



City Council

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

**Monday, July 27, 2015
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

(1) *adopt the minutes of the Regular Council meeting held on July 13, 2015 (distributed previously); and*

CNCL-16

(2) *adopt the **minutes** of the Regular Council meeting for Public Hearings held on July 20, 2015.*

AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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

3. Delegations from the floor on Agenda items.

(PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED; OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 24.)

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
- Limiting Construction and Demolition Activities-Noise Bylaw Amendments
- Disposal of Surplus Equipment
- Supporting Port and Industrial Development While Protecting Agricultural Lands in Richmond
- Council Policy Housekeeping and Policy Updates
- Application by 0717844 B.C. Ltd. for a Strata Title Conversion at 12371 Horseshoe Way
- Land use applications for first reading (to be further considered at the Public Hearing on Tuesday, September 8, 2015):
 - 5460, 5480, 5500, 5520, 5540 and 5560 Moncton Street – Rezone from RS1/C & RS1/E to ZS23 (AM-PRI Developments (2013) Ltd. – applicant)
 - 11811 Dunford Road – Rezone from RS1/E to RS2/A (1006738 BC Ltd. – applicant)
- Southwest Area Transport Plan – Structure and Process
- Update on George Massey Tunnel Replacement Project
- Pilot Multifamily Condominium Energy Advisor Program
- Ageing Infrastructure Planning – 2015 Update
- Ageing Facility Infrastructure – Update
- Steveston Channel Sheer Booms
- Tait Riverfront Park Concept Plan
- Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015

Pg. # ITEM

- Canada 150 Activities

5. *Motion to adopt Items No. 6 through No. 22 by general consent.*

Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-23 (1) *the **Community Safety Committee** meeting held on July 14, 2015;*
- CNCL-28 (2) *the **General Purposes Committee** meeting held on July 20, 2015;*
- CNCL-31 (3) *the **Planning Committee** meeting held on July 21, 2015;*
- CNCL-62 (4) *the **Public Works and Transportation Committee** meeting held on July 22, 2015;*
- CNCL-67 (5) *the **Parks, Recreation and Cultural Services Committee** meeting held on July 23, 2015;*

be received for information.

Consent
Agenda
Item

7. **LIMITING CONSTRUCTION AND DEMOLITION ACTIVITIES-
NOISE BYLAW AMENDMENTS**

(File Ref. No. 12-8060-01; 12-8060-20-009263/009268) (REDMS No. 4604589 v. 5)

CNCL-75

See Page CNCL-75 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

- (1) *That Noise Regulation Bylaw No. 8856, Amendment Bylaw No. 9263 be introduced and given first, second and third readings; and*
- (2) *That the Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9268 be introduced and given first, second, and third reading.*

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Consent
Agenda
Item

8. **DISPOSAL OF SURPLUS EQUIPMENT**
(File Ref. No. 99-Fire Rescue) (REDMS No. 4589266 v. 2)

CNCL-88

See Page CNCL-88 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

That the surplus City equipment listed in the staff report titled “Disposal of Surplus Equipment,” dated June 18, 2015, from the Fire Chief, Richmond Fire-Rescue, be donated to Fire Fighters Without Borders.



Consent
Agenda
Item

9. **SUPPORTING PORT AND INDUSTRIAL DEVELOPMENT WHILE PROTECTING AGRICULTURAL LANDS IN RICHMOND**
(File Ref. No. 01-0140-20-PMVA1) (REDMS No. 4573476 v. 12)

CNCL-90

See Page CNCL-90 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the staff report titled, “Supporting Port and Industrial Development While Protecting Agricultural Lands in Richmond,” dated July 20, 2015, from the Director, Intergovernmental Relations and Protocol Unit, be endorsed;*
- (2) *That a letter and a copy of this report which outline the actions that the City of Richmond has undertaken to support the creation and protection of a local industrial land supply, and address the needs of general economic development, including port related uses, be sent to the Chair, Port Metro Vancouver (PMV) to respond to their April 30, 2015 letter and copied to the Metro Vancouver (MV) Board and all MV municipalities; and*
- (3) *That the aforementioned letter and a staff report be sent to the Prime Minister, the Minister of Transport Canada, the Premier of British Columbia, the BC Minister of Agriculture, the BC Agricultural Land Commission, Richmond Members of Parliament and Members of the Legislative Assembly, the Federal Leader of the Official Opposition, the Provincial (BC) Leader of the Official Opposition, and all other federal and provincial (BC) opposition leaders.*



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Consent
Agenda
Item

10. **COUNCIL POLICY HOUSEKEEPING AND POLICY UPDATES**
(File Ref. No. 01-0105-00) (REDMS No. 4528400 v. 5)

CNCL-109

See Page CNCL-109 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the Council Policies, as listed in Attachment 1 to the staff report titled “Council Policy Housekeeping and Policy Updates”, dated July 6, 2015, from the General Manager, Community Services, be amended;*
- (2) *That the Council Policies, as listed in Attachment 2 to the staff report titled “Council Policy Housekeeping”, dated July 6, 2015, from the General Manager, Community Services, be rescinded; and*
- (3) *That all policies, procedures and directives with out-of-date titles for positions and Divisions, Departments, or Sections be updated, as needed, to reflect the current organizational structure.*



Consent
Agenda
Item

11. **APPLICATION BY 0717844 B.C. LTD. FOR A STRATA TITLE CONVERSION AT 12371 HORSESHOE WAY**
(File Ref. No. SC 15-693380) (REDMS No. 4595363 v. 4)

CNCL-149

See Page CNCL-149 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the application for a Strata Title Conversion by 0717844 B.C. Ltd. for the property located at 12371 Horseshoe Way, as generally shown in Attachment 1, be approved on fulfilment of the following conditions:*
 - (a) *payment of all City utility charges and property taxes up to and including the year 2015;*
 - (b) *registration of a flood indemnity covenant on title identifying a minimum habitable elevation of 2.9 m GSC; and*
 - (c) *submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution; and*
- (2) *That the City, as the Approving Authority, delegate to the Approving Officer the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 1 have been satisfied.*



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Consent
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Item

12. **APPLICATION BY AM-PRI DEVELOPMENTS (2013) LTD. FOR REZONING AT 5460, 5480, 5500, 5520, 5540 AND 5560 MONCTON STREET FROM THE "SINGLE DETACHED (RS1/C & RS1/E)" ZONES TO A NEW " SINGLE DETACHED (ZS23) – STEVESTON " ZONE**

(File Ref. No. 12-8060-20-009274; RZ 14-674749) (REDMS No. 4600463)

CNCL-160

See Page CNCL-160 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Official Community Plan Bylaw 7100, Amendment Bylaw 9274, to replace the Trites Area Land Use Map in Schedule 2.4 (Steveston Area Plan) thereof, be introduced and given first reading;*
- (2) *That Bylaw 9274, having been considered in conjunction with:*
 - (a) *the City’s Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;
- (3) *That Bylaw 9274 and this report, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; however, out of courtesy, they be sent to the Richmond School Board for information purposes and the Richmond School Board may provide comments at the Public Hearing; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9275, to create the “Single Detached (ZS23) – Steveston” zone, and to rezone 5460, 5480, 5500, 5520, 5540 and 5560 Moncton Street from the “Single Detached (RS1/C & RS1/E)” zones to the “Single Detached (ZS23) – Steveston” zone, be introduced and given first reading.*



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Consent
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Item

13. **APPLICATION BY 1006738 BC LTD. FOR REZONING AT 11811 DUNFORD ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/A)**

(File Ref. No. 12-8060-20-009270; RZ 15-697230) (REDMS No. 4620626)

CNCL-212

See Page CNCL-212 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9270, for the rezoning of 11811 Dunford Road from “Single Detached (RS1/E)” to “Single Detached (RS2/A)”, be introduced and given first reading.



Consent
Agenda
Item

14. **SOUTHWEST AREA TRANSPORT PLAN – STRUCTURE AND PROCESS**

(File Ref. No. 01-0154-04) (REDMS No. 4573211 v. 2)

CNCL-230

See Page CNCL-230 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That Councillor Chak Au be appointed to TransLink’s Southwest Area Transport Plan Senior Advisory Committee to provide input into the development of the Southwest Area Transport Plan.



Consent
Agenda
Item

15. **UPDATE ON GEORGE MASSEY TUNNEL REPLACEMENT PROJECT**

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 4595519 v. 3)

CNCL-235

See Page CNCL-235 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

(1) *That the staff report titled “Update on George Massey Tunnel Replacement Project” dated July 10, 2015 from the Director, Transportation, be forwarded to the Ministry of Transportation & Infrastructure’s George Massey Tunnel Replacement project team for consideration in the development of the Project Definition Report;*

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- (2) *That a letter be sent to BC Hydro advising that, should the George Massey Tunnel be decommissioned, the City’s preferred options for the relocation of the BC Hydro transmission line from the tunnel would be either an underground crossing of the Fraser River or attached to the new bridge; and*
- (3) *That a letter be sent to the Auditor General for British Columbia outlining Council’s concerns with respect to the replacement of the George Massey Tunnel.*



Consent
Agenda
Item

16. **PILOT MULTIFAMILY CONDOMINIUM ENERGY ADVISOR PROGRAM**

(File Ref. No. 10-6125-07-02) (REDMS No. 4600669 v. 4)

CNCL-243

[See Page CNCL-243 for full report](#)

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

That the development and implementation of a Pilot Multifamily Condominium Energy Advisor Program, as outlined in the staff report dated June 22, 2015, from the Director, Engineering, be endorsed.



Consent
Agenda
Item

17. **AGEING INFRASTRUCTURE PLANNING – 2015 UPDATE**

(File Ref. No. 10-6060-04-01) (REDMS No. 4582509 v. 6)

CNCL-249

[See Page CNCL-249 for full report](#)

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

That staff utilize the attached “Ageing Infrastructure Planning – 2015 Update” report dated June 26, 2015 from the Director, Engineering as input in the annual utility rate review and capital program process.



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Item

18. **AGEING FACILITY INFRASTRUCTURE – UPDATE**
(File Ref. No. 06-2050-01) (REDMS No. 4578048 v. 7)

CNCL-264

See Page CNCL-264 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

That staff utilize the attached “Ageing Facility Infrastructure – Update” report dated June 15, 2015 from the Director, Engineering, as input in the annual capital and operating budget preparation process.



Consent
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19. **STEVESTON CHANNEL SHEER BOOMS**
(File Ref. No. 11-7200-01) (REDMS No. 4593379 v. 10)

CNCL-269

See Page CNCL-269 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE
RECOMMENDATION

- (1) *That the staff report titled “Steveston Channel Sheer Booms,” dated June 25, 2015, from the Senior Manager, Parks, be received for information; and*
- (2) *That a letter be sent to the British Columbia Provincial Minister of Forest, Lands and Natural Resources Operations, to the Federal Minister of Transportation, Richmond’s Members of Parliament, and Richmond’s Members of the Provincial Legislative Assembly to raise awareness of the Steveston Cannery Channel floating debris issue, the continued hazards to navigation posed by it and to seek support to remedy the issue.*



Consent
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Item

20. **TAIT RIVERFRONT PARK CONCEPT PLAN**
(File Ref. No. 06-2345-20-TRIV1) (REDMS No. 4629225 v. 8)

CNCL-278

See Page CNCL-278 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE
RECOMMENDATION

That the Tait Riverfront Park Concept Plan, as outlined in the staff report titled “Tait Riverfront Park Concept Plan,” dated June 29, 2015, from the Senior Manager, Parks, be approved.



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21. **PUBLIC PARKS AND SCHOOL GROUNDS REGULATION BYLAW NO. 8771 REFERRAL – JUNE 2015**

(File Ref. No. 11-7000-01; 12-8060-20-008771) (REDMS No. 4600713 v. 11)

CNCL-309

See Page CNCL-309 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

- (1) *That Manoah Steves Park be designated for model aircraft use under the code of conduct outlined in Attachment 1, in the staff report titled “Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015,” dated June 29, 2015, from the Senior Manager, Parks; and*
- (2) *That Garry Point Park be designated for permit only – recreational power kite usage through the development and implementation of a permit system as detailed in the staff report titled “Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015,” dated June 29, 2015, from the Senior Manager, Parks.*



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22. **CANADA 150 ACTIVITIES**

(File Ref. No. 11-7000-01) (REDMS No. 4620635 v. 6)

CNCL-320

See Page CNCL-320 for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

That:

- (1) *the vision for Richmond’s Canada 150 activities, events and infrastructure be endorsed, as outlined in the staff report titled, “Canada 150 Activities”, dated June 19, 2015, from the Director, Arts, Culture and Heritage Services;*
- (2) *the guiding principles for determining Richmond’s Canada 150 activities, events and infrastructure be endorsed;*
- (3) *staff be authorized to engage Council and the community for input into Richmond’s Canada 150 activities, events and infrastructure; and*
- (4) *staff report back with options for Council’s consideration.*



**CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA**

NON-CONSENT AGENDA ITEM

PLANNING COMMITTEE

Councillor Linda McPhail, Chair

23. **PROPOSED ZONING BYLAW AMENDMENTS TO REGULATE BUILDING MASSING AND ACCESSORY STRUCTURES IN SINGLE-FAMILY AND TWO-FAMILY DEVELOPMENTS**
(File Ref. No. 08-4430-01) (REDMS No. 4630710)

CNCL-325

See Page CNCL-325 for full report

PLANNING COMMITTEE RECOMMENDATION

Opposed: Part (1) – Cllrs. Day and Steves

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9280 to amend the zoning regulations for building massing, interior ceiling height and floor area calculation, and accessory structure locations within single-family, coach house and two-unit dwelling zones be introduced and given first reading;*
- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9281 to amend the residential vertical lot width building envelope within single-family, coach house and two-unit dwelling zones:*
 - (a) *be updated at section 4.18.2 and 4.18.3 to change the figures “12.5 m” to “15 m”; and*
 - (b) *be introduced and given first reading ; and*
- (3) *That staff report back to Planning Committee in one year on the implementation of the proposed zoning amendments to regulate building massing and accessory structures in single-family developments.*



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BUILDING MASSING AND ACCESSORY STRUCTURES IN SINGLE-FAMILY AND TWO-FAMILY DEVELOPMENTS
(File Ref. No.) (REDMS No.)

RECOMMENDATION

That staff conduct further research and analysis into (i) maximum depth of house, (ii) rear yard setbacks to house, (iii) front rear yard setback for larger detached accessory buildings, (iv) interior side yard setbacks, (v) projections into required side yard setbacks, and (vi) secondary (upper floor) building envelope and report back.



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-495 Housing Agreement (8111 Granville Avenue and 8080 Anderson Road)
Bylaw No. 9227
Opposed at 1st/2nd/3rd Readings – None.



CNCL-528 Board of Variance **Bylaw No. 9259**
Opposed at 1st/2nd/3rd Readings – None.

CNCL-535 Consolidated Fees Bylaw No. 8636, Amendment **Bylaw No. 9267**
Opposed at 1st/2nd/3rd Readings – None.



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|----------|---|--------------------------|
| CNCL-536 | Hamilton Area Plan Community Amenity Capital Reserve Fund Establishment Bylaw No. 9276 Opposed at 1 st /2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-538 | Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 8943 (2420 McKessock Avenue and a portion of 2400 McKessock Avenue, RZ 12-610919) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-540 | Richmond Official Community Plan Bylaw No. 7100, Amendment Bylaw No. 9065 (8451 Bridgeport Road and Surplus City Road, RZ 12-605272) | |
| CNCL-543 | Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9066 (8451 Bridgeport Road and Surplus City Road, RZ 12-605272) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-547 | Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9094 (13040 No. 2 Road, RZ 12-602748) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-554 | Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9174 (3011 No. 5 Road, RZ 13-642848) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-557 | Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9177 (10231 No. 5 Road, RZ 14-656004) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None. | <input type="checkbox"/> |

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|----------|---|--------------------------|
| CNCL-559 | Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9178 (10211 No. 5 Road, RZ 14-658540) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-561 | Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9196 (10726 Hollybank Drive, RZ 14-663343) Opposed at 1 st Reading – Cllrs. McNulty and Steves. Opposed at 2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-563 | Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9214 (8231 Ryan Road, RZ 14-665297) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None. | <input type="checkbox"/> |

DEVELOPMENT PERMIT PANEL

24. RECOMMENDATION

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

- | | |
|----------|--|
| CNCL-565 | (1) <i>That the minutes of the Development Permit Panel meeting held on July 15, 2015, and the Chair’s reports for the Development Permit Panel meetings held on March 10, 2015, July 15, 2015, March 25, 2015, February 11, 2015, July 30, 2014, July 16, 2014, April 16, 2014, February 26, 2014, July 10, 2013 and August 11, 2010, be received for information; and</i> |
| | (2) <i>That the recommendations of the Panel to authorize the issuance of:</i> |
| CNCL-570 | (a) <i>a Development Permit (DP 14-668373) for the property at 13040 No. 2 Road;</i> |
| CNCL-572 | (b) <i>a Development Permit (DP 14-669686) for the property at 5580 Parkwood Crescent;</i> |
| CNCL-572 | (c) <i>a Development Permit (DP 13-676613) for the property at 5600 Parkwood Crescent;</i> |
| CNCL-572 | (d) <i>a Development Permit (DP 13-641791) for the property at 3011 No. 5 Road;</i> |

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CNCL-572 (e) *a Development Permit (DP 14-677534) for the property at 7008 River Parkway and 7771 Alderbridge Way;*

CNCL-572 (f) *a Development Permit (DP 12-624180) for the property at 8451 Bridgeport Road;*

CNCL-572 (g) *a Development Variance Permit (DV 13-634940) for the property at 5311 and 5399 Cedarbridge Way;*

CNCL-572 (h) *a Development Permit (DP 12-605094) for the property at 8080 Anderson Road and 8111 Granville Avenue; and*

CNCL-572 (i) *a Development Permit (DP 07-389656) for the property at 12900 and 13100 Mitchell Road;*

be endorsed, and the Permits so issued.

ADJOURNMENT



**Regular Council meeting for Public Hearings
Monday, July 20, 2015**

Place: Council Chambers
Richmond City Hall

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

Michelle Jansson, Acting Corporate Officer

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

1. **OFFICIAL COMMUNITY PLAN BYLAWS 7100 AND 9000, AMENDMENT BYLAW 9252 AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9253 (RZ 07-394294)**
(Location: 3868, 3880 and 3900 Steveston Highway; Applicant: G & B Estates Ltd.)

Applicant's Comments:

David Christopher, President, G & B Estates Ltd. accompanied by Eric Cheng, Architect, Urban Design Group, provided a brief overview of the proposed development and highlighted the following:

- a Certificate of Compliance was issued in fall 2011 following a significant environmental cleanup of the site;
- the development proposes approximately 23,000 square feet of retail, including pharmacy, financial, and restaurant uses consistent with the permitted uses in the neighbourhood commercial zone;



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Monday, July 20, 2015**

- the consolidated 1.88 acre site will allow for increased landscaping and public space, including the introduction of approximately 30 new trees, and numerous shrub and planting areas;
- in addition to the anticipated tenancy of a national pharmaceutical chain, the balance of retail space will cater to small local enterprises including new accommodations for a Dairy Queen restaurant and other existing tenants;
- the new buildings will respect the scale and character of the surrounding residential and commercial land uses;
- the proposed redevelopment proposes to revitalize a longstanding but underutilized neighbourhood commercial site and will contribute to the walk ability of the Steveston residential neighbourhood by providing commercial services and amenities within a 10-minute walk;
- transportation infrastructure improvements associated with the proposed redevelopment include two new bus shelters and upgrades to the No. 1 Road and Steveston Highway signalized intersection to improve traffic and pedestrian flow;
- a contribution of approximately \$17,000 will be made to the City's public art program;
- the proposed redevelopment is expected to generate approximately 50 direct and indirect construction related jobs, as well as an estimated 100 retail and restaurant employment opportunities; and
- public feedback indicates support for the proposed revitalized multi-tenant commercial site as it is anticipated that these services would meet the needs of the area for years to come.

In response to queries from Council, Mr. Cheng advised that the traffic management plan, required as a condition of rezoning, will address access to the site and parking along No. 2 Road and Steveston Highway. Also, Mr. Christopher advised that retail with second storey residential units was considered for the site; however residential uses were not a viable option with the anticipated tenancy of a national pharmaceutical chain.

Written Submission:

- (a) Allan and Nicola Byres, 3851 Steveston Highway (Schedule 1)



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Submissions from the floor:

None.

PH15/7-1 It was moved and seconded
*That Richmond Official Community Plan Bylaws 7100 and 9000,
Amendment Bylaw 9252 be given second and third readings.*

CARRIED

PH15/7-2 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9253 be given
second and third readings.*

CARRIED

**2. OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT
BYLAW 9254**

(Location: City-wide; Applicant: City of Richmond)

Applicant's Comments:

Staff was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH15/7-3 It was moved and seconded
*That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw
9254 be given second and third readings.*

CARRIED

PH15/7-4 It was moved and seconded
*That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw
9254 be adopted.*

CARRIED



**Regular Council meeting for Public Hearings
Monday, July 20, 2015**

3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAWS 9256
AND 9258 (ZT 14-677144)**

(Location: 9291 Alderbridge Way and 8080 Park Road; Applicant: First Richmond North Shopping Centres Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH15/7-5

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9256 be given second and third readings.

CARRIED

PH15/7-6

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9258 be given second and third readings.

CARRIED

ADJOURNMENT

PH15/7-7

It was moved and seconded

That the meeting adjourn (7:15 p.m.).

CARRIED



City of
Richmond

Minutes

**Regular Council meeting for Public Hearings
Monday, July 20, 2015**

Certified a true and correct copy of the Minutes of the Regular meeting for Public Hearings of the City of Richmond held on July 20, 2015.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer
(Michelle Jansson)

Mayor and Councillors

From: Webgraphics
Sent: Sunday, 12 July 2015 12:12 PM
To: Mayor and Councillors
Subject: Send a Submission Online (response #839)
Categories: 12-8060-20-9253 (RZ 07-394294)

To Public Hearing
 Date: July 20, 2015
 Item # 1
 Re: OCP Bylaws 7100+
9000 Amend. 9252 +
Zoning Bylaw 8500, Amend
9253

Send a Submission Online (response #839)

Survey Information

| | |
|-----------------------|---|
| Site: | City Website |
| Page Title: | Send a Submission Online |
| URL: | http://cms.richmond.ca/Page1793.aspx |
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Survey Response

| | |
|--|---|
| Your Name | Allan and Nicola Byres |
| Your Address | 3851 Steveston Hwy |
| Subject Property Address OR Bylaw Number | 3868, 3880 and 3900 Steveston Hwy (RZ 07-394294) |
| Comments | <p>As a homeowner directly opposite this proposed development we would like to raise some concerns: 1) Traffic. This is a very busy intersection. We are very concerned about the construction and post-construction phases impacting traffic flow. In particular the approach from the east left turn lane to go south on No 1 is routinely exceeded and impairs westward travel on Steveston Hwy already before this development draws further traffic and must be addressed. 2) Parking The section of Steveston Hwy to the west of No 1 Rd, narrows to one lane in each direction, and is already impacted re parking for residents by the inadequate parking provided for the current commercial (Dentist and Restaurant) buildings. Our concern is during construction that our ability to park in any proximity to our home will be impacted. We would like to know what construction agreement is in place to ensure Steveston Hwy is not clogged with construction vehicles as we have</p> |

no alternate parking. Further we understand that a middle turning lane is proposed for this section which will undoubtedly mean that street parking outside our home may be eliminated. Most residents on this block rely on street parking for their homes (as do the aforementioned employees of the Dental building). If a middle turning lane will reduce resident parking on this block we strongly oppose this. Further we request this block be made resident only parking. 3) Pedestrians. This intersection sees hundreds of school students crossing it twice per day to get to McMath Secondary and Byng Elementary and considerable consideration must be given to their safety through construction and thereafter. The back up from the pedestrian controlled crosswalk at Regent crossing No 1 can be substantial and also needs to be carefully considered. We are pleased there is a revitalization of this commercial zone but the impact to residents must be mitigated as much as possible.



Community Safety Committee

Date: Tuesday, July 14, 2015

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Derek Dang
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Linda McPhail

Also Present: Councillor Carol Day

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on June 9, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, September 15, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

DELEGATION

1. With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Kyle Klein, Manager, Emergency Planning, and Corry Anderson-Fennell, Manager, Media and Communications, Kwantlen Polytechnic University (KPU), provided an update on Operation KPU Safe and Sound Emergency Program.

1.

Community Safety Committee
Tuesday, July 14, 2015

In response to queries from Committee, Mr. Klein advised that the mass notification system is for internal use only and external notification procedures are being developed in partnership with local agencies. Also, he noted that the system can be customized to alert one or all KPU campuses, and activated through the website, a security push button, and a mobile application. He further noted that the robust audio-visual-text hardware system is used by several universities and is updated daily with student registration information.

LAW AND COMMUNITY SAFETY DIVISION

2. **COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – MAY 2015**

(File Ref. No.) (REDMS No. 4596820 v. 2)

In reply to queries from Committee, Ed Warzel, Manager, Community Bylaws, provided the following information:

- new dog licences have increased as a result of the City's Animal Patrol Officer, whom canvasses door-to-door and patrols parks and dykes;
- Community Bylaws is appropriately staffed and complaints are addressed in a reasonable time period;
- during stage one and two of the Greater Vancouver Water District Water Shortage Response Plan, Community Bylaws received approximately 250 reports of illegal lawn watering; despite warning letters sent to residents in contravention of the watering restrictions, several tickets were issued; and
- in the event Metro Vancouver moves to stage three water restrictions, more aggressive enforcement will be warranted.

It was moved and seconded

That the staff report titled "Community Bylaws Monthly Activity Report – May, 2015," dated June 11, 2015, from the General Manager, Law & Community Safety, be received for information.

