Stakeholder Comments
Roles & Responsibilities	<ul style="list-style-type: none"> <li>concerns regarding the allocation of responsibilities between owners</li> <li>lack of clarity regarding roles during implementation and dispute resolution processes</li> </ul>
Timelines	<ul style="list-style-type: none"> <li>proposed timelines are too tight and extensions are required</li> <li>municipalities lack sufficient resources (staff and budget) to comply and will need to forgo other higher priority items</li> </ul>
Sharing of Information	<ul style="list-style-type: none"> <li>requirements will result in additional administrative burden</li> <li>certain elements and their allocated responsibilities need to be clarified</li> </ul>
Safety Documentation & Reviews	<ul style="list-style-type: none"> <li>requirements present significant burden for municipalities</li> <li>need to clarify responsibilities and the credentials of the "qualified person" who completes the safety documentation and reviews</li> </ul>



Key Theme	Stakeholder Comments
Standards	<ul style="list-style-type: none"> <li>• prefer guidelines versus standards</li> <li>• requirements for closing and re-opening grade crossings are excessive</li> <li>• lack of clarity regarding grandfathering of existing crossings</li> </ul>
Other Technical Components	<ul style="list-style-type: none"> <li>• maintenance, testing and inspection requirements need to be reviewed to confirm feasibility</li> </ul>
Train Operations	<ul style="list-style-type: none"> <li>• municipalities support the requirement that public crossings not to be obstructed for more than 10 minutes but train operators advise they cannot confirm compliance with proposed regulation</li> <li>• who will enforce the maximum obstruction duration of 10 minutes</li> <li>• need additional requirement regarding the co-ordination of subsequent trains to ensure that vehicle queues are cleared at the crossing</li> </ul>
Proximity to Crossing	<ul style="list-style-type: none"> <li>• whistling cessation process needs to be clarified and defined in Regulations</li> <li>• responsibility for preventing trespassing should rest with railway companies not municipalities</li> </ul>

### 3. Timelines and Next Steps

Notwithstanding the stakeholder comments received to date, Transport Canada intends to publish the Regulations and Regulatory Impact Analysis Statement in the *Canada Gazette*, Part I in Fall 2012. Stakeholders and the public will be allowed 90 days to provide formal feedback. The Regulations will then be finalized and published in the *Canada Gazette*, Part II by Winter 2013. Once the Regulations come into force upon final publication, they will be phased in whereby:

- all grade crossing information is to be shared by the end of Year 2;
- all grade crossing safety documentation is to be completed by the end of Year 3; and
- basic standards are to be met for all public grade crossing by the end of Year 5.

To emphasize the City's concerns with proposed Regulations, staff propose that a letter be sent to the Minister of Transport requesting that the proposed policies be introduced as guidelines rather than standards to allow for a risk-based approach that provides flexibility for road authorities to address any identified safety concerns. Compliance with the proposed standards is likely to create an additional burden for the City and, given limited resources, may displace other municipal priorities.

### Financial Impact

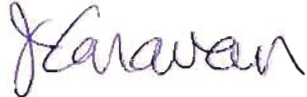
None.

Should the proposed Standards come into force, staff would report back on the estimated financial impacts to the City following a more comprehensive analysis of any upgrades required at each grade crossing in Richmond. At this time, staff expect the potential costs could range from \$5,000 per crossing for signage and pavement markings up to more than \$100,000 per crossing to address road geometry and sightline deficiencies.

### Conclusion

Transport Canada is currently seeking feedback from stakeholders regarding its proposed Canadian Railway-Roadway Grade Crossings Standards and associated Regulations. Staff support the intent of the Regulations to increase public safety at grade crossings but advise that compliance

with the Standards could create a burden as the City is the responsible road authority for over 40 public railway-roadway grade crossings in Richmond. This concern is shared by municipalities across Canada as evidenced by a recent Federation of Canadian Municipalities resolution on this issue. While staff have already submitted comments on the proposed Regulations, a letter from the City would underline the City's concerns with a prescribed approach rather than guidelines that provide flexibility for meeting the safety objectives of the proposed Standards and Regulations.

A handwritten signature in purple ink that reads "Joan Caravan".

Joan Caravan  
Transportation Planner  
(604-276-4035)

JC:jc



April 24, 2012  
File: 01-0140-20-TCANI-01/2012-Vol 01

Planning and Development Department  
Transportation

Luc Bourdon  
Director General, Rail Safety Branch  
Transport Canada  
427 Laurier Street West  
Ottawa, Ontario K1A 0N5

Dear Mr. Bourdon:

**Re: Consultation on Development of Railway-Roadway Grade Crossing Regulations**

Thank you for the opportunity to offer comments on the proposed regulations. The City of Richmond, located in the Greater Vancouver area, currently has a number of roadway-railway crossings within its boundaries and, in principle, is supportive of the objective to improve safety at all railway crossings. At this time, we offer the following preliminary comments on the proposed regulations for your consideration.

**1. Roles and Responsibilities**

The responsibilities of the railway and roadway authorities are not easily understood and greater clarification is needed, particularly with respect to:

- apportionment of costs (e.g., maintenance, inspection, upgrades required, etc);
- Transport Canada's role should the proposed standards/policy come into force; and
- process for resolving disputes.

**2. Canadian Railway-Roadway Grade Crossings Standards (formerly RTD 10)**

- Standards versus Guidelines: rather than a prescriptive standard, we would prefer a more flexible approach that allows for the application of engineering judgement and the ability to prioritize based on risk. What happens if the proposed standards cannot be met (e.g., meeting proposed standards would require significant road reconfiguration)?
- Whistle Cessation: a consistent process should be established and the role of Transport Canada in this process should be clarified.
- Trespassing: need to clarify responsibilities of authorities. Generally, the rail authority should be responsible for its corridor. The City would prefer definition/delineation (e.g., planting, other visual queues) versus securing (e.g., full height fencing) of the rail corridor.
- Sightline Management: this may be difficult to manage for private property. Who would be responsible for the proposed notification procedures?
- Inspection Requirements: clarity is required regarding what agency conducts the safety reviews (e.g., need to define what is "within a reasonable time"?), the frequency of inspections

3517995



- 2 -

and tests, and the timeline and apportionment of costs to complete the work identified in the inspections.

3. Timeline

The schedule should allow for more flexibility as more time is needed to fully assess the implications of the proposed standards and policy document let alone comply with the proposed standards within the five-year time horizon.

4. Conclusion

In summary, the City has two key concerns:


- current ambiguity regarding the responsibilities of the railway and roadway authorities; and
- potentially significant capital and operating cost implications for local governments of the proposed regulations that would need to be addressed within a five-year time horizon.

We suggest that:

- a streamlined document summarizing the variations of the current draft regulations from the existing be prepared and made available for all stakeholders by Transport Canada for a more focused review; and
- further discussion and consultation is needed, particularly with local municipalities on the issues of engineering and financial feasibility to meet the new regulations, prior to finalization and publication of the regulations.

Please feel free to contact me at 604-276-4131 or [ywei@richmond.ca](mailto:ywei@richmond.ca) if you have any questions regarding the City's comment or wish to discuss this matter further.