CARRIED

Community Safety Committee
Tuesday, July 14, 2015

3. **LIMITING CONSTRUCTION AND DEMOLITION ACTIVITIES-
NOISE BYLAW AMENDMENTS**

(File Ref. No. 12-8060-01; 12-8060-20-009263/009268) (REDMS No. 4604589 v. 5)

In reply to queries, Mr. Warzel advised that the purpose of the proposed amendments is to address concerns related to construction noise, noting that staff believe that the proposed limits are reasonable parameters. Also, he noted that *Noise Regulation Bylaw No. 8856* allows construction noise up to 85 A-weighted decibels (dBA); generators, saws and other construction equipment typically operate at approximately 50 dBA. He further noted that the majority of complaints received regard multi-residential or large construction projects.

Discussion ensued regarding (i) the information posted on construction signage, (ii) consultation with the Home Builders Association, (iii) on how Bylaw No. 8856 differentiates between construction noise generated by homeowners versus that generated by contractors; and (iv) clarification on whether non-noise construction could occur on Sundays and holidays (i.e., painting, dry walling, and mudding).

It was moved and seconded

- (1) *That Noise Regulation Bylaw No. 8856, Amendment Bylaw No. 9263 be introduced and given first, second and third readings; and*
- (2) *That the Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9268 be introduced and given first, second, and third reading.*

CARRIED

4. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT - MAY
2015**

(File Ref. No. 09-5000-01) (REDMS No. 4620697 v. 2)

John McGowan, Fire Chief, Richmond Fire-Rescue (RFR), commented that RFR has experienced a steady increase in call volume due to the dry conditions, noting that crews responded to 53 outdoor fire calls in May 2015.

In response to queries from Committee, Fire Chief McGowan stated that outdoor fires in May and June 2015 increased 200% when compared to those in 2014. He further stated that there were no significant increases in respiratory calls due to the forest fire smoke in the area.

It was moved and seconded

That the staff report titled "Richmond Fire-Rescue Monthly Activity Report - May 2015," dated June 19, 2015 from the Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

Community Safety Committee
Tuesday, July 14, 2015

5. DISPOSAL OF SURPLUS EQUIPMENT

(File Ref. No. 99-Fire Rescue) (REDMS No. 4589266 v. 2)

In reply to a query from Committee, Fire Chief McGowan advised that information on the future recipient of the surplus equipment would be provided to Committee.

It was moved and seconded

That the surplus City equipment listed in the staff report titled "Disposal of Surplus Equipment," dated June 18, 2015, from the Fire Chief, Richmond Fire-Rescue, be donated to Fire Fighters Without Borders.

CARRIED

6. RCMP'S MONTHLY REPORT - MAY ACTIVITIES

(File Ref. No. 09-5000-01) (REDMS No. 4595358)

Staff Sergeant Dan Seibel, Administration Non-Commissioned Officer, Richmond RCMP, spoke of his tenure with the RCMP and introduced Inspector Konrad Golbeck, Richmond RCMP, and commented on his experience with the RCMP. Staff Sgt. Seibel then distributed a copy of the RCMP Gazette (copy on file, City Clerk's Office).

It was moved and seconded

That the report titled "RCMP's Monthly Report – May Activities," dated June 4, 2015, from the Officer in Charge, Richmond RCMP, be received for information.

CARRIED

7. RCMP/OIC BRIEFING

(Verbal Report)

(i) Canada Day

Staff Sgt. Seibel noted that the Canada Day festivities did not generate any public safety concerns.

8. FIRE CHIEF BRIEFING

(Verbal Report)

(i) Summer Safety

Fire Chief McGowan advised that summer safety messaging will focus on (i) barbeque safety to avoid serious injury and property damage, and (ii) water safety as statistics indicate that drowning is the leading cause of accidental death for children between one and four years of age.

Community Safety Committee

Tuesday, July 14, 2015

(ii) Stress Resilience Workshops

Fire Chief McGowan commented that stress resilience workshops focus on critical incidents and the stress experience by those involved; he noted that these workshops were developed as part of a national program through the International Association of Fire Chiefs and Firefighters to ensure that resources are in place for members, which will ensure a resilient workforce.

9. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:39 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 14, 2015.

Councillor Bill McNulty
Chair

Heather Howey
Committee Clerk



General Purposes Committee

Date: Monday, July 20, 2015

Place: Anderson Room
Richmond City Hall

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

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on July 6, 2015, be adopted as circulated.

CARRIED

CHIEF ADMINISTRATOR'S OFFICE

1. **SUPPORTING PORT AND INDUSTRIAL DEVELOPMENT WHILE PROTECTING AGRICULTURAL LANDS IN RICHMOND**

(File Ref. No. 01-0140-20-PMVA1) (REDMS No. 4573476 v. 12)

Discussion ensued regarding the potential to copy the proposed letter to all federal and provincial (BC) opposition leaders.

1.

General Purposes Committee
Monday, July 20, 2015

It was moved and seconded

- (1) *That the staff report titled, "Supporting Port and Industrial Development While Protecting Agricultural Lands in Richmond," dated July 20, 2015, from the Director, Intergovernmental Relations and Protocol Unit, be endorsed;*
- (2) *That a letter and a copy of this report which outline the actions that the City of Richmond has undertaken to support the creation and protection of a local industrial land supply, and address the needs of general economic development, including port related uses, be sent to the Chair, Port Metro Vancouver (PMV) to respond to their April 30, 2015 letter and copied to the Metro Vancouver (MV) Board and all MV municipalities; and*
- (3) *That the aforementioned letter and a staff report be sent to the Prime Minister, the Minister of Transport Canada, the Premier of British Columbia, the BC Minister of Agriculture, the BC Agricultural Land Commission, Richmond Members of Parliament and Members of the Legislative Assembly, the Federal Leader of the Official Opposition, the Provincial (BC) Leader of the Official Opposition, and all other federal and provincial (BC) opposition leaders.*

CARRIED

COMMUNITY SERVICES DIVISION

2. COUNCIL POLICY HOUSEKEEPING AND POLICY UPDATES

(File Ref. No. 01-0105-00) (REDMS No. 4528400 v. 5)

It was moved and seconded

- (1) *That the Council Policies, as listed in Attachment 1 to the staff report titled "Council Policy Housekeeping and Policy Updates", dated July 6, 2015, from the General Manager, Community Services, be amended;*
- (2) *That the Council Policies, as listed in Attachment 2 to the staff report titled "Council Policy Housekeeping", dated July 6, 2015, from the General Manager, Community Services, be rescinded; and*
- (3) *That all policies, procedures and directives with out-of-date titles for positions and Divisions, Departments, or Sections be updated, as needed, to reflect the current organizational structure.*

CARRIED

General Purposes Committee
Monday, July 20, 2015

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:04 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, July 20, 2015.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Committee Clerk



Planning Committee

Date: Tuesday, July 21, 2015
Place: Anderson Room
Richmond City Hall
Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au
Councillor Carol Day
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 Planning Committee held on July 7, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

September 9, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY 0717844 B.C. LTD. FOR A STRATA TITLE CONVERSION AT 12371 HORSESHOE WAY**
(File Ref. No. SC 15-693380) (REDMS No. 4595363 v. 4)

Wayne Craig, Director, Development, briefed Committee on the proposed application, noting that the proposed strata title conversion was reviewed and complies with City policy.

1.

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In reply to queries from Committee, Mr. Craig noted that typically developments are strata titled prior to building occupancy. He added that Council approval is required if a building has been occupied for more than six months prior to a strata plan being submitted to the Land Title Office.

It was moved and seconded

- (1) *That the application for a Strata Title Conversion by 0717844 B.C. Ltd. for the property located at 12371 Horseshoe Way, as generally shown in Attachment 1, be approved on fulfilment of the following conditions:*
- (a) *payment of all City utility charges and property taxes up to and including the year 2015;*
 - (b) *registration of a flood indemnity covenant on title identifying a minimum habitable elevation of 2.9 m GSC; and*
 - (c) *submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution; and*
- (2) *That the City, as the Approving Authority, delegate to the Approving Officer the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 1 have been satisfied.*

CARRIED

2. APPLICATION BY AM-PRI DEVELOPMENTS (2013) LTD. FOR REZONING AT 5460, 5480, 5500, 5520, 5540 AND 5560 MONCTON STREET FROM THE "SINGLE DETACHED (RS1/C & RS1/E)" ZONES TO A NEW " SINGLE DETACHED (ZS23) – STEVESTON " ZONE

(File Ref. No. 12-8060-20-009274/9275; RZ 14-674749) (REDMS No. 4600463)

Mr. Craig spoke on the proposed application and highlighted the following:

- the proposed rezoning application will facilitate the subdivision of the subject site into 30 smaller residential lots;
- the proposed Official Community Plan (OCP) amendments will provide updates to the Trites Area Land Use Map to reflect the property boundaries to the east and clarify the future road network to the south of subject site;
- the proposed application will include a cash-in-lieu contribution to the Affordable Housing Reserve Fund and a contribution to the Public Art Program;
- the applicant is proposing to install a Japanese garden along the site's Moncton Street frontage;

2.

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- the Richmond Heritage Commission has reviewed and endorsed the proposed development; and
- the proposed development will be under a site-specific zone that (i) will limit the homes to two storeys, (ii) will provide access to the rear lane network, and (iii) a vertical building envelope was created to facilitate the form of housing that exists south of the subject site.

In reply to queries from Committee, Mr. Craig advised that the subject site is designated for single-family homes and that the bonus density provisions were used to secure the contributions to the Affordable Housing Reserve Fund. He added that the additions of secondary suites were discussed with the applicant; however, due to the size of the proposed homes, the applicant has indicated that adding secondary suites would not be feasible.

Discussion ensued with regard to the Floodplain Management Implementation Strategy, and in reply to queries from Committee, Sara Badyal, Planner 2, noted that the subject site and the corner lot on Trites Road falls outside of Area A and requires a 2.9 metre flood construction elevation.

Discussion then ensued with regard to grading and drainage and in reply to queries from Committee, Mr. Craig noted that upgrades to drainage will be facilitated through a servicing agreement. Ms. Badyal added that there will be transitional grading along older sections of Moncton Street where floodplain levels are lower than current standards.

In reply to queries from Committee, Mr. Craig advised that the size of the proposed subdivided lots will be similar in size to other compact single-family lots in the area.

Amit Sandhu, AM-PRI Developments (2013) Ltd., spoke on the proposed application, noting that the proposed development will provide relatively affordable single-family housing and that the proposed Japanese garden will be an asset to the community.

In reply to queries from Committee, Mr. Sandhu advised that due to the size of the proposed lot and buildings, installing secondary suites would not be feasible. He added that landscaping on-site can address potential impacts related to the industrial zone south of the subject site.

In reply to queries from Committee, Ms. Badyal noted that there will be a servicing agreement to facilitate frontage, road and bus stop upgrades. She added that the upgrades were reviewed to minimize impact to road and pedestrian connections and maintain bus service.

Lyn ter Borg, 5860 Sandpiper Court, expressed support for the proposed development and the proposed Japanese garden and landscaping. She suggested that the new roads be named after the long-time resident families in the area.

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Tuesday, July 21, 2015

Discussion ensued with regard to encouraging development on small compact single-family lots and in reply to queries from Committee, Joe Erceg, General Manager, Planning and Development noted that more area is needed to be designated for small lot development. He added that most of the existing lot sizes are protected by the City's 702 Lot Size Policy and that a neighbourhood-by-neighbourhood review would be required to pursue potential changes to said policy.

The Chair advised that the City has road naming policy and suggestions for road names may be submitted to the City.

It was moved and seconded

- (1) *That Official Community Plan Bylaw 7100, Amendment Bylaw 9274, to replace the Trites Area Land Use Map in Schedule 2.4 (Steveston Area Plan) thereof, be introduced and given first reading;*
- (2) *That Bylaw 9274, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw 9274 and this report, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; however, out of courtesy, they be sent to the Richmond School Board for information purposes and the Richmond School Board may provide comments at the Public Hearing; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9275, to create the "Single Detached (ZS23) – Steveston" zone, and to rezone 5460, 5480, 5500, 5520, 5540 and 5560 Moncton Street from the "Single Detached (RS1/C & RS1/E)" zones to the "Single Detached (ZS23) – Steveston" zone, be introduced and given first reading.*

CARRIED

Discussion ensued with respect to encouraging small lot subdivision in the city.

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

It was moved and seconded

That staff investigate the potential for small lot subdivision in the city and report back.

CARRIED

Planning Committee
Tuesday, July 21, 2015

3. **APPLICATION BY 1006738 BC LTD. FOR REZONING AT 11811 DUNFORD ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/A)**

(File Ref. No. 12-8060-20-009270; RZ 15-697230) (REDMS No. 4620626)

Mr. Craig briefed Committee on the proposed application, noting that the proposed rezoning is consistent with the area's lot size policy, and added that there is potential to retain the existing house on-site.

In reply to queries from Committee, Mr. Craig advised that proposed subdivision would have two lots and retain the existing house. He added that there is future potential for a three lot subdivision; however, the existing house must be removed.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9270, for the rezoning of 11811 Dunford Road from "Single Detached (RS1/E)" to "Single Detached (RS2/A)", be introduced and given first reading.

CARRIED

4. **PROPOSED ZONING BYLAW AMENDMENTS TO REGULATE BUILDING MASSING AND ACCESSORY STRUCTURES IN SINGLE-FAMILY AND TWO-FAMILY DEVELOPMENTS**

(File Ref. No. 12-8060-20-00980/9281; 08-4430-01) (REDMS No. 4630710)

Barry Konkin, Program Coordinator, Development, briefed Committee on the proposed amendments to regulate building massing and accessory structures, and highlighted the following:

- stakeholder input from two workshops hosted by staff was received;
- the proposed amendments will address issues related to interior ceiling height and vertical building envelope;
- the staff report includes alternative bylaws that could be adopted should Council opt to vary certain technical aspects of the proposed amendments;
- the proposed amendments would eliminate the use of drop ceilings in new construction;
- the proposed amendments would limit the height of accessory buildings less than 10 m² in area to 3.0 metres for buildings with a pitched roof and 2.5 metres for buildings with a flat roof;
- the proposed amendments would limit the maximum height of accessory buildings greater than 10 m² in area to 4.0 metres for buildings with a pitched roof and 3.0 metres for a building with a flat roof;

5.

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- the setback from the exterior side lot line for accessory buildings will increase as lot width increases;
- the recommended bylaw amendments would limit the interior ceiling height to a maximum of 3.7 metres; and
- the proposed amendments would allow for an overheight area for entrances and stairs and for another portion of the house.

In reply to queries from Committee, Mr. Konkin advised that the proposed bylaws provide flexibility for builders. He added that Council may provide further direction to restrict the overheight areas.

James Cooper, Manager, Plan Review, spoke of the proposed amendments with respect to the building envelope and noted the following:

- the proposed amendments to the building envelope addresses the volume of the house and defines where the house may exist according to the size of the lot;
- the proposed amendments will not reduce the floor area of the homes, but defines where the area may be distributed;
- no changes to building envelope regulations are proposed for lots less than 12 metres;
- lots between 12 to 18 metres in width would have maximum 5 metre sidewalls with the roofline rise at a 45 degree angle; and
- lots greater than 18 metres in width would have the roofline rise at a 30 degree angle.

Mr. Cooper commented on enforcement aspects of the proposed amendments and noted that it would take place in three phases: (i) during the plan check, (ii) during construction by means of a field review, and (iii) post-construction by means of a site review. Also, he noted that during the plan check, additional drawings and information will be required from the builder and an enhanced construction checklist will be available.

Discussion ensued with regard to (i) the resources available for enforcement, (ii) the frequency of inspections, and (iii) additional inspections during the development process.

In reply to queries from Committee, Mr. Cooper noted that the proposed amendments would provide clarity for inspectors. He added that City Building Inspectors may partner with Community Bylaws staff on the post-construction review.

Mr. Erceg noted that the proposed amendments would be more effective to enforce and would address issues related to drop ceilings. He added that, if necessary, staff can seek more enforcement resources from Council in the future.

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In reply to queries from Committee with regard to post-construction enforcement, Mr. Erceg advised that City Building Inspectors may be accompanied by Community Bylaws staff during post-construction reviews and that enforcement action would continue to be complaint based. He added that during the plan review process, staff may flag applications that could have the potential for future violations based on building design.

In reply to queries from Committee, Mr. Cooper noted that builders will have contact information available to the public; however, the public will not have oversight during construction of a development. Mr. Erceg added that public input is received during the rezoning and development permit review; however, Building Permits do not allow for this under the existing regulatory framework established by the Province.

Discussion ensued with respect to (i) the lack of confidence in local builders by the community, (ii) illegal dumping of construction waste, (iii) construction during statutory holidays, and (iv) the completion of construction in a reasonable timeframe.

In reply to queries from Committee, Mr. Erceg noted that there have been recent bylaw amendments to address noise and construction during statutory holidays and on Sundays. He added that if recent amendments are approved, builders will be required to post contact information on-site.

Discussion ensued regarding construction timelines, and in reply to queries from Committee, Gavin Woo, Senior Manager, Building Approvals, noted that builders must report for inspection at certain intervals during construction. He added that the building permit may be cancelled if there is no construction activity for six months.

Samuel Yau, 8420 Pigott Road, expressed concern with regard to the proposed amendments and was in opposition to the proposed changes restricting maximum ceiling heights.

Simon Then, 6538 Fleming Street, Vancouver, expressed concern regarding the proposed amendments and in particular, the proposed changes restricting maximum ceiling heights. He then spoke of some of the construction practices in the City of Vancouver and noted that there is demand for larger homes by larger families.

In reply to queries from Committee, Mr. Craig noted that the City of Vancouver has limited maximum ceiling height to 3.7 metres and that the *Vancouver Charter*, provides the City of Vancouver additional authority to oversee building design that are not available to the City.

Charan Sethi, 10571 Granville Avenue, expressed concern with regard to the potential effects of the proposed amendments to in-stream applications. Also, he was of the opinion that builders are generally responsible and that there is market demand for larger homes.

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Discussion ensued regarding the aesthetic aspects of high ceilings and the subjective nature of architectural design. Mr. Sethi noted that there is demand for homes with high ceilings.

In reply to queries from Committee, Mr. Erceg advised that there are options available to address in-stream applications such as granting development variance permits and delaying the implementation date of the proposed amendments.

In reply to queries from Committee, Mr. Sethi expressed that he supports enforcement of bylaws and that enforcement would address non-compliant builders.

Discussion ensued regarding complaints received by the City regarding illegal construction and Mr. Woo advised that the City receives approximately 600 complaints annually. He added that of the complaints, there were only two cases where drop ceilings were converted into a second floor.

In reply to queries from Committee, Mr. Erceg noted that a homeowner would not be in compliance of the bylaw if garage space is primarily used for non-vehicle storage or is converted into habitable living space.

Discussion then took place with regard to placing heavy fines on violators.

Shu Guo Zhou, 7431 Ludlow Place, with the assistance of an interpreter, expressed his opposition to the proposed amendments.

Cllr. Steves left the meeting (5:44 p.m.) and returned (5:49 p.m.).

Mark Sakai, Greater Vancouver Home Builders' Association, spoke on the proposed amendments and read from his submission (attached to and forming part of these minutes as Schedule 1).

In reply to queries from Committee, Mr. Sakai commented on the City's Good Neighbour Program and how aspects of the Program were used in other municipalities.

Ivan Krpan, 8451 Fairbrook Crescent, expressed his opposition to the proposed amendments and was the opinion that (i) the consultation process was flawed, (ii) the City needs to create more incentives for builders to comply with the bylaw, and (iii) the City's bylaw enforcement was inadequate for build sites.

In reply to queries from Committee, Mr. Krpan noted that he was of the opinion that the proposed amendments will not prevent excessive massing of buildings and that architects may be able to circumnavigate the proposed amendments. He added that definitions and regulations should be simplified to remove potential loopholes.

Planning Committee

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Khalid Hasan, 6086 Russ Baker Way, expressed concern regarding the proposed amendments in relation to the results of the comment forms distributed at the public consultation workshop and the potential for the loss of business as a result of potential uncertainties from the proposed amendments. Also, he noted that there is a demand for homes with high ceilings since they create a bright airy space and that neighbourhoods should be consulted with regard to the proposed amendments. He added that the proposed amendments will not be effective for lots less than 18 metres wide since the massing would be pushed further into the backyard.

In reply to queries from Committee, Mr. Erceg advised that comment sheets from the workshop were provided to Council and that the staff report provides an overview of the consultation done.

Nick Poon, 2200 Shell Road, spoke in opposition to the proposed amendments and was of the opinion that (i) the current bylaws were only challenged by few residents, (ii) regulating subjective aspects of architectural design sets a negative precedent, (iii) architects will be able to circumnavigate the proposed amendments, and (iv) densification is required to generate affordable housing.

In reply to queries from Committee, Mr. Craig advised that the proposed amendments to vertical building envelope regulations should prevent designs of cube-shaped homes.

Raman Kooner, representing the Small Builders Group, expressed concern with regard to the proposed amendments and noted that (i) builders can build homes with larger Floor Area Ratio (FAR) in other municipalities compared to Richmond, (ii) the Small Builders Group supports the 5.0 metre ceiling height limit tied to the building structure, and (iii) there is market demand for homes with high ceilings. Mr. Kooner added that the Small Builders Group is satisfied with most of the proposed amendments; however, they would like to request that status quo regulations be extended to lots up to 15 metres in width.

Discussion ensued with regard to the vertical building envelope provisions in sections 4.18.2 and 4.18.3 in the proposed Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9281.

Cllr. Au left the meeting (6:28 p.m.) and returned (6:29 p.m.).

In reply to queries from Committee, Mr. Kooner expressed his opinion that the proposed amendments would have a significant impact to building massing in new homes.

Cindy Piper, 2024 East Pender Street, Vancouver, spoke on the proposed amendments and read from her submission (attached to and forming part of these minutes as Schedule 2).

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Calvin Lee, 8591 Fairhurst Road, expressed concern that the proposed amendments may affect his ability to build his home. Also, he noted that there is demand for homes with high ceilings and that restricting ceiling height in new homes may adversely affect the market. He added that he would prefer that regulations do not change and that more public consultation be pursued on the matter before amendments are implemented.

Gursher Randhawa, 8311 No. 6 Road, expressed his opposition to the proposed amendments. He was of the opinion that (i) resident complaints during the workshops stem from other factors such as small backyards, affordability, and bad building practices and not building massing itself, (ii) the process to implement the proposed amendments is biased, and (iii) the size of proposed homes have already been affected by the proposed amendments.

Jim Wright, 8300 Osgoode Drive, expressed concern with regard to the proposed amendments and read from his submission (attached to and forming part of these minutes as Schedule 3).

Gabrielle Huang, 7865 Cumberland Street, Burnaby, expressed concern that the proposed amendments could affect her ability to purchase a home with a high ceiling in the city. She noted that high ceilings are an attractive feature and suggested that the City implement area specific zoning for larger homes.

In reply to queries from Committee, Mr. Craig advised that considerable time and resources will be required to consider area specific zoning in the City.

Kathryn McCreary, 6560 Glacier Crescent, expressed concern regarding the proposed amendments with respect to (i) addressing drop ceilings in new construction, (ii) the effectiveness of the City's Good Neighbour Program, (iii) building projections into side yard setbacks, and (iv) the comment forms used at the City's workshop for the proposed building massing amendments.

Bob Williamson, 8166 Michael Court, expressed support for the proposed amendments, noting that the proposed amendments are a first step to reduce the size of new homes in the city.

Lyn ter Borg, 5860 Sandpiper Court, expressed concern with regard to the proposed amendments and read from her submission (attached to and forming part of these minutes as Schedule 4).

Discussion ensued with respect the construction of new 2.5 storey homes in the city.

John ter Borg, 5860 Sandpiper Court, expressed concern with regard to the proposed amendments and was of the opinion that the 5.0 metre ceiling limit contributes to the increase in height and massing of new homes.

Sam Sandhu, 4961 Tilton Road, expressed concern with regard to the proposed amendments and was of the opinion that the consultation process has caused division in the community and that the City should consult each neighbourhood in Richmond.

Planning Committee Tuesday, July 21, 2015

Bob Ethier, 10471 Truro Road, commented on the proposed amendments, noting that delegates that have spoken during the Planning Committee meeting do not necessarily reflect the opinions of all stakeholders.

Steve Dhanda, 10880 No. 5 Road, spoke in opposition to the proposed amendments, and suggested that the City examine construction guidelines specific to different areas of the city.

In reply to queries from Committee with regard to Land Use Contracts, Mr. Erceg advised that (i) the proposed amendments would affect the base zoning, which would apply should the Land Use Contracts be terminated, (ii) Provincial legislation indicates that if a Land Use Contract is terminated by Council, the property owner would still have one year to build under provisions of the Land Use Contract, and (iii) should the property owner claim hardship, an application may be made to the Board of Variance to extend the Land Use Contract.

In reply to queries from Committee, Mr. Erceg noted that there are approximately 16,000 properties under City zoning and that the City has heard concerns from residents regarding the building massing of new homes.

Discussion took place with regard to issues related to building massing causing division in the community and addressing topics related to building massing, construction noise, building height and Land Use Contracts in a methodical manner.

Discussion then ensued with regard to making adjustments to Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9279 to remove the additional 15 m² overheight area and the 1.5 metre ceiling height allowance for 2.5 storey homes.

In reply to queries from Committee, Mr. Erceg advised that under Council direction, staff can remove provisions for the 1.5 metre ceiling height allowance for 2.5 storey homes; however, staff believe this height is required to conceal the half storey roof form.

Discussion took place with regard to the bylaw approval process, and in reply to queries from Committee, Mr. Erceg advised that should they proceed, the proposed amendments would be brought forward to Council, then Public Hearing in September 2015.

In reply to queries from Committee with respect to area-specific zoning, Mr. Erceg advised that customized zoning is not typical and that examining each neighbourhood would take significant staff time and resources. He added that the issues surrounding building massing will remain unaddressed during the time it takes to research custom zoning and the City will not be able to place a moratorium on new building permit applications.

Planning Committee
Tuesday, July 21, 2015

Discussion ensued with regard to utilizing a down zoning system similar to what is used in the Corporation of Delta. In reply to queries from Committee, Mr. Konkin noted that in the Corporation of Delta, homeowners within a specific area have the opportunity to downzone the property, should there be a consensus amongst area residents; however, the process is time consuming and individual homeowners retain the ability to rezone their property back to the original zoning.