Yours truly,



Victor Wei, P. Eng.  
*Director, Transportation*

cc: John Irving, Director, Engineering  
Tom Stewart, Director, Public Works  
Wisdom Chan, Transportation Engineer, TransLink

JC:lcc

## FCM Resolution: Annual Conference, Saskatoon 2012

### Proposed Transport Canada's Railway-Roadway Grade Crossing Regulations

**WHEREAS** Transport Canada is seeking input to the consultation process regarding the proposed changes to the Canadian Railway-Roadway Grade Crossing Standards (CRRGCS); and

**WHEREAS** The City of Langley is concerned with the proposed introduction of the draft CRRGCS as standards as opposed to guidelines to allow for flexibility to meet specific site conditions, allow for the use of a risk based approach to prioritize improvements, and address concerns with potential liability; and

**WHEREAS** The City of Langley has some specific concerns with the proposed document, including:

- a clear and consistent whistling cessation process;
- a process to resolve disputes between railways and road authorities;
- clarification on the distribution of financial responsibility between Transport Canada, the road authorities, and the rail companies regarding safety assessments and upgrades such as the installation of grade crossing warning systems; and,
- that the regulations propose that local governments will be responsible for private property owners removing or relocating existing obstructions within private property which is unreasonable and in many cases impractical, given that:
  - a local government may not have the authority to require the removal of structures within private property that have been legally constructed;
  - the impact to private properties may be significant and at a high cost;
  - the requirement of local governments to remove or relocate obstructions on the road right of way without consideration of any potential negative impacts on the delivery of other government or community services; and

**WHEREAS** The policy on safety documents and safety reviews is unclear on the responsibility for completing the safety assessment and the specific instances or circumstances that would necessitate a review, which may require significant resources (both staff and financial) to achieve the data inventory and the safety inspection requirements of the draft policy; and

**WHEREAS** The City of Langley supports the intent of the draft regulation and policy in terms of seeking improvements to road-rail safety, but the City does not support the proposed draft CRRGCS standard and policy due to our concerns around:

- significant cost implications for local government;
- the roles and responsibilities and financial implications to affected parties; and
- the proposed "standards" instead of "guidelines"; therefore be it

**RESOLVED** That the Federation of Canadian Municipalities urge the Federal Government to allow for additional time for a more thorough review of the proposed Railway-Roadway Grade Crossing Standards draft policy and regulations and the implications to local governments; and be it further

**RESOLVED** That the Federation of Canadian Municipalities urge the Federal Government to reconsider the decision within the CRRGCS to instill standards as opposed to guidelines, as this places increased liability and financial strain upon local governments.





RICHMOND, JULY 17, 2012

JAN W. KNAP,  
10420 ODLIN RD.,  
RICHMOND, B.C., V6X 1E2,  
(604) 278-8407

MR. DAVID WEBER,  
CITY CLERK,  
CITY OF RICHMOND,  
6911 NO 3 ROAD,  
RICHMOND, B.C., V6Y 2C1

CITY OF RICHMOND  
INFO CENTRE

JUL 18 2012

3:37 PM

DEAR MR. WEBER:

RE: TO APPEAR AS A DELEGATION ON A REGULAR  
COUNCIL MEETING MONDAY, JULY 23, 2012 ON  
NON-AGENDA ITEMS.

THIS REQUEST IS PROMPTED BY A REFUSAL OF THE  
MAYOR OFFICE TO BE DIRECTLY INVOLVED IN THIS MATTER.

I WOULD LIKE TO SPEAK TO THE MAYOR AND CITY COUNCIL  
ABOUT INADEQUATE AND INCOMPETENT RESPONSES OR  
ACTIONS/DECISIONS FROM SOME OF CITY SENIOR  
MANAGERIAL STAFF CONCERNING MY PROPERTY AT 11720  
WESTMINSTER HWY, SPECIFICALLY:

1. INCORRECT CLASSIFICATION OF MY PROPERTY AS A COMMERCIAL

CNCL - 439

...2.

...2.

AND ACCUSATION OF USING WATER FOR FARM IRRIGATION THAT RESULTED IN HIGH WATER BILLS.

2. ACCUSATION OF VIOLATING CITY WATER BYLAW 5637 BY NOT HAVING BACKFLOW PREVENTER AND THEN CITY SUBSTITUTING MY EXISTING ORIGINAL DEVICE WITH ANOTHER THAT WAS NOT NEEDED AT A COST OF \$ 5,000.00 BILLED TO ME.

IT TOOK 2 1/2 YEARS FOR ME TO FINALLY CONVINCE THE STAFF OF THEIR FAILURE TO CHECK THE CITY OWN COMPUTERIZED RECORDS AND NOW THEY ADDRESSING THEIR MISTAKES.

3. CITY STAFF IS NOT FAMILIAR WITH CITY OWN REGULATORY REQUIREMENTS CONCERNING IRRIGATION AND CITY WATER BYLAW IS NOT ADEQUATE IN PROTECTING CITY WATER SYSTEM FROM CONTAMINATION THAT COULD BE ACTIONABLE. HERE THERE IS NO TIME FOR DETAILS.

4. CITY BUILDING APPROVALS SENIOR STAFF INTERPRETATION OF PLUMBING CODE IS DISCRETIONAL NOT FACTUAL AND THIS RESULTS IN EXCESSIVE DEMANDS/REQUIREMENTS OR LACK OF ENFORCEMENT AT ALL.

CITY OWN PROPERTY IS NOT EQUIPPED IN PROTECTIVE DEVICE WHICH IS REQUIRED FROM ME. BESIDE THE PROPERTY DOES NOT HAVE IRRIGATION PERMIT. I CHECKED IT.

5. CODE OR BYLAW INFRACTIONS ARE DEALT WITH BASED ON WRITTEN COMPLAINTS BY THE PUBLIC NOT INITIATED BY THE STAFF AFTER BEING ALERTED.

6. FAILURE BY THE CITY TRANSPORTATION DIVISION PLANNING STAFF TO PROPERLY ESTABLISH THE LOCATION OF MY DRIVEWAY SEVERELY COMPROMISES VEHICULAR ACCESS.

CNCL - 440

...3.

...3.

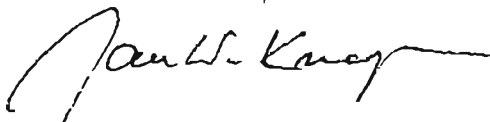
THIS WAS AVOIDABLE IF MY CONCERNS WERE TAKEN INTO ACCOUNT, NOT IGNORED.

7. CITY PARKS DIVISION IS ADVISING ME THAT THE MAINTENANCE OF BOULEVARD FRONTING MY PROPERTY IS MY RESPONSIBILITY ALTHOUGH I HAVE EVIDENCE CONTRARY TO THEIR ASSERTION, NO TIME HERE FOR DETAILS.

I HAVE COMPLETE DOCUMENTATION TO SUPPORT THE ABOVE INCLUDING CITY OWN RECORDS.

I WANT THE ISSUE TO BE BROUGHT TO LOGICAL CONCLUSIONS AND TO MY FULL SATISFACTION.

YOURS TRULY,

A handwritten signature in cursive script, appearing to read "Jan W. Knap".

JAN W. KNAP.

PC: MR. MALCOLM BRODIE, MAYOR.



		INT
✓	DW	DW
	GI	
	KY	

## CityClerk

---

**From:** Roland [rahoegler@shaw.ca]  
**Sent:** Wednesday, 18 July 2012 14:57  
**To:** CityClerk  
**Subject:** Re Council meeting Monday July 23.2012

**Categories:** 01-0105-01 - Council - General

## To: City Clerk

I wish to be placed on the Agenda for the upcoming Council Meeting scheduled for Monday July 23, 2012.