In reply to queries from Committee, Mr. Erceg noted that should the proposed amendments proceed, the proposed amendments would apply to all single-family lots in the city without Land Use Contracts. He added that the proposed amendments would provide clarity and precision to the current regulations.

It was moved and seconded

- (1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9280 to amend the zoning regulations for building massing, interior ceiling height and floor area calculation, and accessory structure locations within single-family, coach house and two-unit dwelling zones be introduced and given first reading;***
- (2) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9281 to amend the residential vertical lot width building envelope within single-family, coach house and two-unit dwelling zones:***
 - (a) be updated at section 4.18.2 and 4.18.3 to change the figures “12.5 m” to “15 m”; and***
 - (b) be introduced and given first reading ; and***
- (3) That staff report back to Planning Committee in one year on the implementation of the proposed zoning amendments to regulate building massing and accessory structures in single-family developments.***

The question on the motion was not called as discussion ensued with regard to (i) the possible effect of the proposed amendments on Land Use Contracts, (ii) the possibility of restricting subjective aspects of architectural design, (iii) reviewing the proposed amendments in the future, (iv) having appropriate setbacks to adjacent properties, and (v) the definition of ceiling height.

In reply to queries from Committee, Mr. Craig noted that the proposed amendments will restrict the ability to add drop ceilings. Mr. Cooper added that the proposed measurement of ceiling height will be tied to the building’s structure.

The Chair requested further clarification in relation to the proposed measurement of ceiling height in cases of exposed beams. Mr. Erceg advised that staff will be able to provide clarification with respect to ceiling height measurement prior to the next Council meeting.

Planning Committee
Tuesday, July 21, 2015

It was suggested that the motion on the floor be amended to replace Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9280 with Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9279.

In reply to queries from Committee, David Weber, Director City Clerk's Office, advised that the proposed amendment was out of order as it negated the main motion by proposing an alternate bylaw and further that the motion on the floor must be considered prior to introducing another bylaw in a new motion.

There was agreement to deal with Parts (1), (2), and (3) separately.

The question on Part (1) was then called and it was **CARRIED** with Cllrs. Day and Steves opposed.

The question on Part (2) was then called and it was **CARRIED**.

The question on Part (3) was then called and it was **CARRIED**.

5. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (8:22 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 21, 2015.

Councillor Linda McPhail
Chair

Evangel Biason
Auxiliary Committee Clerk

21 July 2015

Chair Linda McPhail and Members of Planning Committee

My name is Mark Sakai, and I am the Director of Government Relations for the Greater Vancouver Home Builders' Association. Our organization represents some 830 member companies; in 2014 home construction generated some 42,600 jobs in the Lower Mainland alone.

First off, let me commend this committee, your colleagues on Council and especially your staff in the manner in which you have handled this very challenging issue. You heard the concerns of Richmond residents, directed staff to come up with solutions and, perhaps most importantly to our industry, embarked upon a constructive path of consultation prior to the implementation of new policy and regulations.

I would say that we are "almost there", in terms of finding a good compromise situation. The professional builders of Richmond have always been willing to discuss any concerns about our work, even if those concerns are the result of some poor quality builders who, unfortunately taint the excellent work of the vast majority of the residential construction industry.

In my opinion, virtually all of the elements of the proposals put forward by staff are reasonable. There are, however, a few lingering issues which I would like to discuss.

Regarding the interior height issue, I would recommend that the Committee adopt Bylaw 9280. The massing issue is addressed by a combination of the overall height reduction, the definition/calculation of the ceiling height, and the previously passed bylaw related to the 2 ½ storey buildings. As mentioned by Mr. Erceg, the definition and clarification will, regardless of the option chosen, create a more enforceable bylaw.

Second, I think we can all agree that the vast majority of the concerns raised by residents involve houses on large lots. Therefore, amend the building envelope for houses on lots over 18m, and leave the rest alone. There is a mandated one-year monitoring period, so if there is a need to expand the inclusion of the bylaw or reconsider the envelope, it can be done then. For the time being, limit the impact of the bylaw to the areas where the complaints have originated, as covered in Bylaw 9282.

Third, I also believe that we can agree that this is not a city-wide issue. Clearly, there are several neighbourhoods where “the ship has already sailed”. There are some neighbourhoods in the city where the “historic fabric” has already changed, from bungalows and splits to larger redeveloped homes. Does it make sense to apply a different set of rules to a lot which may be located between and across the street from new houses built under current rules? Would it not be an ironic outcome that, in these cases, the new rules will “change the existing fabric of the neighbourhood”?

Finally, I believe that the City should take a closer look at its existing Good Neighbour Guidelines, as well as the new Neighbourhood Feedback Policy recently implemented in Port Moody, and see if our current guidelines can be modified to improve dialogue amongst builders and residents. I strongly believe that honest and constructive communication can go a long way towards dealing with many issues which arise in our city, and that the implementation of regulatory instruments without seeking to improve dialogue is a recipe for failure. If we truly wish to deal with conflict between diametrically-opposed elements in the city on a long-term basis, then improved communication must be part of the solution.

Thank you for the opportunity to speak with you today.

Mark Sakai
Director of Government Relations
Greater Vancouver Home Builders' Association

Presentation Notes
cindy chan piper

Schedule 2 to the Minutes of the
Planning Committee meeting of
Richmond City Council held on
Tuesday, July 21, 2015.

BUILDERS ISSUES:

1. CEILING HEIGHTS @ 5 m (16 ft)

- proposed bylaw will count ceiling heights over 3.7m (12 ft) as double FAR
- 16 ft ceiling height will be effective for infill abuse of void spaces and will reduce massing from current 20 ft ceilings
- massing will also be *contained within the proposed vertical envelopes* regardless of 16 ft. ceiling areas

request that a ceiling height of 16 ft be permitted before double counting floor space as outlined in Bylaw 9280

- this is necessary for market demands and will still reduce massing from present situation
- comments from public consultation and comment forms support a 16 ft ceiling height

2. VERTICAL BUILDING ENVELOPE

- vertical building envelopes proposed for lot widths between 12 m and 18 m
- adverse impact on lots under 15 m (49.2 ft) which are duplex lots or can be subdivided
- test design on a 14.5 m (45 ft) wide lot shows builders can build a house with 4 bedrooms and 3 baths on second floor but at the sacrifice of an open entry and higher ceilings in living room
- this is detrimental to market demands
- test drawings attached

request that the vertical building envelope for lots less than 12.5 m be extended to include lots 15 m (49.2 ft) wide

- lots wider than 15 m can be contained within the vertical building envelope proposed by City staff
- Amend Bylaw 9281, clause 4.18.2 to read *For a lot with a lot width that is 15.0 m or less*

UNINTENDED CONSEQUENCES

1. Downzoning effect

- double counting of areas with ceiling heights over 12 ft. will reduce the available floor area for some houses
 - this will effectively reduce the buildable area for some lots if the builders need to respond to market requirements
 - this will effectively down zone some lots in Richmond

Ms Terborg quoted some stats on house and lot prices in Richmond

- land values and prices are a reflection of market conditions and buildable area
- smaller houses that do not meet market conditions may result in an effective down zoning of some lots in the city

2. Rear Yards

- Ms Terborg has raised a valid issue of shadow impacts and loss of use in rear yards
 1. proposed amendments for accessory buildings in rear yards may have shadow and overlook impacts from rear yards which will further exacerbate residents complaints about rear yards
 2. proposed vertical building envelopes may push building massing further towards rear yards which will further exacerbate shadow and overlook impacts into neighbouring properties.

3. Discouragement of Smaller Houses

- Proposed bylaw may encourage builders to build one large house on larger lots to meet market demands instead of building two smaller houses on same lot.

PROPOSED BYLAW

- Proposed amendments to bylaw is a good start to regulate massing but it needs testing
- this issue will return

OPTIONS:

Option 1

Pass proposed bylaw for interim control and review in one year (same as staff recommendation)

Option 2

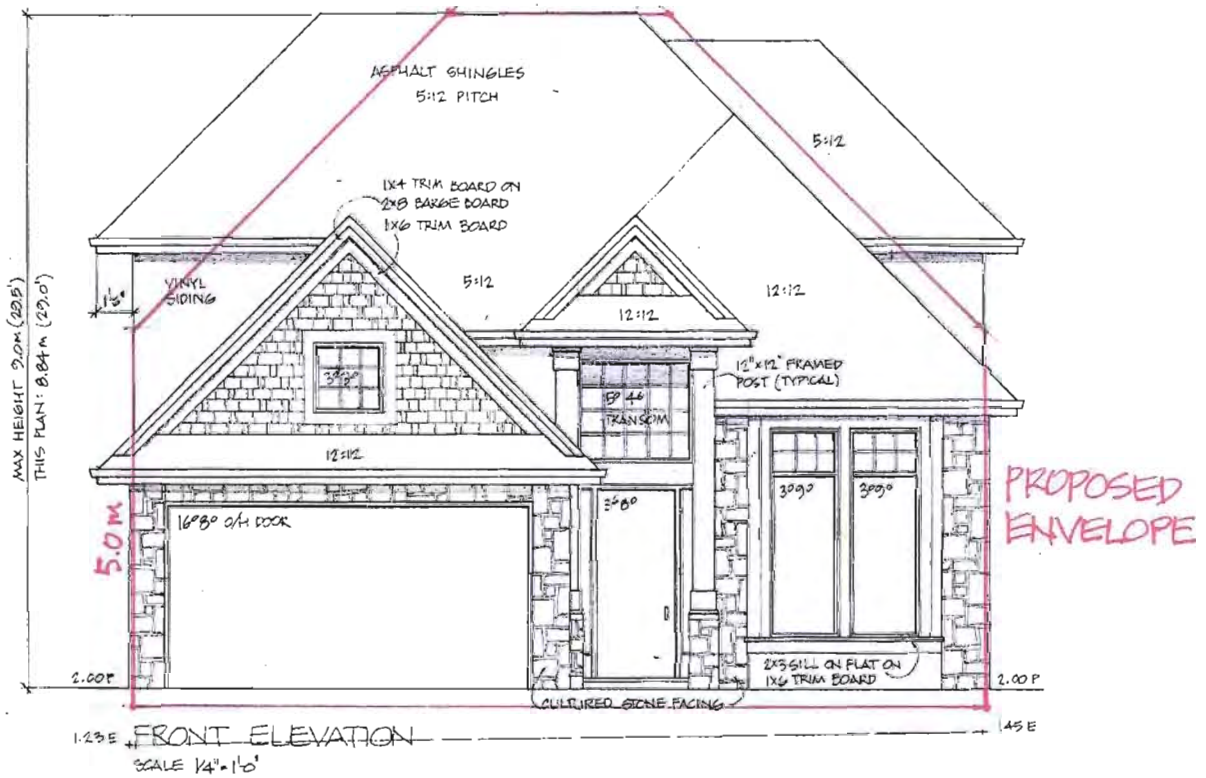
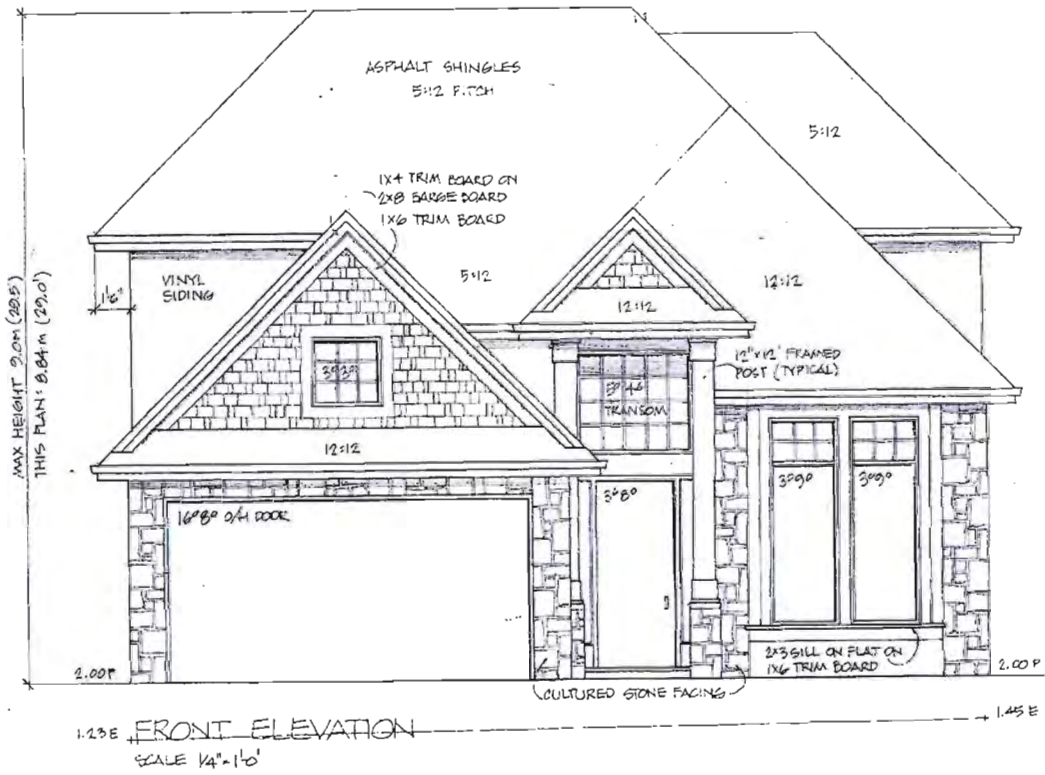
Delay passing bylaw until Fall to allow building industry to work with City staff to test the proposed amendments and bring forward.

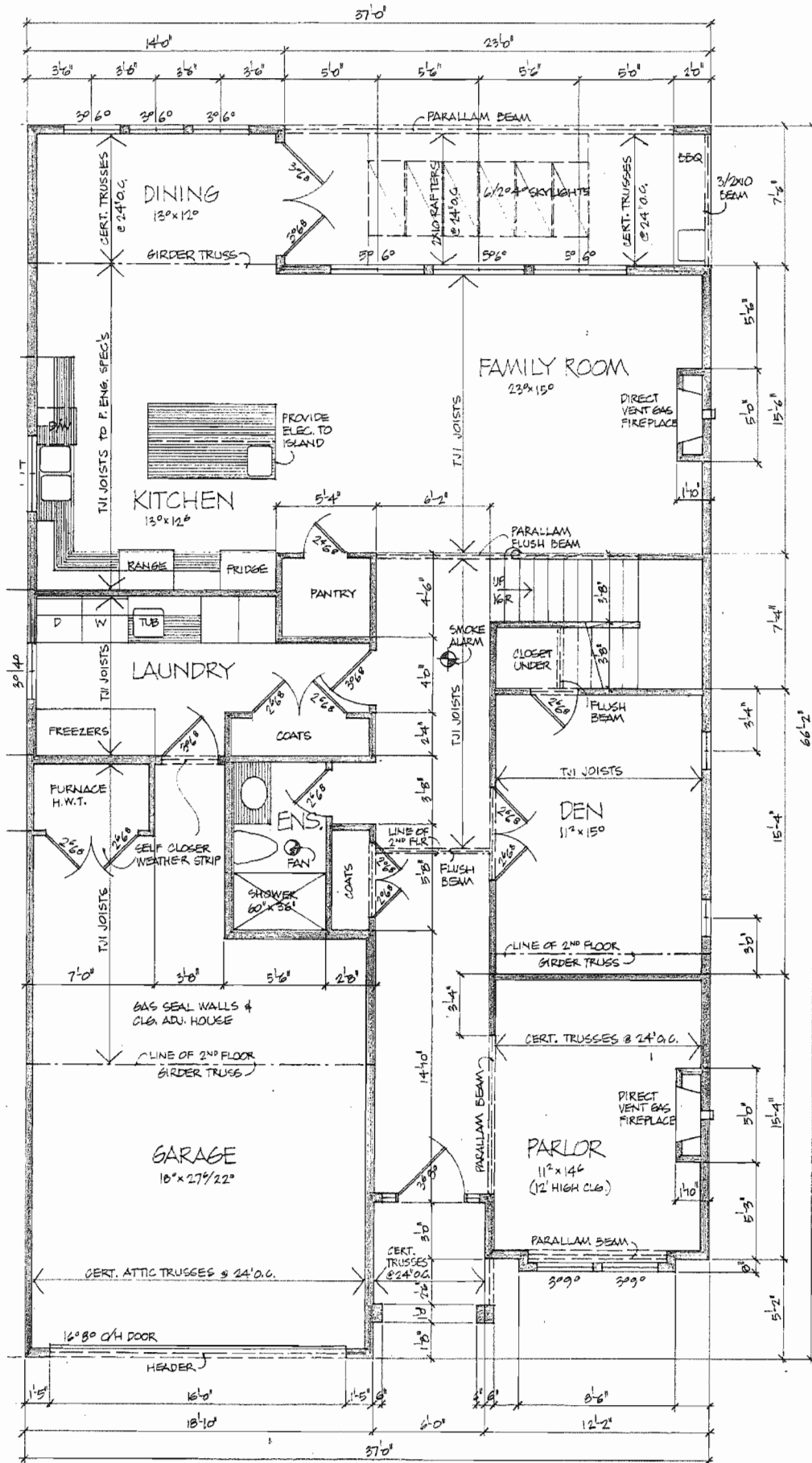
- Ms Terborg has identified additional issues which should also be considered and tested.
- Test results and recommendations can be brought forward in the Fall.

SUGGESTIONS

Some good suggestions were brought forward during the public consultation. I have gathered them here for future consideration.

1. Consider different massing in existing neighbourhoods to ensure new houses are compatible with existing homes.
2. Consider neighbourhood by neighbourhood zoning instead of a city wide broad brush zone to ensure new development fits into existing neighbourhoods
3. Resolve issues such as unauthorized infill with enhanced enforcement and hefty fines; Builders endorse a 1 year post occupancy inspection
4. Consider shadow impact studies for large homes
5. Consider giving bonus floor space for good design, sensitive massing, and larger backyard space. [Richmond has the lowest FAR for single family homes compared to other cities in the Lower Mainland, except Tsawwassen.]

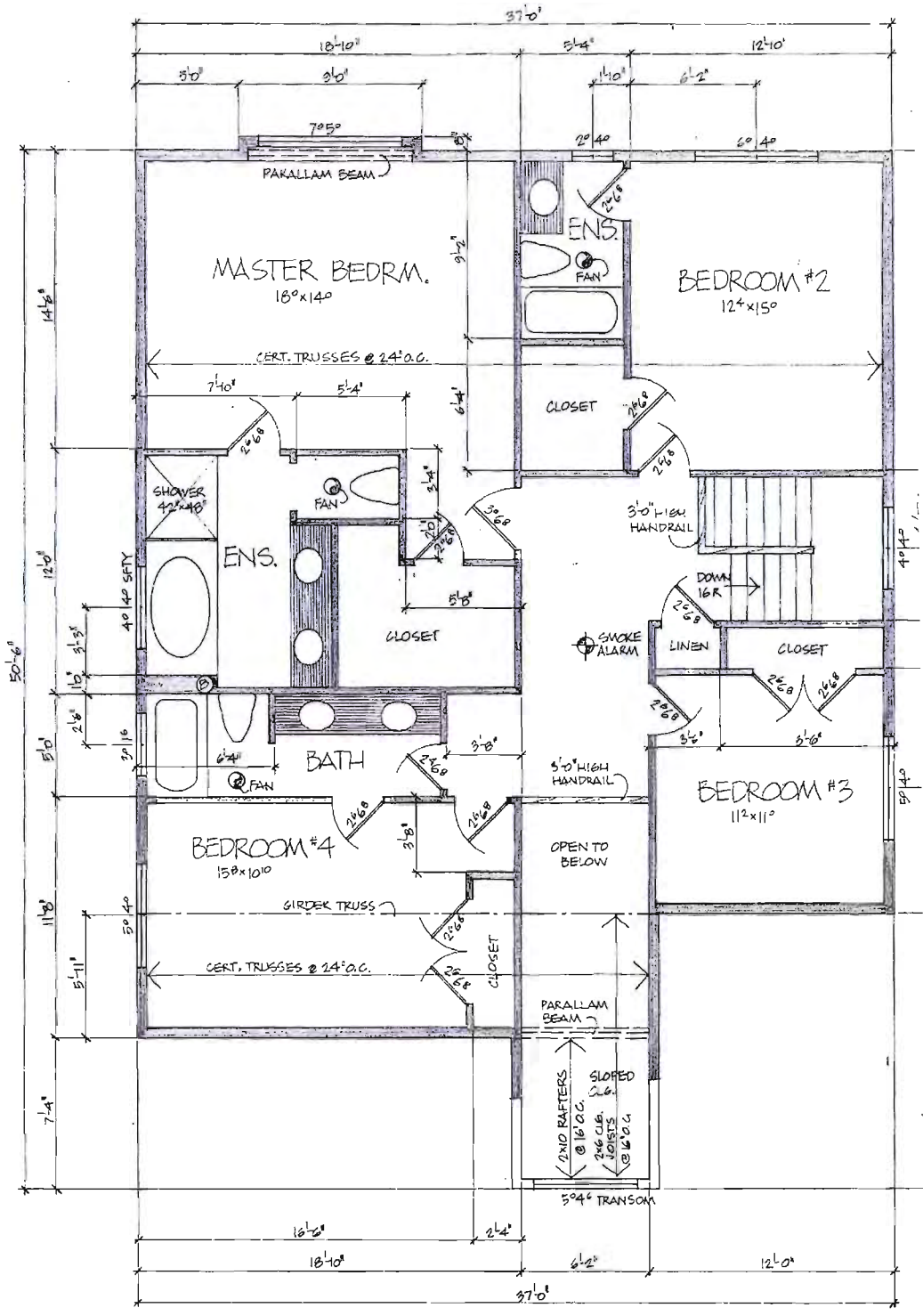




MAIN FLOOR PLAN
SCALE 1/4" = 1'-0"

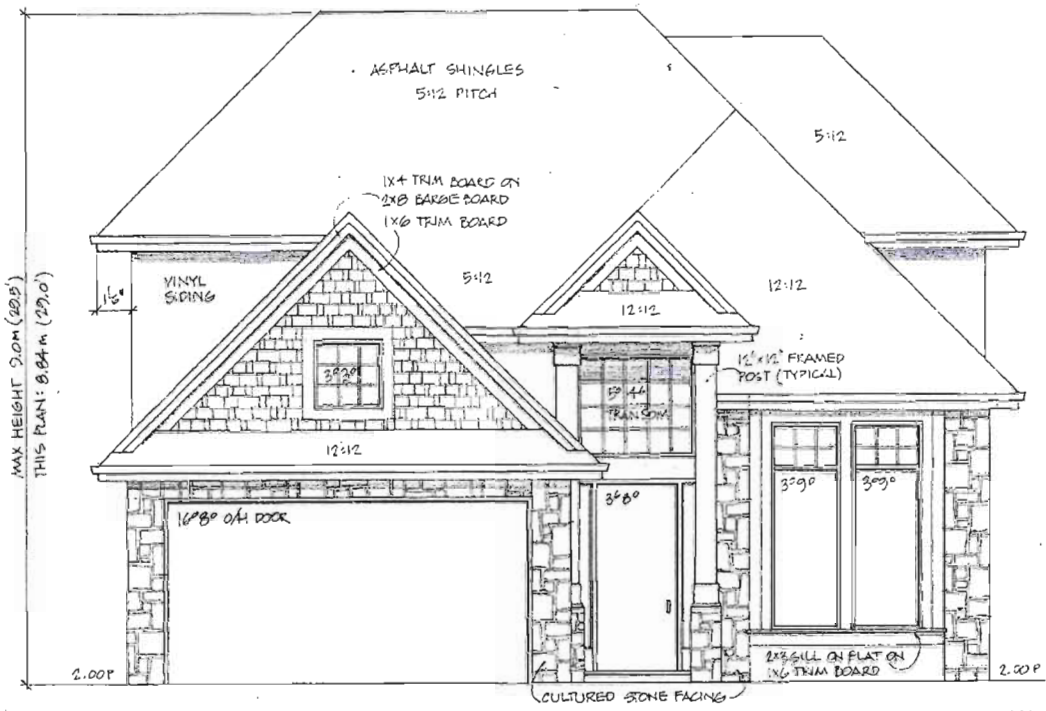
FIN. FLOOR AREA 1626+
GARAGE AREA 533+
COVERED 2159+
TOTAL SITE COV. 2377+

ENCLOSURE 50



UPPER FLOOR PLAN

| | |
|-----------------|---------|
| TOTAL AREA | 15796 |
| LESS STAIRS | (-1074) |
| 1 CLK N.L. / CM | (-774) |

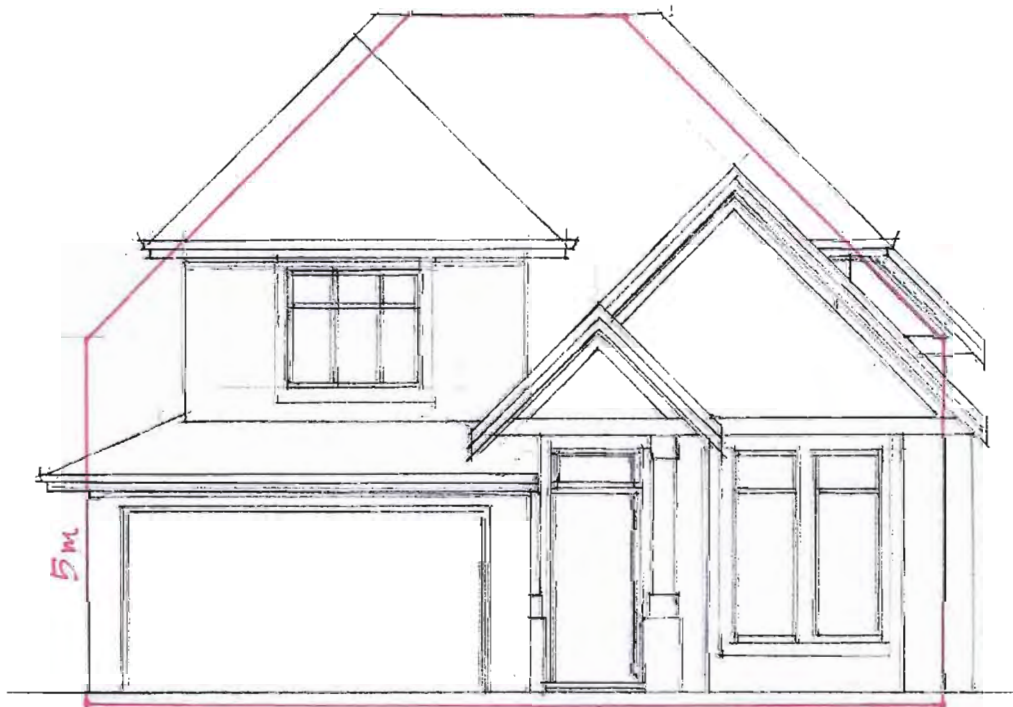


MAX HEIGHT 2.0M (20.0')
THIS PLAN: 0.84M (27.0')