I have no written submissions, but please title my forthcoming verbal comment as " A State of the City Address "

Regards

Roland Hoegler



**Weber, David**

---

**From:** Roland [rahoegler@shaw.ca]  
**Sent:** Friday, 20 July 2012 7:48 AM  
**To:** Weber, David  
**Subject:** Re: Delegation request

Dear Mr Weber.

I wish to discuss the City Environmenally Sensitive Area, Agenda 21, the GAIA movement and if time permits the Holocaust

RAH

— Original Message —

**From:** Weber, David  
**To:** Roland  
**Sent:** Thursday, July 19, 2012 1:58 PM  
**Subject:** Delegation request

Dear Mr. Hoegler,

We are in receipt of your request to appear as a delegation. Can you please provide some information as to the topic you wish to discuss and what you will be asking of Council.

Thank you,

David Weber

\*\*\*\*\*

David Weber  
Director, City Clerk's Office  
City of Richmond, BC  
6911 No.3 Road  
604-276-4098  
[dweber@richmond.ca](mailto:dweber@richmond.ca)  
[www.richmond.ca](http://www.richmond.ca)  
604-278-5139 (Fax)

**CNCL - 444**

2012-07-20





Richmond Zoning Bylaw 8500  
Amendment Bylaw 8836 (RZ 11-578325)  
10131 BRIDGEPORT ROAD

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **COACH HOUSES (RCH)**.

P.I.D. 003-753-751

East Part Lot "A" Section 23 Block 5 North Range 6 West New Westminster District  
Plan 21944

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8836".

FIRST READING

JAN 23 2012

A PUBLIC HEARING WAS HELD ON

FEB 20 2012

SECOND READING

FEB 20 2012

THIRD READING

FEB 20 2012

MINISTRY OF TRANSPORTATION AND  
INFRASTRUCTURE APPROVAL

FEB 24 2012

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

JUL 19 2012

ADOPTED

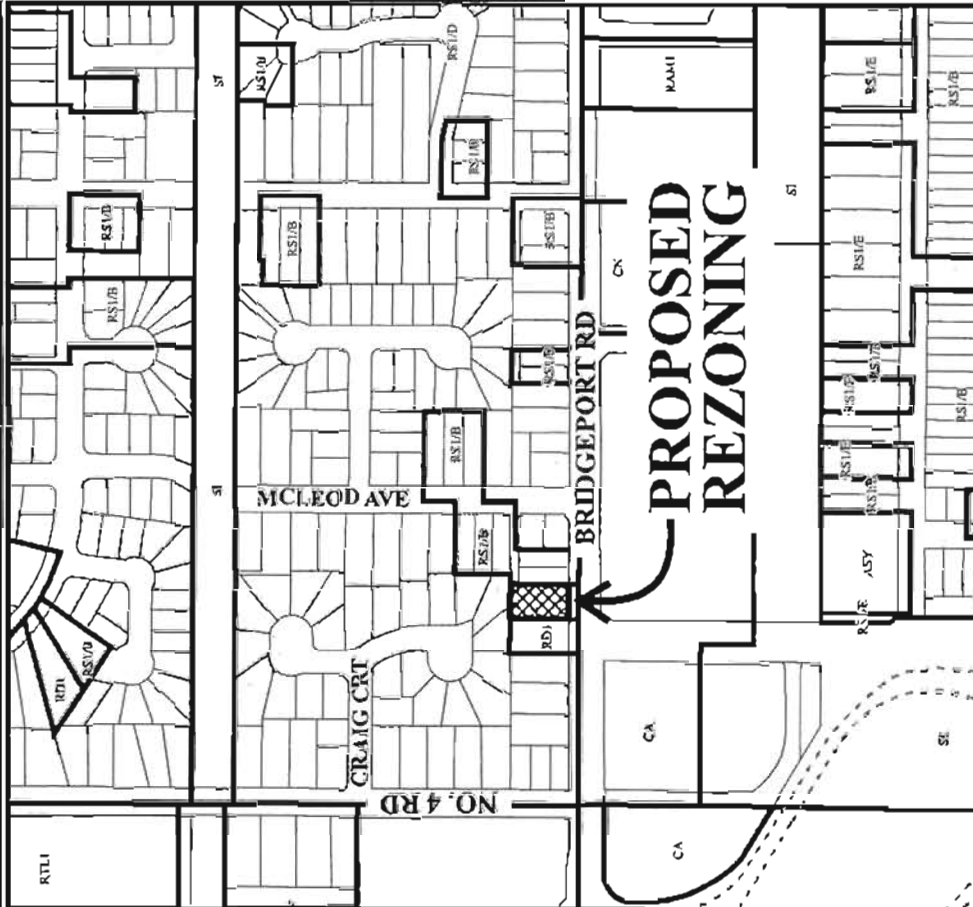
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

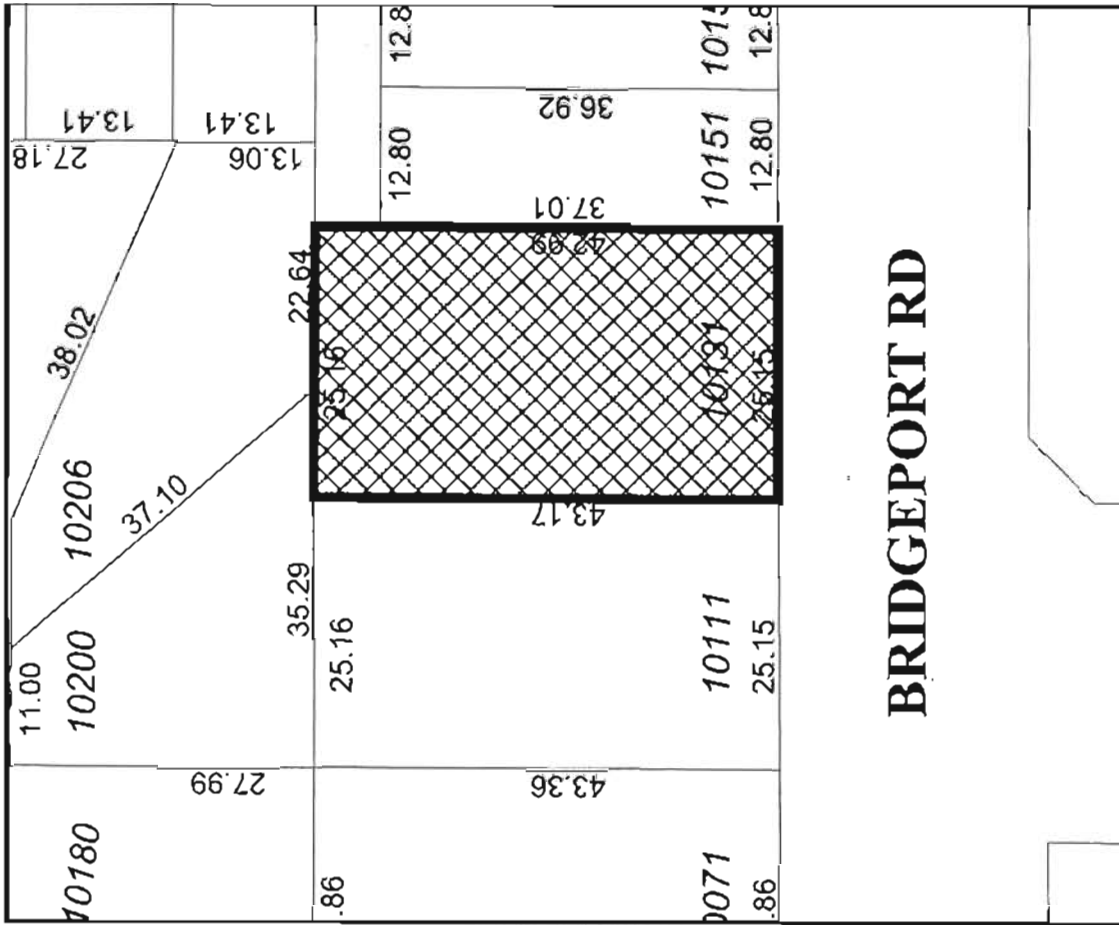




# City of Richmond



CNCL - 446





**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8900 (RZ 11-596457)  
7431 Francis Road**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by
  - a. Repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it "Neighbourhood Residential".  
P.I.D. 004-081-897  
Lot 55 Except: Part Subdivided by Plan 44033, Section 20 Block 4 North Range 6  
West New Westminster District Plan 26105
  - b. Repealing the existing land use designation in Attachment 2 to Schedule 1 thereof of the following area and by designating it "Low-Density Residential".  
P.I.D. 004-081-897  
Lot 55 Except: Part Subdivided by Plan 44033, Section 20 Block 4 North Range 6  
West New Westminster District Plan 26105
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8900".

FIRST READING

MAY 28 2012

PUBLIC HEARING

JUN 18 2012

SECOND READING

JUN 18 2012

THIRD READING

JUN 18 2012

ADOPTED

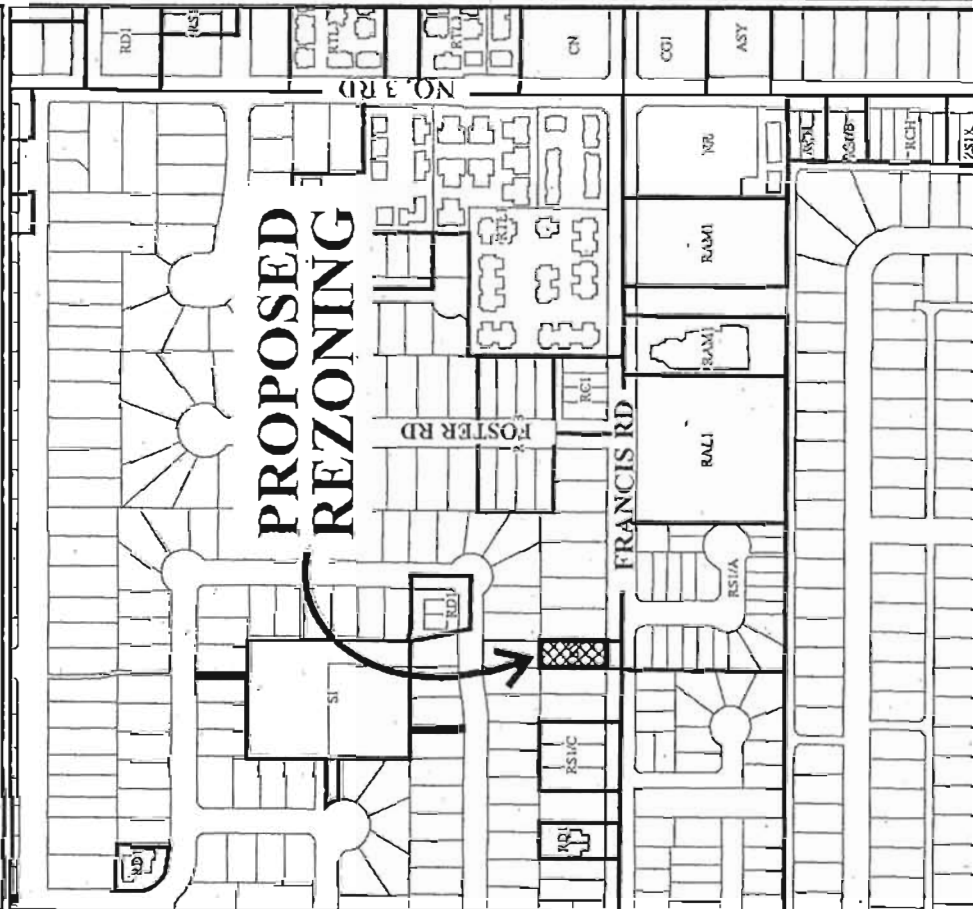


\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# PROPOSED REZONING



FRANCIS RD

18.75	19.12	18.29	18.29	18.29	18.29	34.26
18.29	18.29	18.35	18.29	21.95	20.97	
7411	7413	7431	7451	7471		
18.29	18.29	18.29	21.95	21.03		

**FRANCIS RD**

27.43	14.00	14.00	27.43	27.43	9040	9020
7360	7380	12.00	30.50	30.50		

RZ 11-596457

Original Date: 01/13/12

Revision Date:

**Note:** Dimensions are in METERS



Richmond Zoning Bylaw 8500  
Amendment Bylaw 8901 (RZ 11-596457)  
7431 FRANCIS ROAD

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (RS2/E)**.

P.I.D. 004-081-897

Lot 55 Except: Part Subdivided by Plan 44033, Section 20 Block 4 North Range 6 West  
New Westminster District Plan 26105

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8901".

FIRST READING

MAY 28 2012

A PUBLIC HEARING WAS HELD ON

JUN 18 2012

SECOND READING

JUN 18 2012

THIRD READING

JUN 18 2012

OTHER REQUIREMENTS SATISFIED

JUL 12 2012

ADOPTED

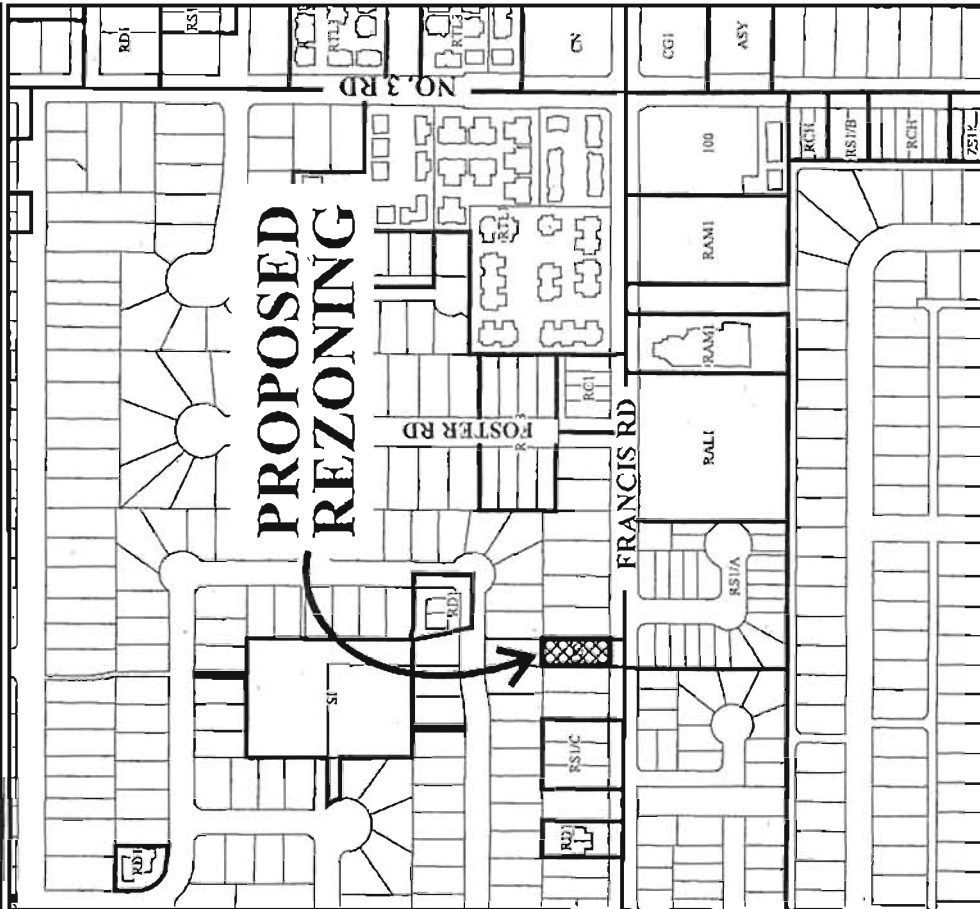
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