1.23E FRONT ELEVATION

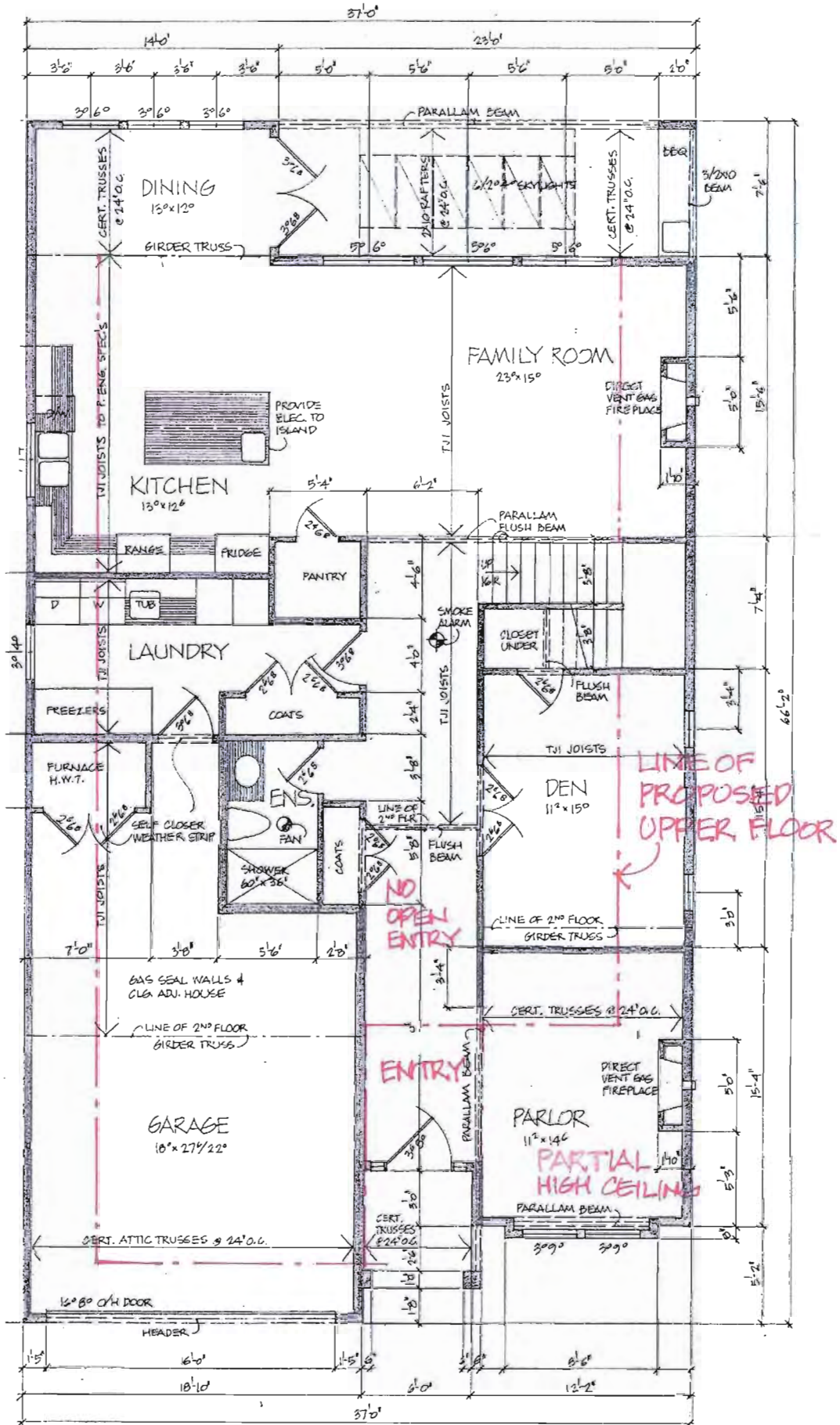
SCALE 1/8" = 1'-0"

EXISTING ENVELOPE



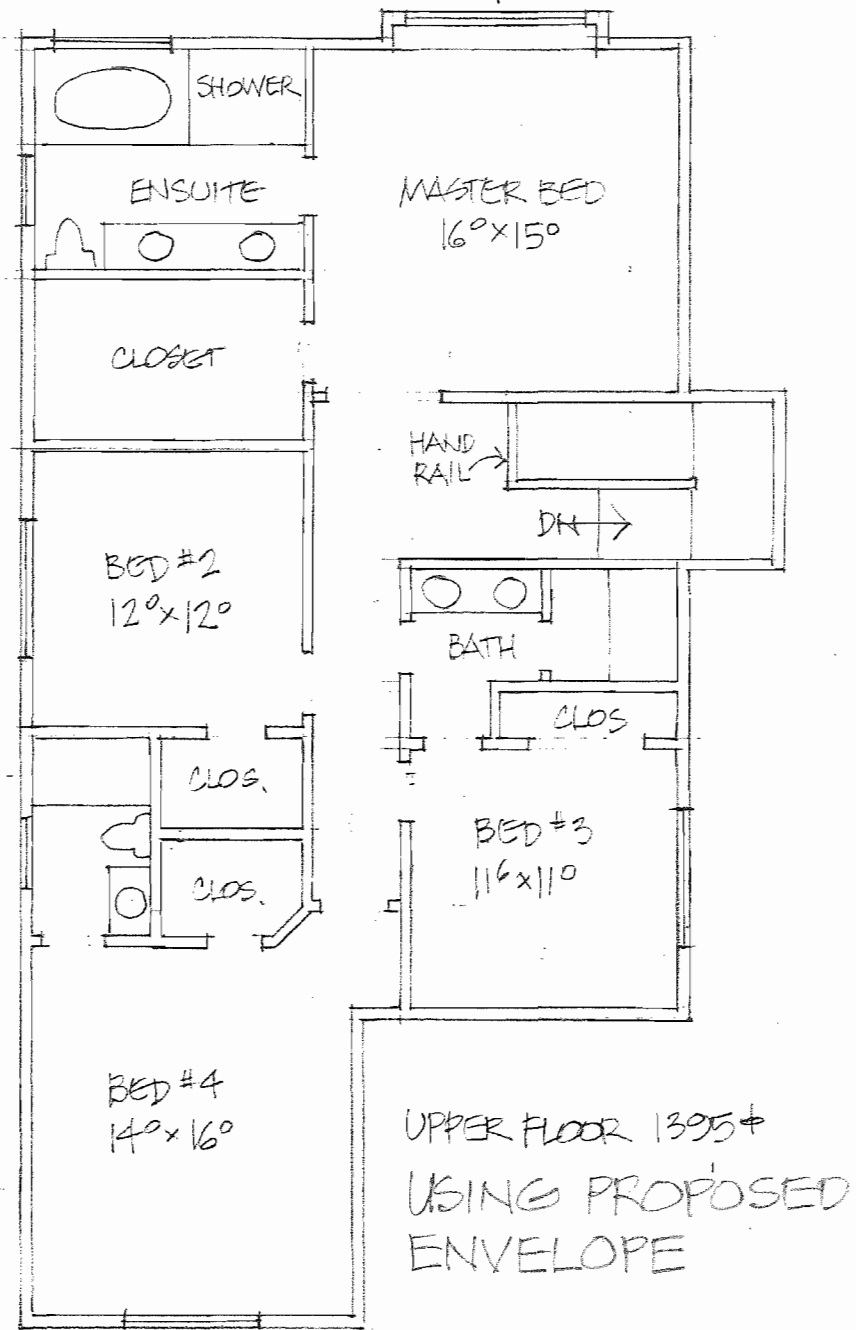
FRONT ELEVATION 1/8" = 1'-0"

PROPOSED ENVELOPE



MAIN FLOOR PLAN
SCALE 1/4" = 1'-0"

FIN. FLOOR AREA 1626+
GARAGE AREA 558+
COVERED AREA 2184+
TOTAL SITE COV. 2377+
CNCL 53



- NO OVERLOOK TO ENTRY
- NOT AS OPEN FEELING WITH HALLWAYS,

Jim Wright, 8300 Osgoode Drive, on Item 4, Building Height and Massing

For one *crucial* reason, I am **outraged** by the proposed Building Height and Massing. Incredibly, the **10.5-metre** height limit has been slipped in **yet gain**. That consists of the supposed 9-metre limit *plus a 1.5-metre bonus* for no good reason. It would be a death warrant for my family neighbourhood, Rideau Park. The area is so well designed that I was awe-struck when I came across it in 1981. I drove slowly around the looping drives and cul-de-sacs in a state of wonder. Somehow it is still hanging on, and we still love to take a 4 km walk around the entire neighbourhood each night.

Even without the bonus, developers are allowed a 9-metre house height on their “raised site grade,” which adds more height. Houses like that are about three metres higher than the original houses, which are mostly large homes of two storeys or split level, mainly with gently sloping roofs. The supposed height limit of 9 metres is far too high, but we can live with it.

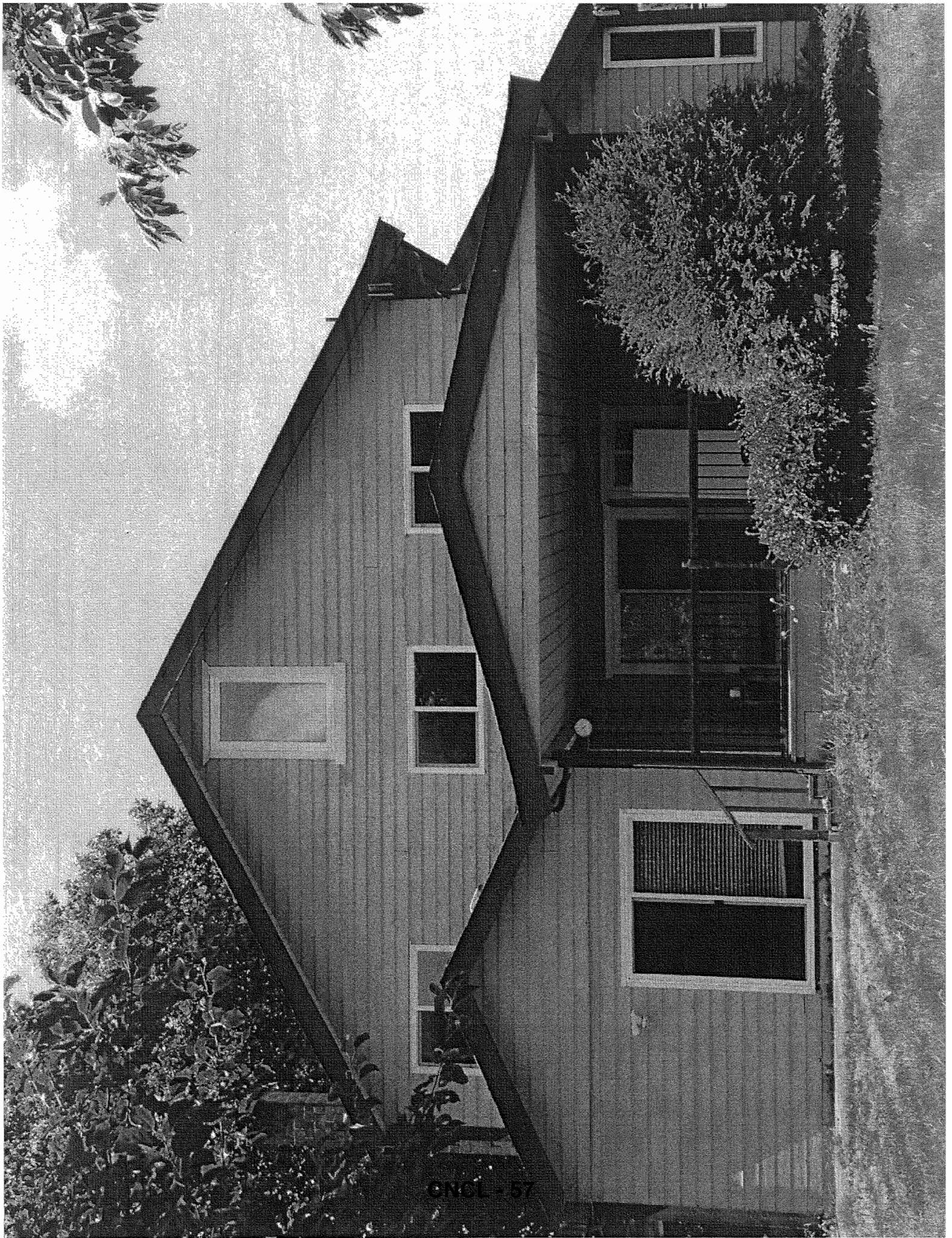
The problem for neighbourhood lots in Richmond, including all of Rideau Park, is the 1.5-metre bonus for the 3-storey houses that are called “two-and-a-half-storey” houses. (The bonus applies to everything except narrow lots.) As it happens, I live near an original 39-year-old house that is two-and-a-half storeys. It includes a double-height entrance and living room, and it is **well under 8 metres** tall. The small third floor was designed as an art studio with terrific natural lighting from a large window and a skylight. **[Show a photo of it.]**

If today's developers can't build a two-and-a-half-storey house within a true 9-metre height limit, let them stick to two-storey houses and allow our neighbourhoods to survive. I've listened closely to staff reasons for the bonus, and they are *not reason enough* to destroy our quality of life by allowing the loophole. Builders have said today that they will always find loopholes, and one could drive a Panamax tanker through this one.

On the Proposed Building Envelopes poster, the images for the envelopes except the narrowest one are misleading. The numbers indicate a 9 metre height instead of a 10.5 metres, but the 10.5-height is what anyone can build to by simply including a "half storey."

Similarly, on page 5 of the staff report with today's agenda, the 1.5-metre height bonus for the vast majority of new houses is implicitly included in a *misleading statement*. It is implicitly among the many consultation matters that were "not the subject of comment or concern" (according to the report). On my survey form, I wrote "NO EXTRA HEIGHT for anyone, especially 2.5 storey houses," and I elaborated on that at length.

Believe me, I *am* concerned, and a lot of people are concerned. We are concerned for our neighbourhoods, and we are concerned for the future of Richmond. Please help.



CNCL - 57

(1) Proposed Building Height and Massing Bylaw Summary

| Double Height & Massing & Accessory Buildings | Amendment Bylaw # | Control | Double Height Standard | Bonus 'Additional FAR' | Height | | Accessory Buildings | |
|---|-------------------|---------|------------------------|--|----------------|------------------|--|-----------------------------|
| | | | | | Control | No Change | Increase | Control |
| 1 Residents option | 9278 | | 12.1 ft (3.7 m) | ∅ | 2 storey house | 2.5 storey house | Max Area | Setback from front lot line |
| 2 Staff recommendation | 9279 | | 12.1 ft (3.7 m) | 161 ft ² (15 m ²) | 29.5 ft (9 m) | 34.5 ft (10.5 m) | 753 ft ² (70 m ²) | 65.6 ft (20 m) |
| 3 Builders option | 9280 | | 16.4 ft (5.0 m) | ∅ | | | | |

(2) Proposed Building Envelope Bylaw Summary

| Building Envelope | Amendment Bylaw # | Control |
|------------------------|-------------------|--|
| 4 Staff recommendation | 9281 | 3 different lot envelopes: (1) 'status quo' < 41 feet (2) 41 to 59 feet (3) > 59 feet |
| 5 Builders option | 9282 | 2 different lot envelopes: (1) 'status quo' for lots < 59 feet (2) amending for lots > 59 feet |

(3) Bylaw Future Considerations **Council must direct staff in order for the following reviews to proceed**

Through the consultation held July 8 and July 9, 2015, several issues were raised by the public which, with the benefit of more time, might warrant additional analysis. These issues were:

- Maximum depth of house
- Rear yard setbacks to house
- Front Rear yard setback for larger detached accessory buildings
- Interior side yard setbacks
- Projections into required side yard setbacks
- Secondary (upper floor) building envelope

Bylaw Amendment Concerns

No Change to FAR requested

-Additional Bonus FAR' not disclosed at public workshops or on story boards

-Why give a free bonus? What will the new house give back to the neighborhood in return? (deeper setbacks?, preserve all mature trees?)

-A free bonus (161 ft²) overheight space left to 'float' inside a house is difficult to administer and easy to abuse

-If at all, tie bonus extra height area to the front of the house where it belongs

No other municipality distinguishes height differences between 2 and 2.5 storey houses. The 3rd half storey is to be tucked under the roof pitch

16.4 feet does not work with today's construction practices (10 ft, 11 ft, 12 ft storey heights). Vancouver, Surrey, and Burnaby have all made the switch

-Proposed clause includes additional unnecessary defined term 'ceiling height'. This only complicates the intent of the Bylaw and is problematic.

-Richmond proposed double height control is to 'underside' of floor joist, 'underside' of roof joist, or 'underside' of bottom chord of structural truss

-Vancouver double height control is to 'top' of roof joists, 12.1 ft (3.7 m)

-Burnaby double height control is to 'top' of wall plate, 12.1 ft (3.7 m)

-Surrey double height control is floor area with 'extended height', 12.1 ft (3.7 m)

New House Massing and Height Questions

for City of Richmond workshops, Planning Committee, Public Hearing, and for a finalized Bylaw.

Preserve current Floor Area Ratio (FSR) but control massing and height



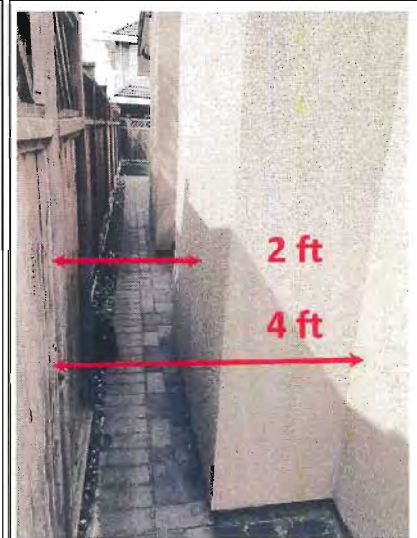
TOO MASSIVE

- What is massing?
- Please explain double height spaces?
- What are void spaces? Are these extra rooms?
- What is back-framing? and when is it used?
- What are standard architectural massing controls?
- Why give a free bonus (161 ft²) of over height space? What will the new house give back to the neighborhood in return? (deeper setbacks?, preserve all mature trees?)
- What are habitable and non-habitable spaces and overheight spaces? And how are they calculated into the total square footage?



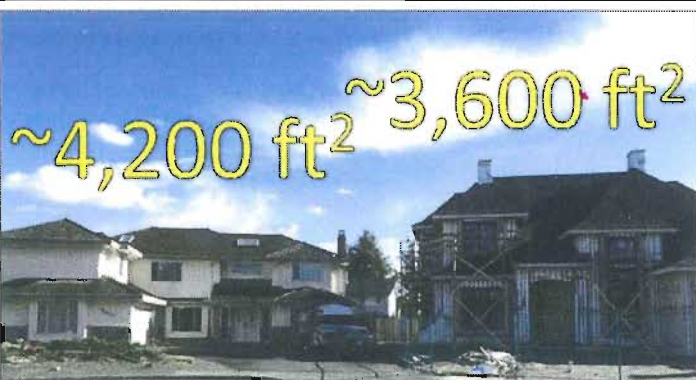
TOO DEEP

- Will backyard detached garages respect the 20 foot rear yard setback?
- How do you propose to eliminate massing of houses in backyards?
- Why are maximum building depth (50% of lot) and limits on 2nd storey floor areas (80% of 1st storey) controls postponed for another year?



TOO WIDE

- Why does the City allow projections into side yard setbacks?



1990 Construction

2015 Construction

TOO HIGH

- Why provide a bonus height allowance for 2.5 storey houses when other municipalities make no distinction and the 3rd half storey is tucked under the roof pitch?
- What is a half storey and its purpose?
- Why do you measure to the midpoint of the roof to calculate overall building height and not the roof peak?
- How is building height calculated when multiple peaks, pitches, ridges, and hybrid flat/pitched roofs are combined?
- How does the building height change from 29.5 ft (in 2008) to 34.5 ft contribute to massing challenges?



1. Can you tell us what aspects of house construction make the house appear too big?

- Overall building height
- Interior ceiling height and floor area calculation
- Side-wall height
- Front yard massing
- Rear yard massing
- Other

Comments:

Houses don't just appear massive but ARE too massive for lot size. Not accurately double counting the overheight VOIDS and allowing back framing to create voids is breaching the intent of the bylaws. 22' outside wall expression is a 22 feet high single storey. Current bylaw says 16' 4" is the maximum height. Dropping a false ceiling to 16' in a 22' space doesn't reduce outside effect on the neighbours. This is a false interpretation.

2. Do you support a requirement that all interior ceiling heights be measured to a structural element within the building, and eliminating the use of dropped ceilings?

- Yes
- No

Comments:

The "structural element" & height should be defined as the top of the wall plate not ceiling and is measured on the house plan and at framing when the roof is on.... not after a decorative ceiling (with or without back framing and drops) is added. A plan checker does not see nor needs to comment on ceiling treatments (such as coffered or floating). That is the prerogative of the owner and builder, to finish inside of the house as they want.

3. What maximum interior ceiling height do you support?

- 3.7 m
- 5.0 m

Comments:

This is the best control for reducing massing. Reduce Richmond's 5 m (16'4") to 3.7m (12' 1") for single storey height. Vancouver, Burnaby and Surrey all use 3.7m as their double height maximum for double counting floor area ratio. Nothing is preventing higher heights in a particular room, you just have to pay for it by off setting the area of VOID space created from the total allowable floor area ratio permitted for the specific lot.

4. We have proposed amendments to the setbacks and height for accessory buildings. Do you support the proposed height limits and revised setbacks?

- Yes *see comments*
- No

Comments:

Can't be answered simply. Yes to reduced heights, but no if habitable area can be encouraged over the garages to reduce depth of lot coverage.. No to revised setbacks if detached garages are permitted on 20 foot backyard setbacks. This setback is required to put a distance to the back neighbour. Detached accessory buildings should not be allowed on the front of the lot as this pushes the house too far back on the lot.

5. Do you support the proposed changes to building envelopes?

Yes

No

Comments:

Need to address maximum lot depth coverage, and reduce second storey floor area maximum of 80% of the first storey to let more light into yards. Massing control tools encouraged by City's Design Advisory Panel. Bringing habitable space forward over the garages eliminates the problems with knock out trusses presently being used to create illegal suites exceeding allowable floor area ratios after occupancy.

6. Please provide any other general comments you wish to make.

Comments:

NO to an additional FREE 161 sq. ft. BONUS that was offered within all three proposals to the Planning Committee June 16. This proposed bonus wasn't included in any storey board or online material, nor was it proposed or discussed in the public or the builder's workshops on July 8 & 9th. If this was to be included in the final staff recommendation to Planning on July 20, it would be seen as counter productive to the referral motion asking for "control of massing and height " and disingenuous to the process of public consultation. Need common height 9m for both 2 & 2 1/2 storey homes. No other municipality offers two heights and this added height to 34.5 feet given in 2008 has directly resulted in the escalating massing and building height problems we are experiencing in 2015. 29.5 feet to roof peak minimizes use of the third level and also illegal filling-in of third floor attic space for habitable space. Tighten regulations, eliminate void spaces, beef up enforcement. Many 22' (no drop) single storey rooms have been approved by inspectors. How is this possible?

Thank you for your feedback.

Name: _____

Address: _____

E-mail: _____ Phone: _____

Please complete this Comment Form and return it, to the attention of Gavin Woo – Senior Manager, Building Approvals, by **Wednesday, July 15, 2015**.

- 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; or
- Leave it in the drop-off box provided at the Public Workshop.

If you would like an opportunity for further review of the information boards presented at today's workshop, please visit the City's website at www.richmond.ca . The display boards will be provided at the following page:

<http://www.richmond.ca/plandev/planning2/projects/buildingmassingstudy.htm>



Public Works and Transportation Committee

Date: Wednesday, July 22, 2015
Place: Anderson Room
Richmond City Hall
Present: Councillor Chak Au, Chair
Councillor Harold Steves
Councillor Ken Johnston
Councillor Alexa Loo
Mayor Malcolm Brodie
Absent: Councillor Derek Dang
Also Present: Councillor Carol Day
Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on June 17, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

September 23, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. SOUTHWEST AREA TRANSPORT PLAN – STRUCTURE AND PROCESS

(File Ref. No. 01-0154-04) (REDMS No. 4573211 v. 2)

Victor Wei, Director, Transportation, provided background information and in reply to queries from Committee commented on the value of having a member of Council participate in the Southwest Area Transport Plan Senior Advisory Committee. Also, he advised that input regarding the Plan will be sought from stakeholders as well as the general public.

Discussion took place on selecting a member of Council to represent the City at the Southwest Area Transport Plan Senior Advisory Committee and it was noted that the Chair of the Public Works and Transportation Committee has traditionally filled this role. As a result of the discussion, the following **motion** was introduced:

It was moved and seconded

That Councillor Chak Au be appointed to TransLink's Southwest Area Transport Plan Senior Advisory Committee to provide input into the development of the Southwest Area Transport Plan.

CARRIED

2. UPDATE ON GEORGE MASSEY TUNNEL REPLACEMENT PROJECT

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 4595519 v. 3)

Mr. Wei commented on the relocation of the BC Hydro transmission line as part of the proposed decommissioning of the George Massey Tunnel (GMT). He advised that although BC Hydro has indicated an overhead crossing as their preferred option, they have indicated that they remain committed to a public consultation anticipated for fall 2015, following which a final decision will be made on the relocation of the transmission line.

Discussion took place on a new configuration to the existing interchange at Steveston Highway and Highway 99, and Committee expressed concern with current fill activities at said interchange. Mr. Wei advised that staff would follow up with the Ministry of Transportation and Infrastructure (MoTI) regarding these activities.

An article titled "B.C. auditor general adds dozens of items to her to-do list" from the *Vancouver Sun* dated July 22, 2015 (copy on file, City Clerk's Office) was referenced and it was noted that Carol Bellringer, Auditor General for British Columbia, anticipates reviewing the need to replace the GMT; it was suggested that a letter be sent to her outlining the City's concerns with respect to the project.

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Discussion took place on the MoTI's position on decommissioning the GMT, and it was noted that, at a luncheon earlier this month, Minister Todd Stone advised that a decision on the matter had not been made. It was suggested that the letter to the Auditor General make reference to the aforementioned discussion.

Discussion then took place on transportation alternatives to alleviate traffic along the Highway 99 corridor and reference was made to past alternatives such as a new bridge to Vancouver across the Boundary Road right-of-way. Also, suggestions regarding a light rail transit corridor adjacent to the GMT were discussed.

In reply to query from the Chair, Mr. Wei advised that if there are a number of other transportation related concerns Council wishes to pursue, a staff referral on the matter would be suitable.

It was moved and seconded

- (1) *That the staff report titled "Update on George Massey Tunnel Replacement Project" dated July 10, 2015 from the Director, Transportation, be forwarded to the Ministry of Transportation & Infrastructure's George Massey Tunnel Replacement project team for consideration in the development of the Project Definition Report;*
- (2) *That a letter be sent to BC Hydro, advising that, should the George Massey Tunnel be decommissioned, the City's preferred options for the relocation of the BC Hydro transmission line from the tunnel would be either an underground crossing of the Fraser River or attached to the new bridge; and*
- (3) *That a letter be sent to the Auditor General for British Columbia outlining Council's concerns with respect to the replacement of the George Massey Tunnel.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

3. PILOT MULTIFAMILY CONDOMINIUM ENERGY ADVISOR PROGRAM

(File Ref. No. 10-6125-07-02) (REDMS No. 4600669 v. 4)

It was moved and seconded

That the development and implementation of a Pilot Multifamily Condominium Energy Advisor Program, as outlined in the staff report dated June 22, 2015, from the Director, Engineering, be endorsed.

CARRIED

3.

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4. **AGEING INFRASTRUCTURE PLANNING – 2015 UPDATE**

(File Ref. No. 10-6060-04-01) (REDMS No. 4582509 v. 6)

In reply to a query from Committee, John Irving, Director, Engineering, spoke on infrastructure replacement funding levels, noting that the City's strategy of gradual rate increases to close the indentified funding gaps has substantially addressed the issue.

It was moved and seconded

That staff utilize the attached "Ageing Infrastructure Planning – 2015 Update" report dated June 26, 2015 from the Director, Engineering as input in the annual utility rate review and capital program process.

CARRIED

5. **AGEING FACILITY INFRASTRUCTURE – UPDATE**

(File Ref. No. 06-2050-01) (REDMS No. 4578048 v. 7)

It was moved and seconded

That staff utilize the attached "Ageing Facility Infrastructure – Update" report dated June 15, 2015 from the Director, Engineering, as input in the annual capital and operating budget preparation process.

CARRIED

6. **MANAGER'S REPORT**

(i) Stage 3 Water Restrictions

Tom Stewart, Director, Public Works Operations, spoke on the stage 3 water restrictions now in effect, and commented on interdepartmental efforts to manage the restrictions. In reply to a query from Committee, Mr. Stewart advised that a low snow pack resulted in lower than usual water levels in reservoirs.

(ii) Asia-Pacific Gateway Corridor Initiative

Mr. Wei provided background information regarding proposed road improvement projects as part of the Asia-Pacific Gateway Corridor Initiative and highlighted that the City's submitted projects have been approved in principle. He advised that a memorandum to Council with additional details is forthcoming.

(iii) McArthurGlen Mall

In reply to a query from the Chair, Mr. Wei advised that since the opening weekend of the McArthurGlen Mall, staff have not received any traffic complaints.

Public Works & Transportation Committee
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ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:41 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, July 22, 2015.

Councillor Chak Au
Chair

Hanieh Berg
Committee Clerk



Parks, Recreation and Cultural Services Committee

Date: Thursday, July 23, 2015

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Ken Johnston
Councillor Carol Day
Councillor Bill McNulty
Councillor Linda McPhail
Mayor Malcolm Brodie

Also Present: Councillor Chak Au
Councillor Derek Dang
Councillor Alexa Loo (entered at 4:55 p.m.)

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

AGENDA ADDITIONS

It was moved and seconded

That Public Art AM-PRI Partnership with Emily Carr, Branscombe House Update, Effects of Stage 3 Water Restrictions on Parks and Aquatics Update, and Residency Requirement on Local Sports Associations be added to the agenda as Items No. 7A through 7D.

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on June 23, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

September 29, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

COUNCILLOR CAROL DAY

1. **PUBLIC ART**
(File Ref. No.)

Councillor Day spoke to public art having a dual purpose and referenced the *Vancity Buzz* article by Kenneth Chan on the wooden 'Urban Reef' street furniture.

Discussion ensued regarding public art including heritage restorations (i.e., the Rung Runner vessel and other historical artefacts) and it was noted that projects for consideration should have a high degree of prominence, public use and/or public realm impact as stated in Section 5.2.2(a) of the City's Public Art Program Policy 8703.

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

It was moved and seconded

That the Vancity Buzz article on the wooden 'Urban Reef' street furniture be refer to staff to explore augmenting the City's Public Art Program Policy 8703 to add functional and historic design criteria.

CARRIED

COUNCILLOR HAROLD STEVES

2. **MARITIME MUSEUM OF B.C.**
(File Ref. No.)

The Chair provided background information on the *Victoria Times* article regarding the Maritime Museum of B.C. Society's (the "Society") search for a permanent location. He proposed that staff explore (i) the Gulf of Georgia Cannery and the Britannia Shipyards National Historic sites as potential locations, (ii) the possibility of the ONNI site as a temporary location, and (iii) potential funding sources.

In reply to queries from Committee, Connie Baxter, Coordinator – Leisure and Heritage, advised that preliminary discussions with the Society indicate that they are open to a location outside of the Victoria area and that the museum would require approximately 40,000 square feet of waterfront space. Also, she commented that there was a former proposal in North Vancouver; however, support for the project was withdrawn by the Province.

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Parks, Recreation & Cultural Services Committee
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Discussion ensued regarding (i) the viability of the concept, particularly related to its financing and space requirements, (ii) discussions with ONNI concerning the future of the maritime use site, (iii) the potential for the museum to be included in the City's Major Capital Program Phase II priority list, and (iv) the need for public consultation on the matter.

In response to a query from Committee, Serena Lusk, Senior Manager, Recreation and Sport Services, advised that a staff report on the Major Capital Program Phase II is anticipated for fall 2015.

Loren Slye, Chair, Britannia Heritage Shipyard Society, accompanied by Linda Barnes, Chair, 2020 Group, spoke to the available space in the Seine Net Loft building and to the loss of artefacts due to the lack of archival storage space. Mr. Slye and Ms. Barnes urged Committee to prioritize the space available.

In reply to a query from Committee, Jane Fernyhough, Director, Arts, Culture and Heritage Services, commented that a staff report related to archival spaces will be presented at a future Committee meeting.

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

It was moved and seconded

That the Maritime Museum of B.C. and archival storage space be referred to staff for analysis including but not limited to the Major Capital Program Phase II priority list.

CARRIED

COMMUNITY SERVICES DIVISION

3. **STEVESTON CHANNEL SHEER BOOMS**

(File Ref. No. 11-7200-01) (REDMS No. 4593379 v. 10)

Mike Redpath, Senior Manager, Parks, provided background information on the condition of the sheer booms and noted that a significant financial investment will be required for the removal and replacement of the piles.

In response to queries from Committee, Mr. Redpath stated that staff is recommending that discussions on the replacement costs be undertaken with senior levels of government. He further stated that (i) where possible, salvaged logs would be repurposed, (ii) in recent years sheer booms have become primarily a provincial concern, and (iii) a request to meet with the Chair of the Union of British Columbia Municipalities has been initiated.

It was moved and seconded

(1) That the staff report titled "Steveston Channel Sheer Booms," dated June 25, 2015, from the Senior Manager, Parks, be received for information; and

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- (2) *That a letter be sent to the British Columbia Provincial Minister of Forest, Lands and Natural Resources Operations, to the Federal Minister of Transportation, Richmond's Members of Parliament, and Richmond's Members of the Provincial Legislative Assembly to raise awareness of the Steveston Cannery Channel floating debris issue, the continued hazards to navigation posed by it and to seek support to remedy the issue.*

CARRIED

4. **TAIT RIVERFRONT PARK CONCEPT PLAN**

(File Ref. No. 06-2345-20-TRIV1) (REDMS No. 4629225 v. 8)

Mr. Redpath, accompanied by Clarence Sihoe, Park Planner, provided background information and advised that, should the proposed plan be approved, the development of the park would be included in the 2017 Capital budget.

In response to queries from Committee, Mr. Redpath advised that washrooms are generally not installed in a neighbourhood park. Mr. Sihoe further advised that design plans for the proposed water feature will be explored during the next phase of development.

Committee suggested that, in light of the current water restrictions, staff explore natural water uses, such as a pond or river water rather than a splash park for the proposed water element.

It was moved and seconded

That the Tait Riverfront Park Concept Plan, as outlined in the staff report titled "Tait Riverfront Park Concept Plan," dated June 29, 2015, from the Senior Manager, Parks, be approved.

CARRIED

5. **PUBLIC PARKS AND SCHOOL GROUNDS REGULATION BYLAW NO. 8771 REFERRAL – JUNE 2015**

(File Ref. No. 11-7000-01; 12-8060-20-008771) (REDMS No. 4600713 v. 11)

In reply to queries from Committee, Marie Fenwick, Manager, Parks Programs, provided the following information:

- signage, including appropriate contact information for the Richmond RC Flyers Club, will be posted at Manoah Steves Park;
- membership to the Richmond RC Flyers Club is free;
- staff have been in contact with several stakeholders at the Vancouver International Airport, and these stakeholders have indicated their support for the proposal; and
- should the proposal be approved by Council, staff will further liaise with the airport stakeholders to carry out an aviation risk assessment.

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Discussion took place on power kite activities and it was noted that the development of a Code of Conduct would be valuable.

Ken Martin, avid power kiter, stated that he has been power kiting at Garry Point Park for 17 years. He was of the opinion that power kiting at the Park acts as a tourist attraction and spoke in favour of staff's efforts to partner with the power kiting community to develop a Code of Conduct. Also, Mr. Martin commented on the value of appropriate signage at the Park to inform users of the activities taking place at the Park.

Ben Baker, 3246 Regent Street, stated that his son has been power kiting for two years and the activity has allowed him to flourish. Mr. Baker then thanked staff for their efforts in explaining the local government process and commented on liability insurance, noting that its costs can be prohibitive.

Discussion then took place on the potential to ban drones and Ms. Fenwick advised that Transport Canada recommendations do not allow the operation of a drone within nine kilometres of an airport.

Councillor Loo entered the meeting (4:55 p.m.).

It was moved and seconded

- (1) *That Manoah Steves Park be designated for model aircraft use under the code of conduct outlined in Attachment 1, in the staff report titled "Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015," dated June 29, 2015, from the Senior Manager, Parks; and*
- (2) *That Garry Point Park be designated for permit only – recreational power kite usage through the development and implementation of a permit system as detailed in the staff report titled "Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015," dated June 29, 2015, from the Senior Manager, Parks.*

CARRIED

6. **CANADA 150 ACTIVITIES**

(File Ref. No. 11-7000-01) (REDMS No. 4620635 v. 6)

Discussion ensued and it was suggested that Council, in addition to the community, be included in Richmond's Canada 150 activities engagement process.

It was moved and seconded

That:

- (1) *the vision for Richmond's Canada 150 activities, events and infrastructure be endorsed, as outlined in the staff report titled, "Canada 150 Activities", dated June 19, 2015, from the Director, Arts, Culture and Heritage Services;*

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- (2) *the guiding principles for determining Richmond's Canada 150 activities, events and infrastructure be endorsed;*
- (3) *staff be authorized to engage Council and the community for input into Richmond's Canada 150 activities, events and infrastructure; and*
- (4) *staff report back with options for Council's consideration.*

CARRIED

The meeting was recessed at 5:01 p.m.

The meeting reconvened at 5:04 p.m. with all members of Council present.

7. DISCONTINUANCE OF FEE PAYING PROGRAMS BY RICHMOND SCHOOL DISTRICT

(File Ref. No. 01-0155-02) (REDMS No. 4625496 v. 6)

It was moved and seconded

That the staff report titled, "Discontinuance of Fee Paying Programs by Richmond School District," dated June 29, 2015, from the Senior Manager, Recreation and Sport, be received for information and be forward to the next Council/School Board Liaison meeting.

CARRIED

7A. PUBLIC ART - AMPRI PARTNERSHIP WITH EMILY CARR

(File Ref. No.)

Discussion took place on an article titled "Developer give emerging artists a big boost" dated July 22, 2015 from the *Richmond Review*, and the potential to further partner with other post-secondary institutions.

In reply to queries from Committee, Eric Fiss, Public Art Planner, advised that details of the proposed partnership has not been finalized.

7B. BRANSCOMBE HOUSE UPDATE

(File Ref. No.)

Ms. Fernyhough provided an update on activities at the Branscombe House, highlighting that new window coverings have been installed, and the building is available for private bookings. Also, she noted that staff are processing applications for the artist in residence program at the House.

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7C. **EFFECTS OF STAGE 3 WATER RESTRICTIONS ON PARKS AND AQUATICS UPDATE**

(File Ref. No.)

Ted de Crom, Manager, Parks Operations, spoke to the effects of the stage 3 water restrictions to park activities, noting that recycled water is being utilized.

John Woolgar, Manager, Aquatic and Arena Services, advised that all City pools remain open; however, should the water restriction raise to level 4, outdoor pool would be closed, and all activities at said pools would be relocated to an indoor pool.

7D. **RESIDENCY REQUIREMENT ON LOCAL SPORTS ASSOCIATIONS**

(File Ref. No.)

Discussion took place on residency requirements for local sports associations and it was noted that a consistent requirement for all Richmond associations would be suitable.

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

It was moved and seconded

That staff analyse local sport group residency requirements and report back.

CARRIED

8. **MANAGER'S REPORT**

Community Services Division Updates

Ms. Fernyhough introduced Camilla Tibbs, Executive Director, Gateway Theatre.

Ms. Fenwick spoke to the "The Faerie Play" at the Terra Nova Sharing Farm playing from August 5 to August 15, 2015. Also, she spoke of the 7th Annual Garlic Festival, noting that it will take place on August 23, 2015 from 10 a.m. to 4 p.m.

Mr. Tasaka highlighted that the 12th Annual Richmond Maritime Festival will held at Britannia Heritage Shipyards on August 8 and 9, 2015 and spoke to the event's evening concert line-up.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:12 p.m.).

CARRIED

7.

Parks, Recreation & Cultural Services Committee
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Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation and Cultural Services Committee of the Council of the City of Richmond held on July 23, 2015.

Councillor Harold Steves
Chair

Heather Howey
Committee Clerk



City of Richmond

Report to Committee

To: Community Safety Committee

Date: June 18, 2015

From: Edward Warzel
Manager, Community Bylaws


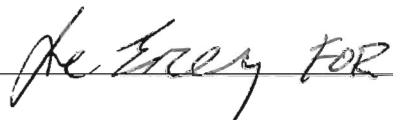
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01

Re: **Limiting Construction and Demolition Activities-Noise Bylaw Amendments**

Staff Recommendation

1. That Noise Regulation Bylaw No. 8856, Amendment Bylaw No. 9263 be introduced and given first, second and third readings; and
2. That the Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9268 be introduced and given first, second, and third reading.

Phyllis L. Carlyle
General Manager, Law & Community Safety
(604-247-4104)

| REPORT CONCURRENCE | | |
|--|---|--|
| ROUTED TO: | CONCURRENCE | APPROVED BY CAO |
| Law Building Approvals | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS:  |  |

Staff Report

Origin

This report provides information on the following referral from the April 8, 2015 Planning Committee meeting:

1. That staff examine options:
 - (1) to limit construction and demolition activity during weekends and statutory holidays and define allowable construction activities during restricted periods;
 - (2) to require construction and demolition sites to post work hours, contact information, and emergency contacts on-site; and
 - (3) to involve the community in monitoring potential violations.

This report supports Council's 2014-2018 Term Goal #1 A Safe Community:

Maintain emphasis on community safety to ensure Richmond continues to be a safe community.

1.1. Policy and service models that reflect Richmond-specific needs.

Analysis

Current Construction Exemption in Noise Bylaw

The current Noise Regulation Bylaw No. 8856 provides regulations regarding sound levels in the City of Richmond. The regulations also provide an exemption for construction noise:

*4.1.1 This Bylaw does not apply to **sound** made:*

*(m) by **construction**, provided that it has a **rating level** which does not exceed 85 **dba** when measured at a distance of 15.2 m (50 feet) from the source of **sound**, and only:*

- (i) between 7:00 a.m. and 8:00 p.m. Monday through Friday that is not a **holiday**;*
- (ii) between 10:00 a.m. and 8:00 p.m. on a Saturday that is not a **holiday**; and*
- (iii) between 10:00 a.m. and 6:00 p.m. on a Sunday or **holiday**;*

Number of Complaints

Vancouver Coastal Health, as a contracted partner to Community Bylaws, receives the City of Richmond's noise complaints.

The following chart indicates the number of construction complaints that were received in 2014 and 2015:

| Year | Total Construction Noise Complaints | Noise Complaints For Sound Outside of Exempt Hours | Permits Issued For Sound Outside of Exempt Hours | Actual Number of Construction Complaints Outside of Exempt Hours |
|--------|-------------------------------------|--|--|--|
| 2014 | 116 | 89 | 6 | 83 |
| * 2015 | 36 | 33 | 0 | 33 |

*Statistics available as of May 19, 2015

Regulatory Landscape Limiting Construction Noise

In reviewing construction noise regulations in the Metro Vancouver area, 13 municipalities were surveyed to determine the current limitations on construction in local communities (**Attachment 1**).

Of the 13 municipalities outside of Richmond:

- 2 municipalities allow construction on Sunday by anyone, for example a new townhouse development
- 5 municipalities allow construction on statutory holidays by anyone, for example a new townhouse development
- 4 municipalities allow construction on Sunday either by the owner or the owner's contractor on the owner's property
- 3 municipalities allow construction on statutory holidays either the owner or the owner's contractor on the owner's property
- 7 municipalities do not allow construction on Sundays
- 5 municipalities do not allow construction on statutory holidays

Regulatory Landscape Requiring Construction Site Signs

A further review of construction noise regulations in the Metro Vancouver area, resulted in a survey of 13 municipalities to determine if any of their noise bylaws required:

- Posting of permissible construction work hours on all subject sites.
- Posting of contact/emergency information at all construction sites.

Of the 13 municipalities only 2 municipalities require the posting of permissible construction work hours and contact/emergency information at sites. Currently 3 other municipalities are in the process of considering similar amendments to their bylaw (**Attachment 2**).

Construction signs on sites potentially provide important contact information and in addition may also include the following:

- the permitted construction hours, and any exemptions to the permitted construction hours;
- the name of the general contractor for the construction;
- the name and telephone number of a representative of the general contractor who can be contacted about noise issues generated by construction; and
- the telephone number for general bylaw enforcement enquiries at the City of Richmond.

Sample signage, specifications, and the placement of signs could play an important role in communicating this information to the public (**Attachment 3**). It is suggested that a sign or signs be placed where the construction value of the work being performed exceeds \$150,000.

Community Involvement

Community involvement can provide assistance in monitoring construction activity as noise violations from the public are reported through:

- Phone Community Bylaws 604-276-4345
- Email communitybylaws@richmond.ca
- Online through the Customer Feedback System www.richmond.ca
- Phone Vancouver Coastal Health 604-233-3147
- Email healthprotectionrh@vch.ca

Daytime complaints, between 8:15 am and 5 pm, would be managed by the Community Bylaw Call Centre and Vancouver Coastal Health. RCMP dispatch (E-Comm) would receive all complaints between 5 pm to 8:15 am and dispatch bylaw officers or police officers to these complaints as appropriate.

Restricting Construction Noise on Sundays and Holidays

Based on the survey of other municipalities below are proposed options for addressing construction noise on weekends and statutory holidays. Staff recommend Option 3 and recommend that Council give, first, second and third readings to Noise Regulation Bylaw No. 8856, Amendment Bylaw No. 9263 (**Attachment 4**).

Program Options

Option 1: Status Quo

Council could choose to remain with the status quo with regard to the current limitations on construction activities. Construction noise up to 85dBA would be permitted on Saturdays from 10:00 am to 8:00 pm and on Sunday and holidays from 10:00 am to 6:00 pm.

Factors to consider include:

1. Some residents in the community would like to see a reduction in the current permitted construction schedule, which in turn would decrease noise levels in the community. A lack of change does nothing to address these concerns.
2. Maintaining the status quo would align the City with the municipalities that continue to permit construction activity seven days a week.

Option 2: Total Prohibition on Sundays and Holidays

Council could choose to manage construction activities in the community by prohibiting construction noise completely on Sunday and all holidays, maintaining the current restrictions on Saturdays and by posting informational signs on all construction sites.

Factors to consider include:

1. A reduced permitted construction schedule may extend the overall length of most major projects resulting in some potential increased costs to the home builder or developer and ultimately the home purchaser.
2. Homeowners and residents would not be able to work on their own homes on Sundays and holidays when it would typically be most convenient for them.
3. Total prohibition of construction activity on Sundays and holidays would address construction noise throughout the week and provide residents a reprieve on the weekend.
4. There would be a cost to home builders or developers for the production and installation of signs for the construction site.

Option 3: Prohibit on Sunday and Holidays with Exemption for Residents (*Recommended*)

Council could choose to limit construction activities in the community by prohibiting noise completely on Sunday and all statutory holidays, but provide an exemption for home owners and occupiers working on their own home and by posting informational signs on all construction sites. The restriction on Saturday would remain the same. This option would align the City with the municipalities that prohibit construction noise caused by major projects while allowing residents to complete home repairs and small scale construction on weekends.

Factors to consider include:

1. Some residents in the community would like to see a reduction in the current permitted construction schedule, which in turn would decrease noise levels in the community.
2. A home owner exemption would recognize that for many the weekend is the only time when residents can personally address home repairs and renovations.
3. This option addresses major construction noise levels while balancing residents concerns relative to maintenance and small scale construction in respect to of their own home.

4. There would be a cost to home builders or developers for the production and installation of signs for the construction site.

Violations and Related Fines

Also included in the bylaw amendments are provisions to add a violation and fine related to noise regulation and Provincial Court jurisdiction to the Notice of Bylaw Violation Dispute Adjudication bylaw No. 8122 under the jurisdiction of the City's program. The adjudication program has proven to be extremely efficient, successful, and convenient, and this amendment would further expand the program and its benefits.

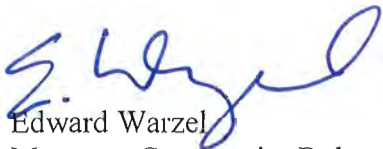
The Community Charter permits maximum fines of up to \$10,000 for prosecutions under bylaw if this is specifically set out in the bylaw. The current noise bylaw contains the default under the *Offence Act* which provides for a maximum fine of \$2000. An amendment to the noise bylaw is proposed in order to increase the default amount to \$10,000.

Financial Impact

None.

Conclusion

This report provides information on the City's current construction noise regulations in the City's Noise Bylaw as well as information on related restrictions in other municipalities in the Metro Vancouver area. Based on this information, City staff is recommending an amendment to the Noise Bylaw No. 8856 to reflect Option 3 in this staff report. Furthermore, the community involvement will be encouraged through the placement of a construction noise sign, monitoring, compliance and the reporting of complaints to Community Bylaws, Vancouver Coastal Health and the RCMP.