# PROPOSED REZONING



**CNCL - 450**

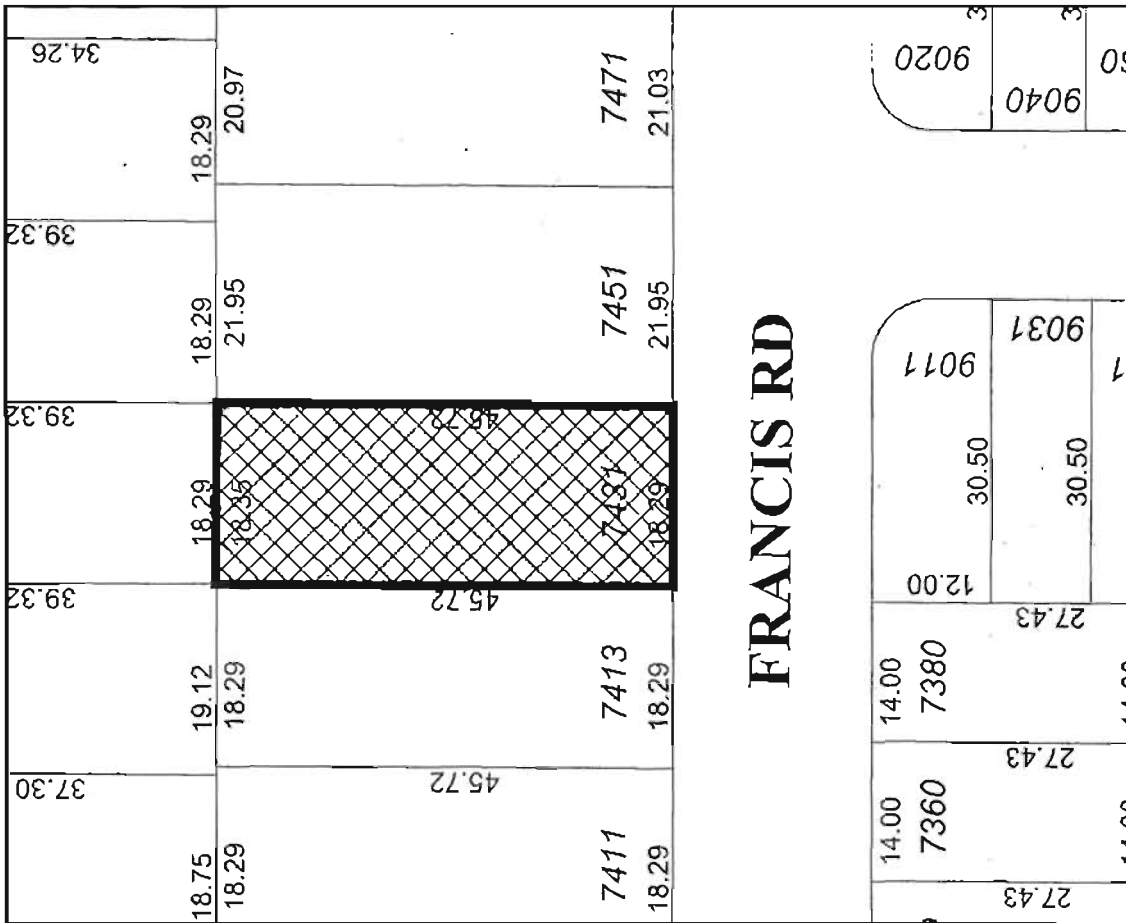
# FRANCIS RD

RZ 11-596457

Original Date: 01/13/12

Revision Date:

Note: Dimensions are in METRES







## Development Permit Panel

Wednesday, July 11, 2012

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Robert Gonzalez,, Chair  
Dave Semple, General Manager, Parks and Recreation  
John Irving, Director of Engineering

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

### 1. Minutes

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, June 27, 2012, be adopted.*

**CARRIED**

### 2. Development Permit 11-594571

(File Ref. No.: DP 11-594571) (REDMS No. 3219057)

APPLICANT: Ampar Ventures Ltd.

PROPERTY LOCATION: 9451, 9491, 9511, 9531, 9551 Bridgeport Road and 9440, 9460, 9480 Beckwith Road

INTENT OF PERMIT:

To permit the construction of a phased, mixed-use development consisting of 2 hotel towers (9 and 12 storeys) plus an office tower (11 storeys) with a total floor area of 36,547.5 m<sup>2</sup> located at 9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road on a site zoned "Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)".

#### Applicant's Comments

Martin Bruckner, Architect, IBI/HB Architects, stated that the proposed phased, mixed-use development, consisting of two hotel towers, and an office tower, was within the City Centre and is located between Bridgeport and Beckwith Roads, immediately east of the Highway 99 Viaduct/Oak Street Bridge. He provided the following details of the project:

- the first building to be constructed is known as Hotel #1, followed by the construction of the business centre, followed by the construction of Hotel #2;

- a feature of the site is a new north/south interior roadway connecting Bridgeport Road to Beckwith Road;
- the overall plan is to create more of an urban presence along Bridgeport Road, and to pull the buildings, not the parking spaces, closer to the streets;
- the appearance of the surface parking lots are mitigated with landscaping elements and the use of permeable pavers;
- at the north east corner of the subject site is a strip of 15 large coniferous trees straddling the property line with 9520 Beckwith Road and these existing trees will be retained, and a large hedge will be added to provide screening;
- synergy is created between the three proposed buildings, as certain office functions such as meetings related to the business centre will take place in meeting rooms in the hotels;
- the proximity of the Canada Line's Bridgeport Station reduces the need for parking stalls on the subject site;
- the design of the buildings differ from one another and yet the design elements create relationships between the three separate buildings; and
- both hotels contain street fronting restaurants to help activate the streetscape.

Cameron Owen, Landscape Architect, provided the following information regarding the project's landscape scheme:

- a number of large trees are to be preserved;
- the landscape plan uses trees, trellises, hedges and shrub planting so that the edges of the site are "thickened" all around the subject site;
- street trees are featured along the frontage roads;
- ornamental trees are to be planted at the corners of the hotels to create gateway elements;
- "people places" are created along the street frontages, complete with outdoor street furniture adjacent to the restaurants;
- two Oak trees are to be planted alongside the Hwy #99 Viaduct/Oak Street Bridge and as they grow large over time they will help to create a tree canopy to provide an important visual gateway as drivers proceed south along the highway to Richmond;
- plants are to be layered vertically on the floors of the proposed building so when viewed from the ground the edges of the buildings will feature green elements; and
- the use of permeable pavers in the parking areas, as well as on the interior roadway and pedestrian crossing locations, reinforces the overall design.