Edward Warzel
Manager, Community Bylaws
(604-247-4601)
EW:ew

- Att. 1: Permitted Hours of Construction by Municipality
2: Posting of Signs on Construction Sites by Municipality
3: Construction Sign Sample and Specifications
4: Noise Regulation Bylaw No. 8856, Amendment Bylaw No. 9263
5: Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9268

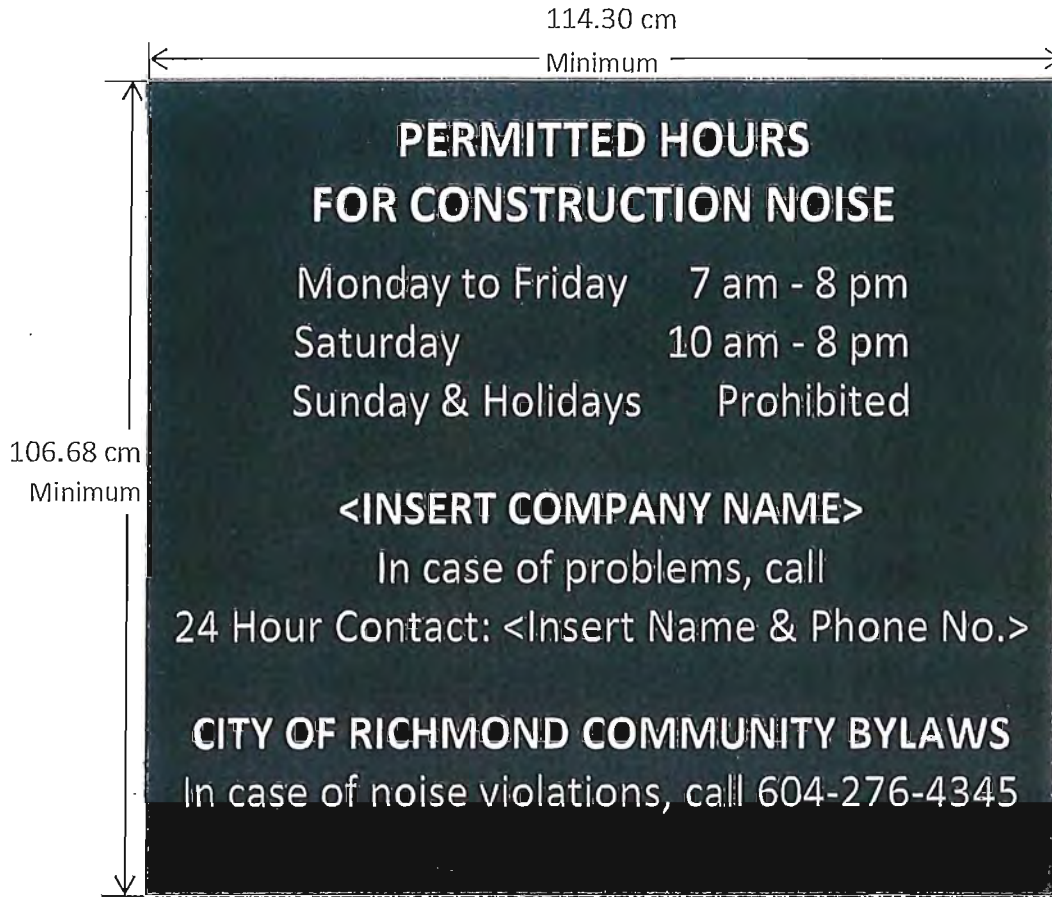
Attachment 1

| Construction Hours by Municipality | | | | |
|---|------------------|-------------------|----------------------|----------------------|
| Municipality | Weekdays | Saturdays | Sundays | Stat Holidays |
| Abbotsford | 7am - 9pm | 7am - 9pm | 9am - 9pm | 9am - 9pm |
| Burnaby | 7am - 8pm | 9am - 8pm | Owner 9am - 8pm | Owner 9am - 8pm |
| Coquitlam | 7am - 10pm | 7am - 10pm | Owner 9am - 6pm | Owner 9am - 6pm |
| Delta | 7am - 7pm | 9am - 5pm | Not Permitted | Permitted |
| Langley Township | 7am - 10pm | 7am - 10pm | 7am - 10pm | 7am - 10pm |
| <i>Langley Township (Proposed)</i> | <i>7am - 8pm</i> | <i>9am - 5pm</i> | <i>Not Permitted</i> | <i>Not permitted</i> |
| Mission | 7am - 8pm | 7am - 8pm | Not Permitted | Permitted |
| New Westminister | 7am - 8pm | 7am - 8pm | Owner 9am - 6pm | Owner 9am - 6pm |
| North Vancouver City | 7am - 8pm | 9am - 7pm | Not Permitted | Not permitted |
| North Vancouver District | 7am - 7pm | 9am - 5pm | Not Permitted | Not permitted |
| Port Moody | 7am - 8pm | 7am - 8pm | Not Permitted | Not permitted |
| Richmond | 7am - 8pm | 10am - 8pm | 10am - 6pm | 10am - 6pm |
| Surrey | 7am - 10pm | 7am - 10pm | Owner 7am - 10pm | Permitted |
| Vancouver | 7:30am - 8pm | 10am - 8pm | Not Permitted | Not Permitted |
| Victoria | 7am - 7pm | 10am - 7pm | Not Permitted | Not permitted |

Attachment 2

| Posting of Sign on Construction Property | | | |
|--|----------|----|---------------------------------------|
| Municipality | Yes | No | Amending Bylaw to Include Requirement |
| Abbotsford | | X | |
| Burnaby | | X | |
| Coquitlam | | X | <i>City Requests Info Be Posted</i> |
| Delta | | X | |
| Langley Township | X | | <i>Proposed Bylaw</i> |
| Mission | | X | |
| New Westminster | X | | <i>Proposed Bylaw</i> |
| North Vancouver City | X | | |
| North Vancouver District | X | | <i>Proposed Bylaw</i> |
| Port Moody | | X | |
| Richmond | X | | <i>Proposed Bylaw</i> |
| Surrey | | X | |
| Vancouver | X | | |
| Victoria | | X | |

Construction Sign Sample



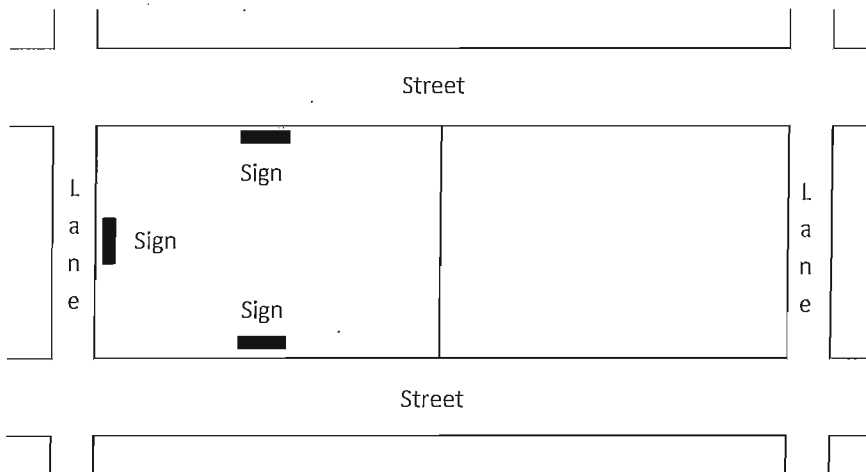
Note: Drawing not to scale

Sign Placement

Height From Ground - maximum 3.65 m

Height From Ground - minimum 1.52 m

Sign Quantity - 1 sign for EACH street and/or lane fronting the property





**Noise Regulation Bylaw No. 8856,
Amendment Bylaw No. 9263**

The Council of the City of Richmond enacts as follows:

1. The **Noise Regulation Bylaw No. 8856** is amended by deleting subsections 4.1.1(m)(i) to (iii) and substituting the following:

- “(i) between 7:00 a.m. and 8:00 p.m. Monday through Friday that is not a **holiday** for any type of **construction**;
- (ii) between 10:00 a.m. and 8:00 p.m. Saturday that is not a **holiday** for any type of **construction**; and
- (iii) between 10:00 a.m. and 6:00 p.m. on a Sunday or **holiday**, provided the **construction** is in connection with a residential building or structure and undertaken personally by the owner or occupier of the **premises**.”

2. The **Noise Regulation Bylaw No. 8856** is amended by adding the following after subsection 4.1.1:

“4.1.2 In respect to the exemption set-out in subsection 4.1.1(m), the owner or occupier of a **premises** where **construction** with a construction value exceeding \$150,000 is being undertaken shall install and maintain a sign on the **premises** in accordance with the following:

- (a) The sign shall measure:
 - (i) at least 1.48 m² for **construction** that is or is in respect to a single-family dwelling or duplex (or two-family) dwelling; and
 - (ii) at least 2.97 m² for all other types of **construction**.
- (b) The sign shall meet the minimum dimensional size and placement specifications and be in the format set-out in schedule D, attached to and forming part of this Bylaw.
- (c) The sign shall include the following information:
 - (i) permitted hours for **construction** noise, as set-out in section 4.1.1(m) of this Bylaw;
 - (ii) name of the company undertaking the **construction**, if applicable;

(iii) the name and phone number of the general contractor, owner or other person who is available to address complaints about the **construction** on a 24 hour per day basis; and

(iv) the phone number for the **City's** Community Bylaws Department, as shown on schedule D attached to and forming part of this Bylaw.

(d) Unless the sign is secured to a building, the sign shall be supported by posts and poles and be capable of withstanding all weather conditions.

(e) The background colour for the sign shall be gray and the words shall be white Helvetica medium block lettering, with a minimum letter height of 2.54 cm.

(f) The owner or occupier shall maintain the sign required by this subsection 4.1.2 on the **premises** from the commencement date of any **construction** to the date that the **construction** receives final building inspection notice permitting occupancy."

3. The **Noise Regulation Bylaw No. 8856** is amended by deleting section 5.2.2 and substituting:

"5.2.2 Every person who contravenes any provision of this bylaw is considered to have committed an offence against this bylaw and is liable on summary conviction, to a fine of not more than Ten Thousand Dollars (\$10,000), and each day that such violation is caused, or allowed to continue, constitutes a separate offence."

4. The **Noise Regulation Bylaw No. 8856** is amended by adding Schedule A attached to and forming part of this bylaw as Schedule D to Bylaw 8856.

5. This Bylaw is cited as "**Noise Regulation Bylaw No. 8856, Amendment Bylaw No. 9263**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

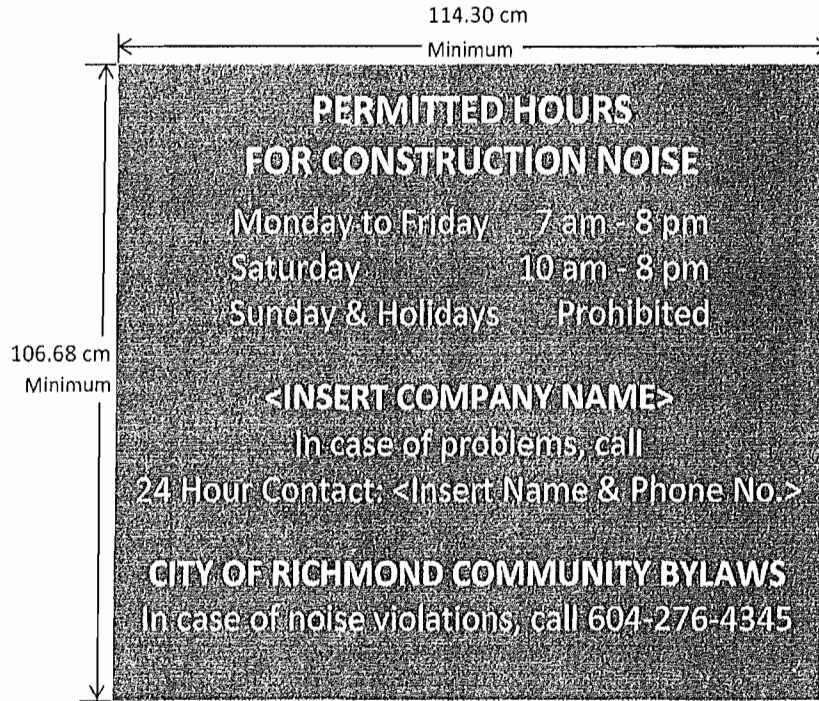
MAYOR

CORPORATE OFFICER

| |
|--|
| CITY OF RICHMOND |
| APPROVED for content by originating dept. <i>E.L.</i> |
| APPROVED for legality by Solicitor <i>[Signature]</i> |

Schedule A to Bylaw 9263

SCHEDULE D TO BYLAW 8856
CONSTRUCTION NOISE EXEMPTION SIGN



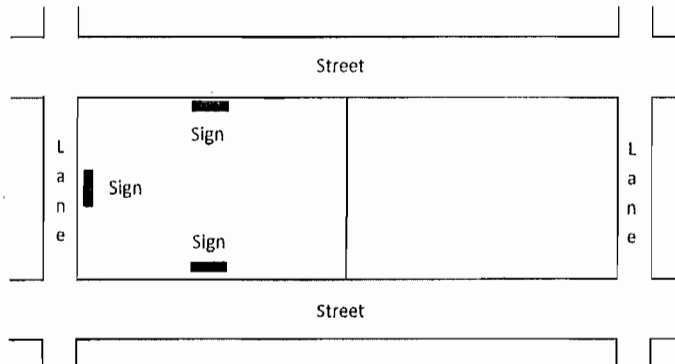
Note: Drawing not to scale

Sign Placement

Height From Ground - maximum 3.65 m

Height From Ground - minimum 1.52 m

Sign Quantity - 1 sign for EACH street and/or lane fronting the property





Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9268

The Council of the City of Richmond enacts as follows:

- 1. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended at Schedule A by adding the following to the end of the Noise Regulation Bylaw No. 8856 section:

Table with 8 columns: A1 Bylaw, A2 Description of Contravention, A3 Section, A4 Compliance Agreement Available, A5 Penalty, A6 Early Payment Option, A7 Late Payment Amount, A8 Compliance Agreement Discount. Row 1: Noise Regulation Bylaw No. 8856 (2012), Failure to install or maintain construction noise sign, 4.1.2, No, \$ 300.00, \$ 250.00, \$ 325.00, n/a

- 2. This Bylaw is cited as "Notice Of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9268".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

Four horizontal lines for signatures.

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Community Safety Committee
From: John McGowan
 Fire Chief, Richmond Fire-Rescue
Re: Disposal of Surplus Equipment

Date: June 18, 2015
File: 99-Fire Rescue/2015-Vol 01

Staff Recommendation

That the surplus City equipment listed in the staff report titled "Disposal of Surplus Equipment", dated June 18, 2015, from the Fire Chief, Richmond Fire-Rescue, be donated to Fire Fighters Without Borders.

John McGowan
 Fire Chief
 (604-303-2734)

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

Staff Report

Origin

This report responds to a request for the donation of surplus City assets. This report supports Council's 2014-2018 Term Goal #1 A Safe Community:

Maintain emphasis on community safety to ensure Richmond continues to be a safe community.

1.4. Effective interagency relationships and partnerships.

City policy calls for the disposal of surplus City assets by donations be forwarded to Council for approval. A request has been made by Fire Fighters Without Borders (Canada) for the donation of Richmond Fire-Rescue (RFR) surplus equipment.

Analysis

A formal request in May 2015 was made by Fire Fighters Without Borders for surplus RFR equipment. Fire Fighters without Borders is a nationally registered non-profit charitable group with a mission to assist firefighters and other emergency personnel in less developed countries. They have embarked on 17 overseas training deployments since 2008 to 5 different countries. They have also delivered over 700 tons of retired equipment and 51 emergency vehicles to 15 countries, which were donated by departments across Canada.

Currently RFR has an inventory of equipment that has outlived its serviceable life with RFR due to age, technological change, change in standards and replacement upgrades. The countries that receive the donations, such as Peru, Philippines, Mexico, Nicaragua, etc., do not have standards or regulations; unlike North America, that has WorkSafe, National Fire Protection Association and other agencies that regulate life cycles and model of gear and equipment that can stay in service.

This equipment includes:

- TriMax Model 60HSS Compressed Air Foam Fire Suppression System (CAFS) Unit
- Wascomat Model EX640C Commercial Washer

Financial Impact

The financial impact of donating this equipment would be any potential revenue that may have been realized through the auction or sale of the equipment. Given the lack of demand for this equipment any revenue that would have been realized may be less than \$10,000, assuming the equipment would sell at all.

Conclusion

Through donating our surplus equipment that is not used here to Fire Fighters Without Borders, Richmond would be supporting a worthy cause that may possibly save lives in a less developed country.




Kim Howell
Deputy Chief
(604-303-2762) KH:js

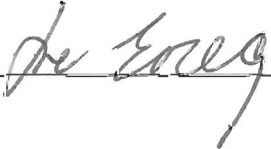

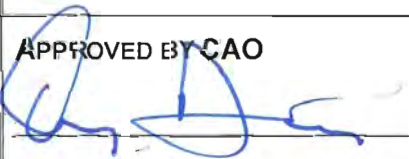


To: General Purposes Committee **Date:** July 20, 2015
From: Amarjeet S. Rattan **File:** 01-0140-20-
 Director, Intergovernmental Relations & Protocol Unit PMVA1/2015-Vol 01
Re: **Supporting Port and Industrial Development While Protecting Agricultural Lands in Richmond**

Staff Recommendation

1. That the staff report titled, "Supporting Port and Industrial Development While Protecting Agricultural Lands in Richmond", dated July 20, 2015, from the Director, Intergovernmental Relations and Protocol Unit be endorsed;
2. That a letter and a copy of this report which outline the actions that the City of Richmond has undertaken to support the creation and protection of a local industrial land supply, and address the needs of general economic development, including port related uses, be sent to the Chair, Port Metro Vancouver (PMV) to respond to their April 30, 2015 letter and copied to the Metro Vancouver (MV) Board and all MV municipalities; and
3. That the aforementioned letter and a staff report be sent to the Prime Minister, the Minister of Transport Canada, the Premier of British Columbia, the BC Minister of Agriculture, the BC Agricultural Land Commission, Richmond Members of Parliament and Members of the Legislative Assembly, the Federal Leader of the Official Opposition and the Provincial (BC) Leader of the Official Opposition.


 Amarjeet S. Rattan
 Director, Intergovernmental Relations & Protocol Unit
 (604-247-4686)
 Att. 5

| REPORT CONCURRENCE | | |
|---|---|--|
| ROUTED TO: Communications Real Estate Services Transportation | CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | CONCURRENCE OF GENERAL MANAGER  |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS:  | APPROVED BY CAO  |

Staff Report

Origin

This report responds to the following May 5, 2105, Planning Committee referrals:

1. *“That the letter dated April 30, 2015 from Port Metro Vancouver be referred to staff for a response, and*
2. *That staff consult with Metro Vancouver (MV) staff regarding any updates to the Metro Vancouver, 2040 Regional Growth Strategy (RGS) relating to industrial land.*

The Port Metro Vancouver (PMV) letter responds to City resolutions approved by Council and a City news release (Attachment 1), which seek to limit the Port’s ability to expand its industrial operations onto agricultural lands.

PMV’s April 30, 2015 letter (Attachment 2) asserts that local governments are failing to adequately meet the need for new industrial land to support economic growth and port expansion. It calls for an integrated land use process to address the shortage of industrial land in the Metro Vancouver region and states that industrial land requires similar protection as provided by the BC Agriculture Land Reserve (ALR) for agricultural land.

This report summarizes the significant actions that the City has undertaken to support the creation and protection of a local industrial land supply to address the needs of general economic development, including port-related uses.

Analysis

General

The City of Richmond has consistently supported the creation and protection of industrial lands, through its 2041 Official Community Plan (OCP) and other initiatives. Richmond has aligned its OCP protection policies for existing industrial land within its jurisdiction with Metro Vancouver’s 2040 Regional Growth Strategy (RGS). The OCP limits future re-zoning of large tracts of industrial land to other uses and together with the Regional Growth Strategy effectively supports the equivalent of an “Industrial Reserve” on a regional scale.

Historically, the City has also taken specific steps to create an additional supply of industrial land for PVM uses, including land exchanges and rezonings that have directly benefitted the expansion of local port-related activity. In fact, Port Metro Vancouver’s principal Richmond operations are almost entirely located on lands transferred from the City.

The City has also written to the Port, identifying industrial lands in the vicinity of PMV holdings in Richmond, as alternatives to using ALR lands, including 722 acres of developed industrial land adjacent to the PMV site (see Map Attachment 3). Furthermore, the City has facilitated servicing, rezonings and approvals to open up industrial lands and asked that PMV approach owners of nearby properties to discuss port uses on them, including 14 acres at the NW corner of Steveston Highway and No. 6 Road, and 169 acres south of Blundell Road and west of No 7 Road.

To date, the City has no confirmation that PMV has elected to pursue any of the industrial land options identified by Richmond, beyond its acquisition of the former Fraser Wharves property for which the City facilitated servicing, diking and access for port purposes.

While PMV's April 30, 2015 letter cites an impending shortage of industrial land, the PMV figures relate to unconstrained industrial land (available, vacant, serviced and suitable for port-related uses only). A substantial amount of currently zoned and developed industrial land exists in the Metro Vancouver region, some of which is adjacent to PMV property (such as the lands in Attachment 3). Such lands could potentially be acquired by PMV and repurposed to meet port needs. As well, the City is not aware, if PMV is currently pursuing the purchase of industrial lands, as they become available in other parts of the Metro Vancouver region, including 980 industrial acres in Port Moody which currently is designated MV RGS Special Study Area.

The Port's suggestion that Richmond has not provided for an adequate supply of industrial land for port use outside the ALR is not supported by the facts outlined above.

Detailed information on steps taken by the City to protect and support industrial lands appears below. A quick-reference Fact Sheet is also provided as Attachment 4.

Industrial Land Protection And Support

Over the past six decades, the City has made over 1,300 acres of land available for industrial uses through rezoning and land exchanges. Examples include:

- In 1967, a large tract of City owned land was provided to the Government of Canada, and rezoned for industrial use, to create the bulk of the present approximately 700 acre PMV site in Richmond. In exchange, the City received federal lands with which it created the 200 acre Nature Park.
- In 1973, 150 acres was provided to PMV (SE quarter section of Granville Ave. and No. 7 Road: within the current PMV site), for PMV industrial use.
- In 1973, approximate 150 acres was designated as the Riverside Industrial Park.
- In 1975, the City supported rezoning of 328 acres, from the foot of the Knight Street Bridge to Westminster Highway, for industrial use.
- In 2000, 27 acres at No. 7 and River Roads were rezoned for business and industrial use.
- In 2008, the City approved the rezoning of an 18 acre site in Hamilton for the South Coast British Columbia Transportation Authority (TransLink), to develop a new bus operations and maintenance facility for up to 300 buses serving the area.
- The City is currently working with representatives for Mitchell Island Holdings on the redevelopment of approximately 14.25 acres of the western tip of Mitchell Island for future industrial developments. These lands are zoned Industrial (I).
- Currently, the City is actively engaged with Ecowaste Industries on a proposal to cap and redevelop a 169 acres landfill site to accommodate future industrial use. The phased redevelopment of this site is unique to Richmond and the Province with a number of challenges being addressed through this multi-year redevelopment.

The City has also engaged in a number of recent road/transportation related initiatives designed to support industrial and PMV activities in the City, including:

- Riverside industrial area
 - Richmond is working with TransLink, through their TravelSmart program, to enhance the transportation needs of employees in the Riverside Industrial area.
 - Steveston Hwy/No. 5 Rd Intersection Improvements to enhance access to Riverside Industrial Area
- Ecowaste site
 - Road improvements secured and to be implemented as part of the development frontage works
 - Extension of Blundell Road, from No. 7 Road to Savage Road
 - Construction of new roads through the development site that would connect Blundell Road and Williams Road, including:
 - Graymont Boulevard, Blundell Road to Francis Road
 - Francis Road, Graymont Boulevard to Savage Road
 - Savage Road, Francis Road to Williams Road
- Redeveloping land for industrial use in the “north end” of the City
 - Construction of Maninni Way – a newly opened one-way connector street accessed from southbound Knight Street secured through retail development, serving the Bridgeport Industrial Park area.
- West side of Mitchell Island
 - Western road extension of Twigg Place and new portion of Twigg Place enhanced with traffic calming measures
- Services for PMV site and Kingswood site
 - Widening of Nelson Road, Westminster Highway to Blundell Road
 - Widening of Westminster Highway, Highway 91 Hamilton Interchange to Nelson Road
 - New Nelson Road / Highway 91 interchange
- Future widening of Steveston Highway, just west of No. 6 Road to Palmberg Road to be completed as part of the current Ledcor RZ development on the northwest corner of No. 6 Road/Steveston Highway

The City’s Resilient Economy Strategy, adopted in 2014, also seeks to increase Richmond’s capacity to accommodate light industrial business and outlines a number of future actions to achieve this, including:

- Protecting currently zoned industrial land from future re-development
- Exploring opportunities to convert to industrial lands not in the ALR that are currently zoned agricultural and designated as industrial in the OCP
- Deploying development tools, such as zoning, in-fill, re-subdivision, site coverage, permitted uses and others to achieve intensification of existing industrial areas

Regional Perspective

In response to the Planning Committee May 5, 2105, referral “That staff consult with Metro Vancouver (MV) staff regarding any updates to the Metro Vancouver, 2040 Regional Growth Strategy (RGS) relating to industrial land,” Metro Vancouver staff have provided the following RGS Industrial and Mixed Employment designation information, for Richmond and the rest of the MV Region, for the period July 2011 (when the RGS was approved), to now June 2015.

| Type of RGS Designated Land Use | July 2011 | June 2015 | Comment |
|---|-------------------------|-------------------------|------------------------|
| For Richmond | | | |
| - Industrial | 2,295 ha (5,671 ac) | Same | No Loss |
| - Mixed Employment | 560 ha (1,384 ac) | Same | |
| For Rest of MV Region (excluding Richmond) | | | |
| - Industrial | 7,918 ha (19,565 ac) | 7,869 ha (19,444 ac) | 49 ha (121 ac) Loss |
| - Mixed Employment | 2,841 ha (7,020 ac) | 2,830 ha (6,993 ac) | 11 ha (27 ac) Loss |

In summary, since the RGS was approved on July 29, 2011, Richmond has not lost any RGS Industrial or Mixed Employment Designated land, while the rest of the Metro Vancouver Region only lost 0.55% (60 hectares: 148 acres). This means that there continues to be a large amount of non-ALR land in Richmond and the Region upon which the Port can expand.

City Opposition to Port expansion on Agricultural Land

While the City has worked hard to meet the needs of PMV and other business for an appropriate supply of industrial land, it has also been steadfast in maintaining that the creation of new industrial land supply should not come through the conversion of viable agricultural lands.

Of key concern is PMV's 2008 purchase of 230 acres of farmland in the ALR, known as the Gilmore Farm Lands and which are adjacent to the PMV's Richmond Properties (see Map Attachment 3). The Port's potential use of these lands for future industrial development contradicts the City's and Province's mandates to protect agricultural lands. As a result, the City has, on multiple occasions, objected to PMV acquiring agricultural land and the Gilmore Farms Lands transaction itself. This has taken place on more than 20 occasions since 2012 through a variety of avenues, including consultation meetings, Council resolutions and direct correspondence to PMV and senior governments, municipal associations, etc.

The following Council resolution was conveyed to Craig Nesser, PMV Board Chair in a February 2015 letter from Mayor Brodie:

Port Metro Vancouver be advised that the City of Richmond continues to strongly object to the Port Metro Vancouver Land Use Plan, as it does not protect agricultural land and that the Port Metro Vancouver Board be requested to delete the 'Special Study Areas' located within the City of Richmond and add a policy which prohibits the expansion of Port uses on all agricultural lands.

Despite the City's repeated requests, PMV continues to hold the Gilmore Farm Lands and the property has now been designated as a "Special Study Area" in the Port's recently completed Master Plan, allowing for the possibility of future industrial development on agricultural land.

It appears that the PMV has not adequately explored alternative opportunities to expand in urban areas outside the ALR and, through its actions or inactions, appears to prefer the acquisition of ALR agricultural land as a cheaper and easier solution to its needs.

As a result of PMV's intransigence on this issue, Richmond recently submitted a resolution to the Lower Mainland Local Government Association (LMLGA) requesting that, among other things, the Minister of Transport Canada order that PMV dispose of the Gilmore Lands and any

other ALR lands which the Port has acquired, and that federal regulatory changes be enacted to prevent future acquisitions of ALR land by the Port within the Lower Mainland (Attachment 5). Subsequently, PMV responded via the letter in Attachment 3 and the LMLGA adopted Richmond's resolution and it will now be considered at the upcoming Union of BC Municipalities (UBCM) annual convention in September.

Financial Impact

No financial impact.

Conclusion

Through careful land management, the City of Richmond supports a range of stakeholder mandates and has consistently supported the protection of industrial lands, through its 2041 Official Community Plan, the 2040 MV RGS and other initiatives. These efforts have helped support historic and current development and expansion of local port-related activity and other economic growth in Richmond. However, the City has made it clear that its support for the development of new industrial land supplies does not extend to converting viable agricultural lands for industrial use. Port Metro Vancouver's acquisition of the Gilmore Farm Lands and any future acquisitions of land in the ALR contradict the City's and Province's mandates to protect agricultural lands.

Despite the City's sustained opposition to PMV's ownership of ALR lands and proactive identification of industrial land alternatives, PMV continues to own and hold the Gilmore Farm Lands under risk of introducing industrial use. To that effect, it is proposed that the City send a letter to Port Metro Vancouver, again communicating Richmond's position on the issue and also send a copy of the letter and this report to the Metro Vancouver Board, all MV municipalities, the Office of the Prime Minister and relevant federal entities, the Premier of British Columbia and relevant provincial entities, Richmond Members of Parliament, Members of the Legislative Assembly, the Federal Leader of the Official Opposition and the Provincial (BC) Leader of the Official Opposition.



Amarjeet S. Rattan
Director, Intergovernmental Relations &
Protocol Unit
(604-247-4686)



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

AR:ar

- Att. 1: City News Release
2. PMV Letter
 3. Industrial Lands Map
 4. Fact Sheet from the City
 5. Discouraging Port Metro Vancouver (PMV) From Expanding on Agricultural Lands Resolution



News Release
6911 No. 3 Road, Richmond, BC V6Y 2C1

March 24, 2015

For Immediate Release

Richmond wants Port blocked from using farmland for expansion

Richmond, BC – The City of Richmond has launched a campaign to protect farmland from port expansion. Richmond Council approved a motion Monday calling on other municipalities in the region, BC and Canada to support a request for federal regulatory changes to prohibit Port Metro Vancouver from purchasing any Agricultural Land Reserve property for port purposes.

“There’s no middle ground when it comes to farmland. Our remaining farmland is a precious resource critical to the social, environmental and economic wellbeing of our region, province and country,” says Richmond Mayor Malcolm Brodie. “We’re sending a strong message that using farmland to support port expansion is unacceptable.”

Richmond has had a simmering dispute with Port Metro Vancouver since the Port acquired 239 acres of farmland adjacent to its properties in southeast Richmond. In its recently completed master land use plan, the Port designated those farmlands as a “special study” area. The City has repeatedly requested the Port eliminate any uncertainty and declare the property will remain as farmland.

The Port has indicated it requires an additional 2,300 acres of land to support its expansion plans and there are concerns additional farmland within the Metro Vancouver region could be under threat of development.

In addition to prohibiting the Port from purchasing farmland, Richmond is also asking the federal Transport Minister to require the Port to establish a meaningful public consultation process with local governments along with formal dispute resolution process to address municipal/Port issues.

“We recognize that the Port is an important economic driver, but its continued success cannot come at the expense of farmland,” added Brodie. “We believe there are many viable opportunities that would allow continued growth of international trade without impacting our region’s farmland. Unfortunately, the Port seems unwilling to consider these options, which is why we need federal intervention.”

Richmond is also requesting that Transport Canada require the Port to dispose of its Richmond property within the Agricultural Land Reserve, along with any other ALR properties it owns.

Richmond will be asking the Lower Mainland Local Government Association to support bringing a resolution on the issue forward at the next annual conventions of the Union of BC Municipalities and the Federation of Canadian Municipalities. The request will also be forwarded to senior elected officials including the Prime Minister and Premier, as well as local MPs and MLAs

- 30 -

Media Contact:

Ted Townsend
Senior Manager, Corporate Communications
Tel: 604-276-4399 Cell: 1-604-516-9585
Email: ttownsend@richmond.ca

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April 30, 2015

Mayor Brodie and Members of Council
 City of Richmond
 6911 No. 3 Road
 Richmond, BC V6Y 2C1

Dear Mayor Brodie and Members of Council:

AMENDED AND SUPERCEDES letter of April 29, 2015

Re: LMLGA motion and preservation of industrial land

I am writing in response to the series of motions and media advisories released by Richmond council regarding Port Metro Vancouver's Land Use Plan, the designation of the former "Gilmore" property in Richmond as a special study area in that plan, and the initiative to prevent Port Metro Vancouver from owning agricultural land.

With an expected one million people moving to the Lower Mainland by 2040, Port Metro Vancouver shares your concerns around growth and the pressure it puts on land.

Land use decisions of the past have created a crisis in this region that cannot be solved by simply pitting agriculture against industry. Both are important to the region. However, although agricultural land has been protected by the Agricultural Land Commission since 1973, no similar protection exists for industrial land. Beyond federal port lands, industrial land continues to be converted to other uses at an alarming rate through municipal zoning changes.

Industrial activity is a crucial part of Richmond's economy. Richmond's *Resilient Economy Strategy* identifies manufacturing, wholesale, transportation and logistics as providing 34 per cent of all jobs in the city. According to analysis completed by Site Economics Ltd. for Port Metro Vancouver, every 100 acres of industrial land results in \$1.8 billion of direct and secondary economic benefits. Further, industry does not threaten farming, it enhances it. The logistics sector has a crucial role in getting farmers' goods to market. The ongoing loss of industrial land is threatening the livelihoods of tens of thousands of people who rely on the transportation and logistics sector. Without a secure industrial land base, we simply cannot compete for new investment and new jobs - jobs for us now and jobs for the next generation. Protection of industrial land must be a top priority.

... /2

100 The Pointe, 999 Canada Place, Vancouver, B.C. Canada V6C 3T4

100 The Pointe, 999 Canada Place, Vancouver, C.-B. Canada V6C 3T4

portmetrovancover.com

Canada

Mayor Brodie and Members of Council
Page 2
April 30, 2015

Some facts to consider:

- There are approximately 28,000 acres of industrial land in Metro Vancouver.
- Less than 6,000 acres remain vacant.
- **(CORRECTION): Only about 2,500 acres of unconstrained industrial land remain available for near-term development.**
- **(CORRECTION): Of that 2,500 acres, only about 1,000 acres are suitable for the distribution and logistics industry, from a size and location perspective.**
- Port Metro Vancouver holds only about 200 acres of industrial land suitable for near-term development.

Demand for industrial land is projected to absorb between 1,500 and 3,000 acres of land within the next 5 to 10 years. This means the inventory of remaining industrial land suitable for port and related businesses will be severely diminished as soon as 2020 and potentially exhausted during the next decade.

We urge you to broaden the scope of Richmond's motion to LMLGA, UBCM and FCM to focus on the broader issue of integrated land use planning and a mechanism to protect industrial land which will help relieve the ongoing pressure on agricultural land. We suggest there needs to be a process that will address the industrial land shortage through careful review and assessment of the current lands available, with the intent to secure the region's economic growth and prosperity.

It is inevitable that tension will occasionally arise between Port Metro Vancouver and our surrounding municipalities. However, there are also many opportunities for successful collaboration, such as the Habitat Enhancement Program and Local Channel Dredging Program. We believe protection of land is an important collaborative opportunity.

Both Port Metro Vancouver and the City of Richmond share the goal of a sustainable future. It is important to act now and work together, rather than point fingers and try to place blame on any one entity for a complex problem. Although I am concerned by the recent breakdown in communication, I hope we can collaborate to successfully plan for the future – for Richmond, the region and Canada as a whole.

Yours truly,

PORT METRO VANCOUVER

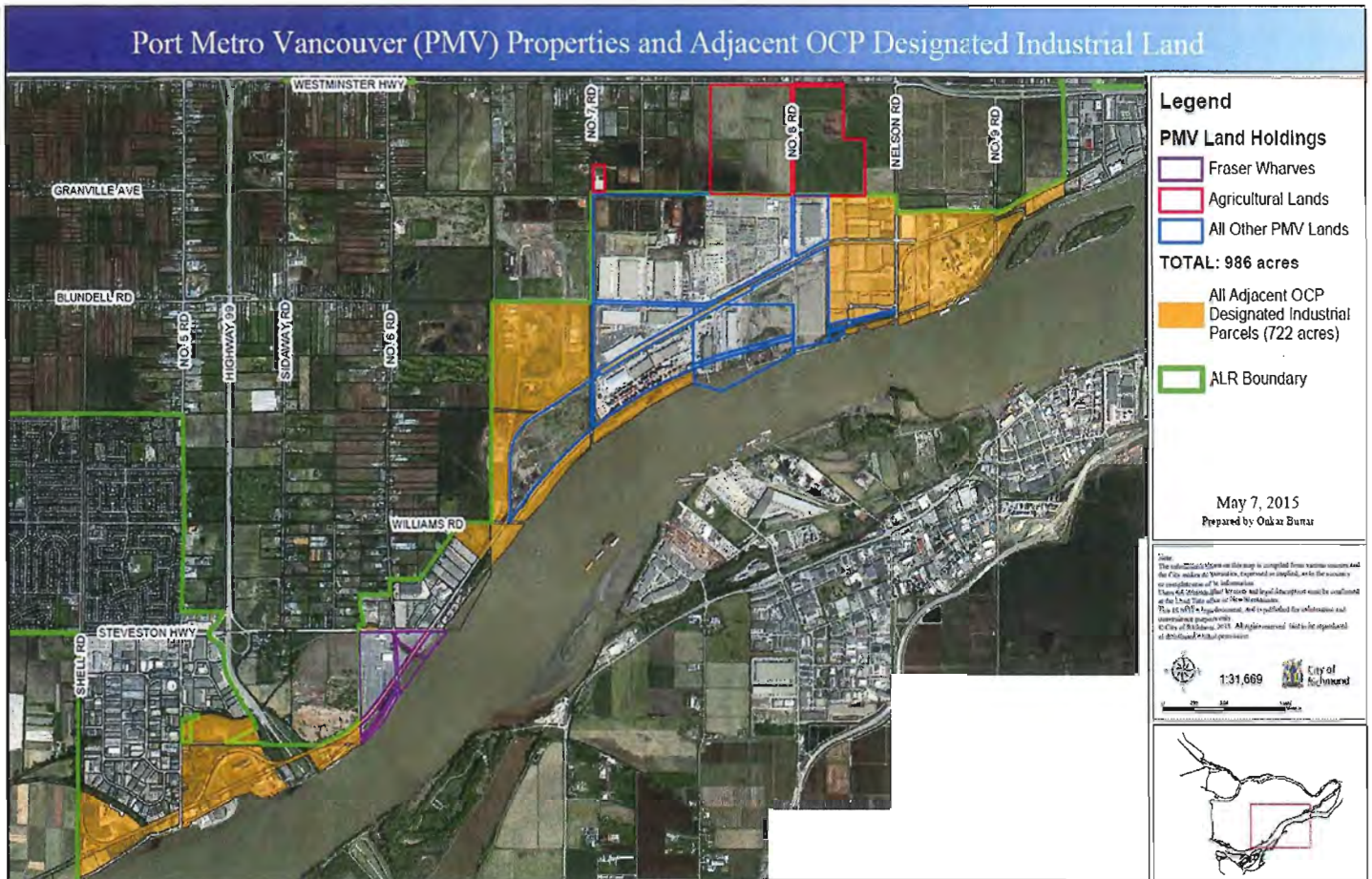


Robin Silvester
President and Chief Executive Officer

... /3

Mayor Brodie and Members of Council
Page 3
April 30, 2015

cc: Craig Neeser, Chair, Port Metro Vancouver
The Honourable Norm Letnick, Minister of Agriculture
The Honourable Lisa Raitt, Minister of Transport Canada
Richard Bullock, Chair, BC Agricultural Land Commission
Mayor and Council, Village of Belcarra
Mayor and Council, City of Burnaby
Mayor and Council, City of Coquitlam
Mayor and Council, Corporation of Delta
Mayor and Council, City of Langley
Mayor and Council, Township of Langley
Mayor and Council, City of Maple Ridge
Mayor and Council, City of New Westminster
Mayor and Council, City of North Vancouver
Mayor and Council, District of North Vancouver
Mayor and Council, City of Pitt Meadows
Mayor and Council, City of Port Coquitlam
Mayor and Council, City of Port Moody
Mayor and Council, City of Surrey
Mayor and Council, City of Vancouver
Mayor and Council, City of White Rock
Mayor and Council, District of West Vancouver





June 25, 2015

Supporting Port and Industrial Development While Protecting Agricultural Lands in Richmond

The City of Richmond is committed to ensuring the creation and protection of industrial lands necessary to meet local, regional and national economic development and sustainability needs. However, the City remains adamantly opposed to the use of viable agricultural land to support further port expansion by Port Metro Vancouver (PMV), as more suitable alternatives exist to support this need.

Through its Official Community Plan and other initiatives, the City has undertaken many initiatives aimed at supporting to development and preservation of the local supply of industrial land

Richmond support of industrial lands

Over the past six decades, the City has made over 1,300 acres of land available for industrial uses through rezoning and land exchanges. Examples include:

- In 1967, a large tract of City owned land was provided to the Government of Canada, and rezoned for industrial use, to create the bulk of the present approximately 700 acre PMV site in Richmond. In exchange, the City received federal lands with which it created the 200 acre Nature Park.
- In 1973, 150 acres was provided to PMV (SE quarter section of Granville Ave. and No. 7 Road: within the current PMV site), for PMV industrial use.
- In 1973, approximate 150 acres was designated as the Riverside Industrial Park.
- In 1975, the City supported rezoning of 328 acres, from the foot of the Knight Street Bridge to Westminster Highway, for industrial use.
- In 2000, 27 acres at No. 7 and River Roads were rezoned for business and industrial use.
- In 2008, the City approved the rezoning of an 18 acre site in Hamilton for the South Coast British Columbia Transportation Authority (TransLink), to develop a new bus operations and maintenance facility for up to 300 buses serving the area.
- The City is currently working with representatives for Mitchell Island Holdings on the redevelopment of approximately 14.25 acres of the western tip of Mitchell Island for future industrial developments. These lands are zoned Industrial (I).
- The City is actively engaged with Ecowaste Industries on a proposal to cap and redevelop a 169 acres landfill site to accommodate a future industrial logistics park. The phased redevelopment of this site is unique to Richmond and the Province with a number of challenges being addressed through this multi-year redevelopment.

Other measures include protecting currently zoned industrial land from being converted to other uses; and deploying development tools, such as zoning, in-fill, re-subdivision, site coverage, permitted uses and others to achieve intensification of existing industrial areas.

At the regional level, Richmond has supported the equivalent of an “Industrial Reserve” by aligning its industrial land policies with the Metro Vancouver (MV) 2040 Regional Growth Strategy (RGS).

Alternatives for Port expansion communicated to PMV

The Port has acquired the former Fraser Wharves site on the South Arm of Fraser River west of its main Richmond site and the City continues to encourage the Port to acquire other similar non-agricultural land to meet its needs. The City believes sufficient opportunities exist for PMV to support its growth on land designated for industrial use, without further encroaching on agricultural land. The City has written to PMV, identifying the following sites, as possible opportunities for Port expansion in Richmond:

- 722 acres of OCP designated industrial lands adjacent to the PMV lands.
- 14 acres at the NW corner of Steveston Highway and No.6 Road.
- 169 acres south of Blundell Road and west of No. 7 Road.

To date, the City has no confirmation that the Port has chosen to pursue any of the other options for new industrial land identified by Richmond including the 980 acres of Metro Vancouver RGS designated industrial lands in Port Moody.

City Opposition to Port expansion on agricultural land and options provided

While the City has worked hard to meet the needs of the port and other business for an appropriate supply of industrial land, it has also been steadfast in maintaining that the creation of new industrial land supply should not come through the conversion of viable agricultural lands.

Of key concern is PMV’s 2008 purchase of 230 acres of farmland in the Agricultural Land Reserve (ALR), known as the Gilmore Farm Lands and which are adjacent to the PMV’s Richmond Properties (Map Attachment 3). The City has, on multiple occasions, objected to the PMV acquiring agricultural land and the Gilmore Farm Lands transaction itself. PMV continues to hold the Gilmore Farm Lands and has designated the property as a “Special Study Area” in its recently completed Master Plan, leaving the door open for future industrial development on the agricultural land.

Most recently, Richmond submitted a resolution to the Lower Mainland Local Government Association (LMLGA) and requesting that, among other things, the Minister of Transport Canada order that PMV dispose of the Gilmore Farm Lands and any other ALR lands which the Port has acquired, and that federal regulatory changes be enacted to prevent future acquisitions of ALR land by PMV within the Metro Vancouver region (Attachment 5). Subsequently, The LMLGA adopted Richmond’s resolution and it will now be considered at the upcoming Union of BC Municipalities (UBCM) annual convention in September.

Contact:

Terry Crowe
Manager, Policy Planning
Tel: 604-276-4139 Cell: 778-228-2433
Email: tcrowe@richmond.ca

Ted Townsend
Senior Manager, Corporate Communications
Phone: 604-276-4399 Cell: 604-516-9585
Email: ttownsend@richmond.ca

City of Richmond LMLGA/UBCM Resolution:**Discouraging Port Metro Vancouver (PMV) From Expanding on Agricultural Lands**

WHEREAS the *Canada Marine Act* (e.g., through *Letters Patent* and pursuant to the *Port Authorities Management Regulations*) allows Port Metro Vancouver (PMV) to undertake port activities including the shipping, navigation, transporting and handling of goods and passengers, including managing, leasing, licensing, acquiring and disposing of lands for the purposes of operating and supporting port operations;

AND WHEREAS PMV has purchased land in the BC Agricultural Land Reserve (ALR) in the City of Richmond, totaling 241.51 acres, which over time it intends to develop for port purposes and these ALR land purchases have been authorized by the issuance of *Supplementary Letters of Patent* signed by the Minister of Transport Canada;

AND WHEREAS the City of Richmond has advised PMV that it continues to strongly object to its Land Use Plan, as it does not protect ALR land, and has requested the PMV Board to delete the “Special Study Areas” located within ALR in the City of Richmond, and create a policy which prohibits the expansion of PMV operations on all ALR lands;

THEREFORE BE IT RESOLVED that the Lower Mainland Local Government Association (LMLGA) and the Union of BC Municipalities (UBCM) call on the federal government and the Minister of Transport Canada, through the Federation of Canadian Municipalities (FCM) and other avenues as appropriate, to:

1. Request the Minister of Transport Canada to rescind the March 24, 2009 *Supplementary Letter of Patent* (attached) issued by the Honourable John Baird, Minister of Transport, Infrastructure and Communities, which authorized the transfer of the 229.34 acre Agricultural Lands real property, described in this *Supplementary Letter of Patent*, from A.C. Gilmore & Sons (Farms) Ltd. to PMV, and order the PMV Board to dispose of this real ALR property and other real ALR properties, currently designated in their Plan as ‘Special Study Areas’, for agricultural purposes, at fair market value;
2. Request the Minister of Transport Canada, by way of regulatory changes (e.g., to *the Canada Marine Act, the Port Authorities Management Regulations and Letters of Patent*), to prohibit the PMV and its subsidiaries, from purchasing any ALR land in the City of Richmond and within the Metro Vancouver region, for port purposes; and
3. Request the Minister of Transport Canada to require PMV to establish, with the local governments located within the area in which it operates, a meaningful consultation process and a formal dispute resolution process to address Municipal/PMV issues arising from its operations and activities.



Transport Canada / Transports Canada

LEGAL SCANNED
SEP 04 2009

Place de Ville
Ottawa
K1A 0N5

Your file / Votre référence

Fax (613) 990-8889 / Télécopieur (613) 990-8889

Our file / Notre référence
AHP 7060-120-19-4

April 7, 2009

Mr. Robin Silvester
President and Chief Executive Officer
Vancouver Fraser Port Authority
100 The Pointe
999 Canada Place
Vancouver, British Columbia
V6C 3T4

Dear Mr. Silvester:

I am pleased to enclose English and French versions of the Supplementary Letters Patent issued by the Minister of Transport, Infrastructure and Communities to amend Schedule C of the Letters Patent to reflect the acquisition of 6131 & 6220 No. 8 Road from A.C. Gilmore & Sons (Farms) Ltd.

As these Supplementary Letters Patent are to be effective upon registration in the Land Registration Office of the transfer documents, copies of the registered document(s) should be forwarded to this office at the earliest opportunity for deposit with the original Supplementary Letters Patent in the Transport Canada Legal Registry.

These Supplementary Letters Patent will be published in the April 11, 2009 issue of the *Canada Gazette* pursuant to subsection 8(3) of the *Canada Marine Act*.

Should you have any questions, please feel free to contact me at (613) 949-9436.

Yours truly,

Robert Spencer,
Manager, Port Property
Airport and Port Programs

Enclosures

Cc: Irene Gauld, VFPA

Canada

51-0208 (96-12)

**CANADA
SUPPLEMENTARY LETTERS PATENT
issued to the
VANCOUVER FRASER PORT AUTHORITY**

BY THE MINISTER OF TRANSPORT, INFRASTRUCTURE AND COMMUNITIES

WHEREAS effective January 1, 2008 the port authorities of Vancouver, Fraser River and North Fraser amalgamated to continue as the Vancouver Fraser Port Authority ("Authority");

WHEREAS Letters Patent were issued by the Minister of Transport, Infrastructure and Communities for the Authority pursuant to paragraph 59.7(k) of the *Port Authorities Management Regulations* effective January 1, 2008;

WHEREAS in support of port operations the Authority wishes to acquire from A.C. Gilmore & Sons (Farms) Ltd. the real property described below;

WHEREAS Schedule C of the Letters Patent describes the real property, other than federal real property, held or occupied by the Authority;

WHEREAS the board of directors of the Authority has requested the Minister of Transport, Infrastructure and Communities to issue Supplementary Letters Patent to add to Schedule C of the Letters Patent the real property described below;

NOW THEREFORE under the authority of section 9 of the *Canada Marine Act*, the Letters Patent are amended by adding to Schedule C of the Letters Patent the real property described as follows:

| PID Number | Description |
|-------------|---|
| 013-055-887 | SECTION 7 BLOCK 4 NORTH RANGE 4 WEST EXCEPT FIRSTLY: THE NORTH EAST QUARTER SECONDLY: THE EAST 12.5 CHAINS OF THE SOUTH EAST QUARTER THIRDLY: .919 ACRES ON THE NORTH WEST QUARTER ON PLAN WITH BYLAW FILED 53425 NEW WESTMINSTER DISTRICT |
| 004-137-973 | SECTION 12 BLOCK 4 NORTH RANGE 5 WEST EXCEPT: (1) PARCEL "A" (REFERENCE PLAN 14013); (2) PART CONTAINING 5260.4 SQUARE METRES ON PLAN BCP393; NEW WESTMINSTER DISTRICT |

Received and filed under
No. 157753
In Registry of Legal
Services Transport Canada

2/4/09

Reçu et classé sous
No. _____
au Bureau d'enregistrement
du Service juridique de
Transports Canada

- 2 -

These Supplementary Letters Patent are to be effective on the date of registration in the New Westminster Land Title Office of the transfer documents evidencing the transfer of the real property described above from A.C. Gilmore & Sons (Farms) Ltd. to the Authority.

Issued under my hand this day of ~~2nd~~ ~~MAR~~ ~~2009~~, 2009.



John Baird, P.C., M.P.
Minister of Transport, Infrastructure and Communities



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** July 6, 2015
From: Cathryn Volkering Carlile **File:** 01-0105-00/Vol 01
 General Manager, Community Services
Re: **Council Policy Housekeeping and Policy Updates**

Staff Recommendation

1. That the Council Policies, as listed in Attachment 1 to the staff report titled "Council Policy Housekeeping and Policy Updates", dated July 6, 2015, from the General Manager, Community Services, be amended;
2. That the Council Policies, as listed in Attachment 2 to the staff report titled "Council Policy Housekeeping", dated July 6, 2015, from the General Manager, Community Services, be rescinded; and
3. That all policies, procedures and directives with out-of-date titles for positions and Divisions, Departments, or Sections be updated, as needed, to reflect the current organizational structure.

Cathryn Volkering Carlile

Cathryn Volkering Carlile
 General Manager, Community Services
 (604-276-4068)
 Att. 2

| REPORT CONCURRENCE | | |
|--|-------------------------------------|--|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Human Resources | <input checked="" type="checkbox"/> | <i>Cathryn Volkering Carlile</i> |
| City Clerk | <input checked="" type="checkbox"/> | |
| Finance Division | <input checked="" type="checkbox"/> | |
| Arts, Culture & Heritage | <input checked="" type="checkbox"/> | |
| Engineering | <input checked="" type="checkbox"/> | |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS: <i>mb</i> | APPROVED BY CAO <i>[Signature]</i> |

July 6, 2015

Staff Report

Origin

In January 2012, the Chief Administrative Officer established a Senior Management Policy and Procedure Subcommittee with a mandate to monitor and review City policies and procedures, to ensure policies are not impediments to providing high quality customer service, to ensure policies and procedures are current and relevant, and that policies and procedures are consistently applied throughout the organization.