Mr. Bruckner addressed the Panel for a second time, and added the following information:

- both hotels feature concrete bases, but the towers are differentiated by the use of coloured spandrel glass panels;

- roof elements of all three buildings are designed to give a distinctive appearance to each building;
- the top floors of each building are terraced, in order to provide architectural interest, with overhangs that provide solar power;
- the west side of the business centre has an angled curtain wall;
- accent lighting features on each of the three buildings could create a public art element; and
- the three proposed towers are prominent to travellers on the adjacent highway and bridge and work well together to provide visual interest both from a distance, and from close up.

### **Panel Discussion**

In response to a query regarding indoor amenity space, Kumar Narayanan of IBI/HB Architects, advised that Hotels #1 and #2 each have amenity space, a swimming pool and fitness centres, while the business centre also has its own amenity space.

In response to a query regarding connectivity, Mr. Bruckner advised that: (i) there will be shuttle bus service between the subject site and the Bridgeport Station of the Canada Line, as well as the Vancouver International Airport; (ii) pedestrians can access the Canada Line station along Beckwith and Bridgeport Roads; (iii) the site plans include a landscaped and decoratively paved interior roadway connecting Bridgeport Road, to the north, to Beckwith Road, to the south, with sidewalks along both the east and west side of the new roadway; and (iv) the plan includes a separate traffic pattern for trucks to access the site.

### **Staff Comments**

Brian Guzzi, Senior Planner - Urban Design, advised that, as required by the Ministry of Transportation and Industry (MOTI), the applicant is to provide a solid, raised centre median along Bridgeport Road to preclude left turns into the subject site. In addition MOTI requires that there be an alternate access to the subject site, utilizing the existing intersection at Bridgeport Road and the Highway 99 Viaduct/Oak Street Bridge.

Mr. Guzzi advised that there is a proposed 9.0 metre wide north/south Public Rights of Passage – Statutory Right of Way (PROP-SRW) lane, through the development site, as a new connection between Bridgeport Road and Beckwith Road. In addition, to the east of the subject site is the Gateway Airport Plaza consisting of four commercial buildings, and an alternate vehicle route between Bridgeport and Beckwith Roads. This allows east bound traffic to access the subject site, from turn lefts onto Great Canadian Way, or Gage Road, or alternatively at the Highway 99 signalized intersection.

Mr. Guzzi commented that the applicant and design team have been very responsive in creating an attractive project, an important catalyst, and one that represents a significant contribution to office space in the City Centre.

In response to a request by the Chair to address the northeast corner of the subject site that is directly adjacent to 9520 Beckwith Road, a residential lot, Mr. Guzzi remarked that: (i) there are a number of buffering and screening landscape elements at that corner of the proposed development; (ii) the applicant has agreed to set back the business centre by approximately 19 metres; (iii) Hotel #1 has been setback approximately 16 metres; (iv) the applicant adjusted their site planning on the south side of the residential lot in order to retain approximately 15 large coniferous trees; and (v) in direct response to a request from the resident at 9520 Beckwith Road to plant a 3 metre high hedge, the applicant will plant a hedge measuring 3.5 metres, to create a significant screen.

### **Panel Discussion**

In response to a query from the Chair, Mr. Bruckner advised that the north/south interior roadway will function as a public roadway through the site, and will not be restricted to just those people/drivers who work in the business centre or the hotels, or to guests of the hotels. Bruce Duffy of Core Concept, the civil consultant on the project, advised that the internal roadway is located in a public right-of-way, will be constructed through a servicing agreement, and that the owner/developer will maintain the new 9.0 metre wide laneway, and it will be constructed in conjunction with the first phase of the build out. It was clarified that Phase 1 would be the construction of Hotel #1 and the interior roadway, Phase 2 would be the business centre, and Phase 3 would be Hotel #2 and most of the landscaping.

With regard to the proposed public art component, and in response to a request for further clarification, Mr. Bruckner noted that the applicant has agreed to provide public art as part of the overall development, on a phase-by-phase basis. Mr. Guzzi added that the approximate value of the public art component will be \$125,769, and will consist of special effect night lighting, oriented toward the Oak Street Bridge, thereby creating a "gateway" effect. There is also discussion of a ground level sculpture on the site.

Amit Sandhu, the applicant, advised that a public art plan is being put into place, and that the three-phase construction plan includes a three-phase public art installation plan.

### **Gallery Comments**

Mr. Langley, 9391 Beckwith Road stated his concern that while the project is under construction there might be some hindrance for area homeowners.

Mr. Guzzi advised that, as part of the building permit process, the applicant is required to submit a traffic management, as well as a parking plan, for the duration of the construction period.

In response to a query from the Chair, Mr. Bruckner advised that the project plan includes a 2.0 metre wide dedication along the Beckwith Road frontage, new sidewalks, and new trees along each side of the road. He noted that during the construction of the business centre there would be no encroachment onto existing area streets.

The Panel stressed the importance of the applicant to work with, and communicate with, residents before and during the construction phase, and for the applicant to provide contact information to area residents.

**Correspondence**

None.

**Panel Discussion**

The Panel noted that the project would create a “centrepiece” that is sensitive to the area, and would be a benefit to the community, and also noted the applicant’s pedestrian plan that encourages people to walk to the nearby Canada Line station.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would permit the construction of a phased, mixed-use development consisting of 2 hotel towers (9 and 12 storeys) plus an office tower (11 storeys) with a total floor area of 36,547.5 m<sup>2</sup> located at 9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road on a site zoned “Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)”.*

**CARRIED**

**3. Development Permit 12-605110**

(File Ref. No.: DP 12-605110) (REDMS No. 3544637)

APPLICANT: Reiner Siperko Construction Ltd.

PROPERTY LOCATION: 10511 Springwood Crescent

INTENT OF PERMIT:

To permit the construction of an in-ground swimming pool at 10511 Springwood Crescent that will partially extend into an Environmentally Sensitive Area (ESA) buffer.

**Applicant's Comments**

Reiner Siperko, the applicant, advised the Panel that the proposed 16 foot by 32 foot in-ground swimming pool at 10511 Springwood Crescent would partially extend into the Environmentally Sensitive Area (ESA) in an area of the site’s back yard.

He advised that: (i) in compensation he would plant native landscaping; and (ii) he had already enhanced the appearance of the back yard by removing unsightly sheds and generally cleaning up the yard.

### **Gallery Comments**

Ann Owen, 12633 No. 2 Road, expressed her concern that residents push beyond City requirements and this is done at the expense of the future of the City's heritage. She added her concern with regard to drainage on the subject site.

### **Staff Comments**

Kevin Eng, Planner, in response to the delegate's concern, advised that:

- the area proposed for enhancement is more than twice the size of the area of the encroachment of the pool and impermeable deck and that no Zoning Bylaw variances are being sought for this;
- the landscaping plan prepared for the site will result in the area being enhanced with native plant species;
- the proposed planting scheme and vegetation species complies with Official Community Plan (OCP) Environmentally Sensitive Area guidelines;
- the proposed pool and patio are well away from the dike and the drainage canal, and are strictly within the private yard of the subject site; all existing vegetation in the canal area will be retained; and
- the existing trees in the ESA will be retained and augmented with the addition of four new trees.

### **Correspondence**

None.

### **Panel Discussion**

The Chair advised that he understood the delegate's stated concern and noted that the City's OCP describes how exceptions are to be managed. He noted that the environmental value of the green space at the subject site has been maximized.

In terms of drainage, the Chair stated that the applicant would require a plumbing permit for the proposed project. He further stated that the proposed in-ground pool is setback from the back lawn to the north, from the site to the south, and from the rear property line behind a right-of-way (ROW) for sanitary sewer services, thereby creating space surrounding the proposed pool.

The Panel noted that an ESA does not necessarily have to be entirely vegetative, and that the applicant had invested both time and sensitivity on the plan for the proposed in-ground pool and patio.



**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would permit the construction of an in-ground swimming pool at 10511 Springwood Crescent that will partially extend into an Environmentally Sensitive Area (ESA) buffer.*

**CARRIED**

**4. New Business**

**5. Date Of Next Meeting: Wednesday, July 25, 2012**

**6. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 4:19 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, July 11, 2012.

---

Robert Gonzalez  
Chair

---

Sheila Johnston  
Committee Clerk



## Development Permit Panel

Wednesday, June 27, 2012

Time: 3:30 p.m.

Place: Council Chambers  
Richmond City Hall

Present: Dave Semple, Chair  
Robert Gonzalez, General Manager, Engineering and Public Works  
Victor Wei, Director, Transportation

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

### 1. Minutes

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, May 30, 2012, be adopted.*

CARRIED

### 2. GENERAL COMPLIANCE - REQUEST BY GBL ARCHITECTS LTD. FOR A GENERAL COMPLIANCE RULING AT 9388 ODLIN ROAD (FORMERLY 9340, 9360 AND 9400 ODLIN ROAD)

(File Ref. No.: DP 09-463125) (REDMS No. 3542964)

APPLICANT: GBL Architects Ltd.

PROPERTY LOCATION: 9388 Odlin Road (formerly 9340, 9360 and 9400 Odlin Road)

INTENT OF PERMIT:

That the attached plans involving changes to the building elevations be considered in General Compliance with Development Permit (DP 09-453125).

#### Staff Comments

Brian J. Jackson, Director of Development, advised that staff was contacting the applicant to learn why he was not in attendance.

**Panel Discussion**

Due to the absence of the applicant for Item #2, the Panel decided to discuss Item #3, and to return to Item # 2 at the conclusion of the discussion of Item #3.

See Page 4 for discussion on this matter.

**3. Development Permit DP 11-595288**

(File Ref. No.: DP 11-595288) (REDMS No. 3536441)

APPLICANT: Marquee Hotels, Richmond Inc.

PROPERTY LOCATION: 10688 No. 6 Road

**INTENT OF PERMIT:**

Permit the construction of a 42-room addition onto the existing 106-room Holiday Inn Express hotel at 10688 No. 6 Road on a site zoned Entertainment.

**Applicant's Comments**

Simon Ho, Architect, Core Concept Consulting Ltd., advised that he was accompanied by Margaret Shipley, Landscape Architect, Eckford Tyacks and Associates Landscape Architects, and provided the following details regarding the proposed 42-room addition to the existing Holiday Inn Express Hotel, located at No. 6 Road and Triangle Road:

- the subject site is located at the edge of the Riverport commercial/entertainment area, and near the Richmond Ice Centre;
- the existing Holiday Inn, built in 2006, is located to the south of the proposed addition;
- the overall design of the addition is meant to “anchor” the corner of the site and to create a “gateway” to introduce visitors to the Riverport area;
- the proposed addition is similar, if not identical, to the existing hotel, and upon completion of construction, the addition will appear as though it has always formed a part of the entire building, and will not present as an addition;
- the architectural intent is visual integrity, between the existing hotel and the new addition;
- the proposed addition includes a “knuckle”, or, a gateway element, that takes hotel guests into a minor lobby;
- the cladding material and colour of the existing hotel and the proposed addition match;
- the general height and form proportions of the existing hotel and the proposed addition match;

- the proposed landscape scheme includes an outdoor amenity area in the form of a small court, located between the existing hotel and the proposed addition, where basketball and hockey can be played on site;
- a berm, as well as shrubs and other plant materials, are featured around the edge of the site, between the hotel and the streets;
- near the “knuckle” entry are two loading bays, as well as a drop off area for guests arriving by motor coach; and
- the proposed design includes additional parking spaces to accommodate guests in the proposed additional rooms.

Mr. Ho noted that the original Development Permit allowed for expansion of the building. He added that the proposed addition is much needed, due to the number of hockey teams, as well as other sports teams, that require overnight accommodation when they are at tournaments held at the Richmond Ice Centre.

#### **Panel Discussion**

In response to Panel queries regarding parking, accessibility, and landscaping, Mr. Ho provided the following additional information:

- handicap parking stalls are located as close to the hotel’s main entrance and lobby as possible;
- the proposed landscape scheme includes as many trees as possible while at the same time, allowing for the maximum number of parking stalls;
- hedges that will mature will be planted close to the streets, to provide screening; the applicant will work with an acoustical consultant to study window assembly, to ensure that hotel guests in rooms that overlook the streets are not disturbed by noise; and
- a marked pedestrian route guides hotel guests from their accommodation to and from the Richmond Ice Centre.

#### **Staff Comments**

Mark McMullen, Senior Coordinator - Major Projects, responded to Panel queries regarding traffic flow and sewage treatment and provided the following information:

- the transportation flow to and on the hotel site was reviewed with City transportation staff and it was determined that the existing cross-access easement will accommodate the added vehicles; and
- the company that runs the private sewage treatment plant on the property adjacent to the subject site has advised that their plant has the capacity to accommodate the proposed additional 42 hotel rooms.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

The Panel commented that the project would add value to the Riverport entertainment area.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would permit the construction of a 42-room addition onto the existing 106-room Holiday Inn Express hotel at 10688 No. 6 Road on a site zoned Entertainment.*

**CARRIED**

**4. GENERAL COMPLIANCE - REQUEST BY GBL ARCHITECTS LTD. FOR A GENERAL COMPLIANCE RULING AT 9388 ODLIN ROAD (FORMERLY 9340, 9360 AND 9400 ODLIN ROAD)**

(File Ref. No.: DP 09-453125) (REDMS No. 3542964)

APPLICANT: GBL Architects Ltd.

PROPERTY LOCATION: 9388 Odlin Road (formerly 9340, 9360 and 9400 Odlin Road)

**INTENT OF PERMIT:**

That the attached plans involving changes to the building elevations be considered in General Compliance with Development Permit (DP 09-453125).

**Staff Comments**

Mr. Jackson advised that the applicant had explained to staff that they were confused regarding the date of the Development Permit Panel meeting, and would not be in attendance. Mr. Jackson recommended that the Panel move the General Compliance with Development Permit (DP 09-453125) item to the July 25, 2012 Development Permit Panel meeting.

Development Permit Panel  
Wednesday, June 27, 2012

---

**Panel Decision**

It was moved and seconded

*That the General Compliance with Development Permit (DP 09-453125) be considered at the Wednesday, July 25, 2012 meeting of the Development Permit Panel.*

**CARRIED**

**5. New Business**

**6. Date Of Next Meeting: Wednesday, July 11, 2012**

**7. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 3:50 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, June 27, 2012.

---

Dave Semple  
Chair

---

Sheila Johnston  
Committee Clerk





# City of Richmond

## Report to Council

---

**To:** Richmond City Council  
**From:** Dave Semple  
Chair, Development Permit Panel  
**Date:** July 19, 2012  
**File:** 0100-20-DPER1  
**Re:** **Development Permit Panel Meetings Held on July 11, 2012, June 27, 2012,  
and September 14, 2011**

---

### Panel Recommendation

That the recommendations of the Panel to authorize the issuance of:

- i) a Development Permit (DP 12-605110) for the property at 10511 Springwood Crescent;
- ii) a Development Permit (DP 11-595288) for the property at 10688 No. 6 Road; and
- iii) a Development Permit (DP 10-553531) for the property at 4340 No. 4 Road;

be endorsed, and the Permits so issued.

Dave Semple  
Chair, Development Permit Panel

SB:blg

### Panel Report

The Development Permit Panel considered the following items at its meetings held on July 11, 2012, June 27, 2012, and September 14, 2011.

DP 12-605110 – REINER SIPERKO CONSTRUCTION LTD.  
– 10511 SPRINGWOOD CRESCENT  
(July 11, 2012)

The Panel considered a Development Permit application to permit the construction of an in-ground swimming pool at 10511 Springwood Crescent that will partially extend into an Environmentally Sensitive Area (ESA) buffer. No Variances are included in the proposal.

The applicant, Mr. Reiner Siperko, provided a brief presentation of the proposal, including:

- The proposed in-ground swimming pool was located in the back yard of the site;
- Landscaping with native plants was proposed as compensation for the encroachment; and
- The appearance of the back yard had already been enhanced by removing unsightly sheds and generally cleaning up the yard.

Richmond resident, Ms. Ann Owen, addressed the Panel, expressing her concerns regarding drainage, and pushing beyond City requirements at the expense of the future of the City's heritage.

In response to the delegate's concerns, staff advised that:

- The area proposed for enhancement is more than twice the size of the area of the encroachment and that no Zoning Bylaw variances are being sought for this;
- The proposed landscaping will result in the area being enhanced with native plant species;
- The proposed planting scheme and vegetation species complies with Official Community Plan (OCP) Environmentally Sensitive Area guidelines;
- The proposed pool and patio are located in the back yard, well away from the dyke and the drainage canal and all existing vegetation in the canal area will be retained; and
- The existing trees in the ESA will be retained and four new trees will be planted.

No correspondence regarding the application was submitted to the Panel meeting.

The Chair advised that he understood the delegate's stated concern and noted that the City's Official Community Plan (OCP) describes how exceptions are to be managed. He noted that the environmental value of the green space at the subject site has been maximized.

In terms of drainage, the Chair stated that the applicant would require a Plumbing Permit for the proposed project. He further stated that the proposed in-ground pool is set back from the neighbouring properties and also from the rear property line.

The Panel recommends that the Permit be issued.

DP 11-595288 – MARQUEE HOTELS, RICHMOND INC. – 10688 NO. 6 ROAD  
(June 27, 2012)

The Panel considered a Development Permit application to permit the construction of a 42-room addition onto the existing 106-room Holiday Inn Express hotel at 10688 No. 6 Road on a site zoned Entertainment.

The architect, Mr. Simon Ho, of Cotter Architects, and landscape architect, Margaret Shipley, of Eckford Tyacks and Associates Landscape Architects, provided a brief presentation, including:

- The proposal is a 42-room addition to the existing Holiday Inn Express Hotel at the edge of the Riverport commercial/entertainment area, and near the Richmond Ice Centre.
- The design is meant to “anchor” the corner of the site and to create a “gateway” to introduce visitors to the Riverport area.
- The architectural intent is visual integrity, between the existing hotel and the new addition with the same cladding material, colour, height and proportions.
- The proposed landscape scheme includes a berm, shrubs, and planting at the edges of the site along the street, and an outdoor amenity area with a small court where basketball and hockey can be played on site.
- The original Development Permit allowed for expansion of the building, which is needed, due to the number of hockey teams, as well as other sports teams, that attend tournaments held at the Richmond Ice Centre.

In response to Panel queries, Mr. Ho provided the following additional information:

- Handicap parking stalls are located as close to the hotel’s main entrance as possible.
- The proposed landscape scheme includes as many trees as possible while at the same time, allowing for the maximum number of parking stalls.
- Hedges will be planted close to the streets, to provide screening, and the applicant will work with an acoustical consultant to ensure hotel guests are not disturbed by noise.
- There is a marked pedestrian route between the hotel and the Richmond Ice Centre.

In response to Panel queries, staff provided the following information:

- The traffic flow to and on the hotel site was reviewed by transportation. The existing cross-access easement will accommodate the added vehicles.
- The company that runs the private sewage treatment plant servicing the property has advised that their plant has the capacity to accommodate the proposed additional 42 hotel rooms.

No correspondence regarding the application was submitted to the Panel meeting.

The Panel commented that the project would add value to the Riverport entertainment area.

The Panel recommends that the Permit be issued.

DP 10-553531 – ANDREW CHEUNG ARCHITECTS INC. – 4340 NO. 4 ROAD  
(September 14, 2011)

The Panel considered a Development Permit application to permit the construction of approximately 1,075 m<sup>2</sup> of commercial space and 174 m<sup>2</sup> at 4340 No. 3 Road on a site zoned "Auto-Oriented Commercial (CA)". Variances are included in the proposal for reduced setbacks in the interior side yard and rear yard for the building and parking spaces, and reduced drive aisle width.

The architect, Francis Yau, of Andrew Cheung Architects Inc. provided a brief presentation, including:

- An existing east-west access easement provides a sidewalk to Hazelbridge Way, and vehicle access to Parker Place Shopping Centre.
- The building and two (2) vertical tower elements provide streetscape presence, set back behind a City right-of-way along No. 3 Road.
- A skylight provides natural light onto the drive aisle and sidewalk below the bridge element.
- The internal drive aisle will feature brushed concrete that includes a wavelike scoring pattern.

In response to Panel queries, Mr. Yau advised that:

- Vines and trellis structures will be implemented in specific places, not continuously, along the northern wall of Parker Place at the south property line.
- The outdoor space at the second floor features planters.
- Organic shapes with "flow" is proposed for the scored concrete paving treatment.
- The pedestrian frontage measures almost 36 m in width, and can comfortably accommodate pedestrian traffic, and even sidewalk sales of merchandise.
- The design addresses the view of the development from the Canada Line with the vertical architectural components fronting No. 3 Road and screening rooftop mechanical elements.
- Office space is provided in the second storey of the building.

Staff supported the Development Permit application and the requested variances. Staff noted:

- The design responded well to the very constrained site, and the drive aisle that allows for vehicular traffic, and loading for the commercial units, was innovative.
- The setback variance to the north and to the east property lines is due to the required easement through the site and it is consistent with the City Centre Area Plan (CCAP).
- The CCAP allows for reduced parking space setback to the interior and rear property lines.

In response to the Chair's queries, Mr. Jackson advised that:

- There is a 0.3 m difference in the small area where the drive aisle is less than 6.7 m.
- The applicant has done what is necessary to meet CCAP guidelines.

- The project exceeds the CCAP requirement of a 3 m setback from No. 3 Road.

Correspondence regarding the application was submitted to the Panel from Mr. Lane Vance, President of neighbouring business, Budget Brake and Muffler Auto Centres.

Staff noted that the correspondent expressed concern that if the requested variance of the interior side yard and rear yard setback was granted, it would interfere with the visibility of the Auto Centre business. Staff explained that the requested variance does not apply to the front yard, and that the requested front yard setback exceeds the CCAP guideline.

There was general agreement among Panel members that the applicant and architect had presented a good project, and that the vertical architectural components fronting No. 3 Road was an attractive feature.

The Panel recommends that the Permit be issued.