This report deals with:

1. Housekeeping amendments and changes that do not amend the fundamental Council policy philosophy;
2. Updating old policies that need to reflect changes and work practices in the organization;
3. Rescinding of policies that are redundant and/or no longer relevant; and
4. Updating out of date titles for Divisions, Department, Sections and positions referenced in the policies.

Since 2012, Council rescinded several policies that were no longer current or relevant. Staff are continuing to review and update policies to propose housekeeping updates and changes to policies and to confirm whether the remaining policies continue to be relevant.

Analysis

The City of Richmond has Council adopted policies covering various aspects of City business including:

- Administration
- Buildings Properties and Equipment
- Finance
- Health and Social Services
- Land and Land Use Planning
- Personnel
- Public Works and Related Services
- Recreation and Cultural Services
- Regulatory and Protective Services
- Single Family Lot Size

Council Policies are different from Bylaws. Council has the authority to regulate, prohibit or impose through establishing bylaws in business areas as outlined in the *Community Charter*. Council Policies express the philosophy of City Council and provide a framework for staff to carry out administrative and operational matters.

Policies distinguish between the policy-setting function of Council, and the policy implementation function of City staff (Administrative Directives). They ensure consistent operating practices on matters, which occur on a regular basis, and prevent inconsistent decision making on issues where fairness and equity are important considerations.

July 6, 2015

The table attached outlines the policies and the rationale for recommending housekeeping and updating amendments (Attachment 1), which includes a copy of the track changes of each policy as well as a copy of the proposed final version. Policies that are recommended to be rescinded are attached (Attachment 2). Each policy is also attached.

In addition, over the years, the City's department's names and position titles change such as Leisure Services is now Community Services and Director – Leisure Services is now the General Manager, Community Services. Many policies reflect old, outdated names and titles while the policy is still relevant. As a part of this omnibus report, staff recommend that all policies with out-of-date department or position names be updated with any current names for Divisions, Departments, or Sections according the City's current organizational structure.

Staff continually review policies for their relevance and effectiveness. Staff also review best practices in other cities and research gaps or policy innovations that Council may want to consider in the future.

Financial Impact

There is no financial impact.

Conclusion

The Policy and Procedure Subcommittee has reviewed polices for their relevance and effectiveness. The Subcommittee also deemed that some policies receive housekeeping amendments, updating to ensure relevance and effectiveness and that some new policies be established. Staff will continue to update policies that need change and those will come forward for Council consideration in the future. Those policies that are still relevant but have department title changes or position title changes will be all changed automatically.



Cathryn Volkering Carlile
General Manager, Community Services
(604-276-4068)

Att.1 – Recommended Policy Amendments
Att.2 – Recommended Policies to be Rescinded

cvc:cvc

Recommended Policy Amendments

| Policy No. | Title | Date Adopted by Council | Explanation | Division/ Department |
|-------------------|--|--------------------------------|---|-----------------------------|
| 6800 | Respectful Workplace Policy | July 8, 2008 | Housekeeping edits. | Human Resources |
| 6801 | Conflict of Interest | July 28, 2008 | Housekeeping edits. | Human Resources |
| 7500 | Dyke Crossing Agreements – Sand Pumping | Nov 14, 1972 | To update the required securities from the applicant, along with housekeeping edits. | Engineering |
| 8303 | Minoru Chapel – Use of | Aug 22, 1983 | To ensure all uses such as Opera and Filming is included as well as heritage designation. | Arts, Culture and Heritage |
| 9016 | Unauthorized Changes or Damages to City Property | Feb 26, 2001 | Housekeeping edits. | Engineering |



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|-------------------|---|--------------------|
| Page 1 of 4 | Adopted by Council: July 8, 2008 Amended by Council: | Policy 6800 |
| File Ref: 1500-00 | RESPECTFUL WORKPLACE POLICY | |

I. Purpose

To promote and maintain a workplace in which all employees and volunteers act and are treated with dignity and respect. To establish processes for addressing complaints of Bullying and Harassment and Discrimination.

II. Policy

The City of Richmond is committed to a respectful workplace, free from Discrimination, Sexual Harassment or Bullying and Harassment. The City considers workplace Discrimination, Sexual Harassment and Bullying and Harassment serious offences and will not tolerate behavior which may undermine the respect, dignity, self-esteem or productivity of any employee.

Complaints under the policy will be addressed in an impartial, timely and confidential manner where possible.

Conduct contrary to this policy will not be tolerated and may result in disciplinary action up to and including termination of employment. Off duty conduct which has an impact in the workplace may be subject to the requirements of this policy.

This Policy prohibits retaliation or reprisals against anyone who in good faith (an honest and reasonably held belief) reports violations to this policy or participates/cooperates in a complaint investigation process even if sufficient evidence is not found to substantiate the concern. Retaliation or reprisal is considered to be discriminatory and is subject to disciplinary action by the City up to and including termination of employment.

Good faith investigations under this policy are not grounds for a Bullying and Harassment complaint. Where it is determined that a person had made a complaint in bad faith or with the intent to harm another and/or has misrepresented what is going on in the workplace, then formal disciplinary action may be taken against the person. Conduct based on mistakes or misunderstandings shall not constitute malicious conduct.

III. Scope

This policy applies to all employees of the City of Richmond, including supervisors and managers.

While the policy will apply to all employees, the investigative procedures under this policy may vary as the collective agreement or contracts for service may require from time to time.

This policy applies to conduct at the workplace itself or during work-related activities or events including, but not limited to, off-site meetings or conferences, client locations,



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| Page 2 of 4 | Adopted by Council: July 8, 2008 Amended by Council: | Policy 6800 |
| File Ref: 1500-00 | RESPECTFUL WORKPLACE POLICY | |

social situations related to work or workers' homes if there are real or implied consequences related to the workplace.

IV. Definitions

Bullying and Harassment means any inappropriate conduct or comment, including electronic, by a person towards an employee that the person knew or ought to have known, would cause that employee to be humiliated or intimidated, or any other form of unwelcome verbal or physical behaviour which by a reasonable standard would be expected to cause insecurity, discomfort, offence or humiliation to an employee or group of employees, and has the purpose or effect of interfering with an employee's work performance or creating an intimidating, hostile or offensive work environment.

However, Bullying and Harassment excludes any reasonable action taken by an employer or supervisor relating to the management and direction of employees or the place of employment.

Examples of Bullying and Harassment include, but are not limited to the following:

- words, gestures, actions or practical jokes, the natural consequence of which is to humiliate, ridicule, insult or degrade;
- spreading malicious rumours;
- threats or intimidation, including threats of violence;
- vandalizing personal belongings;
- physical assault or violence; and/or
- persistent rudeness, bullying, taunting, patronizing behaviour, or other conduct that adversely affects working conditions or work performance.

Discrimination means discrimination within the meaning of the *BC Human Rights Code* based on a person's race, color, ancestry, place of origin, political belief, religion, marital status, family status, physical or mental disability, sex or sexual orientation, age or criminal conviction unrelated to the employment or intended employment of the person. Discrimination permitted by the *BC Human Rights Code* is not a breach of the Policy (i.e. where a Bona Fide Occupational Requirement is established, or where discrimination relates to a bona fide pension plan or group insurance plan).

Sexual Harassment means unwelcome conduct that is sexual in nature, which may detrimentally affect the work environment or lead to adverse job related consequences for the victim of the harassment.

Examples of Sexual Harassment include, but are not limited to:

- Unwelcome remarks, questions, jokes, innuendo or taunting about a person's body, sex or sexual orientation, including sexist comments or sexual invitations;
- Leering, staring or making sexual gestures;
- Display of pornographic or other sexual materials;



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| Page 3 of 4 | Adopted by Council: July 8, 2008 Amended by Council: | Policy 6800 |
| File Ref: 1500-00 | RESPECTFUL WORKPLACE POLICY | |

- Unwanted invitation or physical contact such as touching, patting, pinching or hugging;
- Intimidation, threats or actual physical assault of a sexual nature;
- Sexual advances with actual or implied work-related consequences; or
- Inquiries or comments about a person's sex life or sexual preference.

It is NOT disruptive and disrespectful conduct to:

- comply with professional, managerial or supervisory responsibilities to evaluate and report on the performance, conduct or competence of employees;
- express reasonable opinions freely and courteously; or
- respectfully engage in honest differences of opinion.

Complainant is an employee who believes that he or she has a complaint of conduct contrary to the policy and is bringing forward the complaint. There can be more than one complainant in a complaint.

Respondent is an individual against whom an allegation(s) of conduct contrary to the policy has been made and who is responding to the allegations made in the complaint. A respondent may be a non-employee.

Manager is the Department Head or the immediate exempt level supervisor of either the Complainant or the Respondent.

Investigator is the person assigned to investigate the complaint. The Investigator may be the Director, Human Resources or delegate or, at the Director's discretion, an external third party.

Mediation is a voluntary process used to resolve conflict by having a neutral, trained third party help the disputing parties arrive at a mutually acceptable solution. Mediation between parties are treated as private and confidential.

Allegation is an unproven assertion or statement based on a person's perception.

Employee includes all employees (full-time, part-time and auxiliary).

V. Expected Standards of Conduct

All employees are expected to promote and maintain a respectful work environment by adhering to the following expected standards of conduct and personally responsible behavior:

- Being courteous, polite, respectful and considerate towards others;
- Acting with honesty and integrity, abiding by and upholding all rules and regulations and assisting/encouraging others to do the same;



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| Page 4 of 4 | Adopted by Council: July 8, 2008 Amended by Council: | Policy 6800 |
| File Ref: 1500-00 | RESPECTFUL WORKPLACE POLICY | |

- The inclusion of all people, including those with different strengths and opinions;
- Managing workplace conflicts using conflict resolution processes;
- Encouraging and supporting individuals to learn and practice personal conflict resolution and respectful workplace skills;

Each employee of the City of Richmond is responsible for conducting herself/himself within the spirit and intent of this Policy as well as contributing towards a safe, welcoming and inclusive work environment free from Bullying and Harassment, Discrimination, and Sexual Harassment.

VI. Roles and Responsibilities

Managers and Supervisors are expected to:

- ensure the principles of the policy are reflected in the execution of duties, operational policies and practices within their area of responsibility;
- regularly communicate and support this policy by ensuring all persons, under their supervision, are provided with the policy including knowledge of their rights and responsibilities; and
- take action and actively participate as needed, in the resolution and investigation of a complaint and implement remedies as required.

Employees (all persons to whom this policy applies) are expected to:

- contribute to a respectful, safe and supportive work environment that is collaborative and inclusive by modelling behavior consistent with the policy and not engaging in prohibited conduct;
- take action when they become aware of prohibited conduct because silence or failure to take action acts as a form of approval; and
- utilize the informal resolution process where appropriate.

Human Resources:

- will take a leadership role in providing training for management and employees on respectful workplace behavior;
- will give advice on this Policy, addressing and providing assistance to resolve issues of disrespectful behavior, and, or discrimination or harassment;
- will provide mediation where parties in dispute consent to meet to determine whether the dispute can be resolved in an informal and mutually satisfactory manner; and
- in some instances, may determine that an external third party mediator should be called upon to assist in achieving resolution



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Managers and Supervisors are expected to:

- ensure the principles of the policy are reflected in the execution of duties, operational policies and practices within their area of responsibility;
- regularly communicate and support this policy by ensuring all persons, under their supervision, are provided with the policy including knowledge of their rights and responsibilities; and
- take action and actively participate as needed, in the resolution and investigation of a complaint and implement remedies as required.

Employees (all persons to whom this policy applies) are expected to:

- contribute to a respectful, safe and supportive work environment that is collaborative and inclusive by modelling behavior consistent with the policy and not engaging in prohibited conduct;
- take action when they become aware of prohibited conduct because silence or failure to take action acts as a form of approval; and
- utilize the informal resolution process where appropriate.

Human Resources:

- will take a leadership role in providing training for management and employees on respectful workplace behavior;
- will give advice on this Policy, addressing and providing assistance to resolve issues of disrespectful behavior, and, or discrimination or harassment;
- will provide mediation where parties in dispute consent to meet to determine whether the dispute can be resolved in an informal and mutually satisfactory manner; and
- in some instances, may determine that an external third party mediator should be called upon to assist in achieving resolution



Page 1 of 8

 Adopted by Council: July 28, 2008
 Amended by Council:

POLICY 6801

File Ref: 1400-00

CONFLICT OF INTEREST

POLICY

I. PURPOSE

The purpose of this policy is to:

- (a) safeguard public interest by clearly identifying and addressing standards of employee conduct relating to actual and apparent conflicts of interest;
- (b) prevent Employees from using their employment positions for private gain;
- (c) protect Employees from inadvertently placing themselves in a Conflict of Interest position;
- (d) provide avenues for Employees to clarify and prevent potential conflicts of interest before they occur; and
- (e) protect the reputation of the City.

II. APPLICATION

This policy applies to all Employees.

This policy supplements and does not supersede or replace other policies adopted by Council or other contractual or statutory obligations.

III. POLICY

Employees are expected to perform their duties on behalf of the City faithfully, diligently, honestly and to the best of their abilities. Every employee owes a duty of loyalty and fidelity to the City. Employees must never place themselves in a position where their self-interest may conflict with this duty. Employees must avoid engaging in activities where personal interests actually or potentially conflict with the interests of the City.

Employees must not engage in any activity that results in actual or potential conflict of interest. Employees must promptly disclose to their Manager circumstances which could result in any actual or potential conflict of interest so that the matter may be fully assessed.

IV. DEFINITIONS

In this Conflict of Interest Policy:

Business Associate means any person legally linked with the Employee, including but not limited to persons linked with the Employee through business contracts, partnerships, firms, enterprises, franchises, trusts, joint ventures, finances, real estate, or other for-profit legal entities or agreements;



City Property includes, but is not limited to, City buildings and land, equipment, supplies, stores, vehicles, materials, recovered materials (salvage), technology resources, financial assets, information and work time;

City means the City of Richmond;

Conflict of Interest means a situation where an Employee has a private or personal interest sufficient to influence or to appear to influence the objective performance of his or her duties as an Employee of the City, and includes a Direct or Indirect Conflict of Interest;

Direct Conflict of Interest means a situation where an Employee derives or is seen to derive some financial or personal benefit or avoid financial or personal loss;

Employee means an individual employed by the City, including those on contract and in a volunteer capacity, but not including elected officials;

Indirect Conflict of Interest means a situation where a potential pecuniary or non-pecuniary benefit or avoidance of loss is experienced by a person or corporation related to the Employee;

Manager means a City Departmental or Divisional Manager;

Political Activity includes, but is not limited to, being a candidate for elected office, campaigning for a candidate for elected office, fundraising for an election campaign, or promoting a political party or cause; and

Relative means a person's husband, wife, children, wards, parents, brothers, sisters (including foster or step), parents-in-law, brothers-in-law, sisters-in-law, sons-in-law, daughters-in-law, grandparents, grandchildren, guardians, domestic partner or common law spouse.

V. RESPONSIBILITIES

(a) Managers

Managers shall make this policy available to their Employees and ensure that the Employees are made fully aware of this policy. Managers shall discuss the entire policy with their Employees and highlight any of the rules that have particular relevance, given the nature of the Employee's work.

Managers are required to advise senior management of any breach of this policy. Upon receiving verbal or written disclosure or becoming aware of an actual or potential Conflict of Interest, the Manager shall determine that either no conflict exists or take reasonable steps to ensure that the matter is addressed by consulting with the appropriate Human Resources Manager. Failure to take



CONFLICT OF INTEREST

immediate action by the Manager in addressing Conflicts of Interest or silence is akin to condoning the Conflict of Interest itself and may result in a breach of this policy.

The Manager and the Human Resources Manager shall determine jointly the proper course of action, and shall ensure that the Conflict of Interest or potential Conflict of Interest situations they are resolving are documented, starting from disclosure, review and evaluation through to resolution. Such documentation shall be retained in confidence at the Human Resources ~~Division~~Department.

It is the responsibility of departmental/divisional management to ensure that each Conflict of Interest situation is investigated, and dealt with fairly and consistently.

(b) Employees

Employees are required to read, clarify and confirm their understanding, and comply with this policy.

Employees have a duty to report under this policy, and shall immediately and fully disclose in writing or verbally to their Manager if they are in a Conflict of Interest or potential Conflict of Interest.

In the case of the Chief Administrative Officer, disclosure shall be made in writing to the Council of the City.

In addition to self-disclosure, Employees are required to advise management of any potential breach of this policy by others.

VI. VIOLATION OF POLICY AND CONSEQUENCES

Violation of this policy, including failure to disclose a Conflict of Interest, may result in disciplinary and/or remedial action. The City will determine the appropriate consequence(s) for breach which may include, but are not limited to the following:

- the Employee is instructed to divest himself or herself of the outside interest;
- the Employee is instructed to cease the action resulting in the breach of the Conflict of Interest Policy;
- the Employee is subject to disciplinary action up to and including termination of employment;
- the Employee is reassigned to other duties pending further investigation;
- the City may seek to recover losses;
- commencement of civil action or, if applicable, consideration of criminal prosecution.



VII. RECOGNIZING CONFLICTS OF INTEREST

Employees must conduct themselves at all times in accordance with the highest ethical standards and in a manner which will withstand the closest scrutiny. As each situation depends on its particular facts, the following is not an exhaustive list, but rather provides examples of obvious conflicts of interest:

1. Receiving Meals, Refreshments, Entertainment or Gifts

An Employee may accept customary business hospitality, such as meals, refreshments, entertainment or gifts with full knowledge of his or her Manager, provided that:

- it is a normal exchange of hospitality;
- it is a token exchanged as part of protocol;
- it is a normal presentation made to the person for participating in public functions;
- it is not lavish or extravagant under the circumstances; and
- it is infrequent.

It is the personal responsibility of each Employee to ensure that the acceptance of such meals, refreshments, entertainment or gifts is proper and could not reasonably be construed in any way as an attempt by the offering party to secure favourable treatment.

2. Commission, Reward or Benefit

An Employee shall not accept or offer or agree to accept a commission, reward, advantage or benefit of any kind from any person dealing with the City, either on his or her own behalf or through a Relative or other person, for his or her own benefit.

3. Outside Interest

During working hours, employees are expected to devote their full time and attention to the business affairs of the City. An Employee shall not engage in any outside employment (including acting as a consultant for a third party that is undertaking projects in the City), business or undertaking that:

- conflicts with his or her duties as an Employee;
- causes the Employee to gain benefits as a result of his or her position as an Employee;
- influences or affects the carrying out of his or her duties as an Employee; or
- involves the use of City Property. An Employee's use of City Property for personal convenience or profit not associated with the official discharge of duties, may be a potential Conflict of Interest unless the property is available



CONFLICT OF INTEREST

for use by the general public generally, or the property is made available under City policy or terms of employment.

An Employee shall not represent, nor contract to, nor lobby on behalf of any private interest in dealing with the City.

A Conflict of Interest exists when:

- the Employee's ability/judgment is influenced by his or her own personal interest or the interest of third parties against the better interest of the City;
- the Employee's outside interest interferes with his or her ability to perform work for the City;
- the Employee uses City Property or work time for his or her outside interest without authorization;
- ~~the Employee's outside interest involves the performance of work requiring the inspection/approval of another Employee;~~
- an Employee advances his or her own private interests by interfering or influencing the objectivity, responsibilities and/or duties of another Employee within the organization;
- the Employee's outside interest is directly or indirectly represented as being work representing the City;
- the Employee's outside interest involves work that is in direct competition with services offered by the City;
- the Employee gains an unfair advantage over others in the conducting of business with the City;
- the Employee's actions in his capacity of Employee affect or appear to affect the interest of the Employee's other employers or private clients in a way which enhances the personal interest of the Employee;
- The Employee receives additional compensation for performing City duties from a third party external to the City; or
- The Employee's performance of City duties is influenced by offers of future employment.

While it is not the City's desire to interfere with the non-work hours of an Employee, the City may prohibit outside employment that causes the Employee to be in a Conflict of Interest.

4. Financial Interest

An Employee who has financial interest in a City contract, sale or other business transaction or has relatives, friends or Business Associates with such interest, is required to declare the relationship in writing to his or her Manager, and shall not represent or advise the City in such transactions.



5. Preferential Treatment

An Employee shall not give or appear to give preferential treatment to any Relatives, friends or Business Associates or to anyone else that would advance the Employee's personal interests.

6. Confidential Information

An Employee shall not use confidential or privileged information of the City to advance his or her personal interest or the interests of others. Access to confidential information should be on a "need to know" basis i.e., confidential information is shared only with those whose job duties require that they need to know the information.

7. Post-Employment Conflict of Interest

An Employee shall not act, after he or she leaves the employ of the City, in such a manner as to take improper advantage of their previous office. Actions negatively impacting the City as a result of information gained during an Employee's former employment with the City may be pursued to the full extent of the law. Each situation will be reviewed separately.

8. Purchasing Conflict of Interest

An Employee who has a direct or indirect financial interest in a supplier doing business with the City, other than an insignificant investment in a publicly-held company, is considered to be in a Conflict of Interest and shall declare the Conflict of Interest to his or her Manager. An Employee may not be involved in the placement of City business with a company owned or controlled by an Employee or relative; the Manager must make arrangements to clearly exclude the Employee from participating or influencing the applicable purchasing decisions.

An Employee may not make a personal bid on the purchase of City Property or goods, except when these are also offered to the general public.

An Employee shall not accept discounts/rebates on personal purchases from suppliers having an existing business relationship with the City, unless it is the general practice of those suppliers to offer the same discounts/rebates to employer groups including, but not limited to, the City.

An Employee shall not purchase goods and services through the City for personal use, unless specifically allowed by Council as in the purchase of a personal computer to improve the productivity of City business activities.



9. Employment of Relatives

The City may employ a Relative of an existing Employee if the Relative is the best qualified candidate for the position, subject to any applicable collective agreement provisions and subject to this Policy.

It is not the intention of this Policy to unduly restrict or enhance employment opportunities with the City based on family relationships. However, the City will not employ, appoint, transfer or promote a Relative of a current employee where the action will result in the risk or real or potential conflict of interest. Such conflicts may occur where there is:

- any undue influence exercised directly or indirectly on the selection and hiring process
- direct or indirect supervisory relationship
- the ability of one family member to influence or exert financial or administrative control over another.

The determination of whether the employment of Relatives results in real conflict or that potential conflict exists will be made on a case by case basis by the appropriate Manager in consultation with the Director of Human Resources.

Candidates and Employees who are or become related to each other while employed by the City are required to advise the City of the relationship at the earliest reasonable opportunity.

10. Political Activity

An Employee shall not run for election or be nominated to run for Mayor or City Councillor without first taking a leave of absence without pay as required by Section 67 of the *Local Government Act*.

An Employee shall not run for elected office provincially or federally if a Conflict of Interest exists between running and the Employee's responsibilities to the City.

Further, an Employee shall not actively campaign for election funds [or use City resources](#) for a candidate for elected office with the City of Richmond. Further, no campaigning for any election funds may be conducted during working hours.

11. Harm to Business or Reputation:

Employees must refrain from engaging in conduct that could adversely affect the City's business or reputation. Such conduct may include but is not limited to:

- (i) publicly criticizing the City, its management or its employees; or



- (ii) engaging in criminal conduct or other conduct that could harm the City's business or reputation.

VIII. DISCLOSURE, REVIEW AND EVALUATION

Upon disclosure of a Conflict of Interest by an employee, the city will take appropriate steps to protect against any actual or potential conflict of interest. Such steps may include:

- (i) requiring the employee to refrain from involvement in any decisions made by the City regarding its dealing with the person, business or enterprise giving rise to the conflict; or
- (ii) requiring the Employee to refrain from any involvement in any dealings on behalf of the City with such person, business or enterprise; or
- (iii) requiring the Employee to dispose of his/her interest in such business or enterprise if he/she wishes to remain in the City's employ.

IX. OTHER

An Employee who knowingly makes false, frivolous or vexatious allegations about another Employee may be subject to disciplinary action including termination of his or her employment with the City.



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Adopted by Council: July 28, 2008
Amended by Council:

POLICY 6801

File Ref: 1400-00

CONFLICT OF INTEREST

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A Conflict of Interest exists when:

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- the Employee's outside interest interferes with his or her ability to perform work for the City;
- the Employee uses City Property or work time for his or her outside interest without authorization;
- an Employee advances his or her own private interests by interfering or influencing the objectivity, responsibilities and/or duties of another Employee within the organization; the Employee's outside interest is directly or indirectly represented as being work representing the City;
- the Employee's outside interest involves work that is in direct competition with services offered by the City;
- the Employee gains an unfair advantage over others in the conducting of business with the City;
- the Employee's actions in his capacity of Employee affect or appear to affect the interest of the Employee's other employers or private clients in a way which enhances the personal interest of the Employee;
- The Employee receives additional compensation for performing City duties from a third party external to the City; or
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While it is not the City's desire to interfere with the non-work hours of an Employee, the City may prohibit outside employment that causes the Employee to be in a Conflict of Interest.

4. Financial Interest

An Employee who has financial interest in a City contract, sale or other business transaction or has relatives, friends or Business Associates with such interest, is required to declare the relationship in writing to his or her Manager, and shall not represent or advise the City in such transactions.

5. Preferential Treatment

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Adopted by Council: July 28, 2008
Amended by Council:

POLICY 6801

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CONFLICT OF INTEREST

6. Confidential Information

An Employee shall not use confidential or privileged information of the City to advance his or her personal interest or the interests of others. Access to confidential information should be on a "need to know" basis i.e., confidential information is shared only with those whose job duties require that they need to know the information.

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8. Purchasing Conflict of Interest

An Employee who has a direct or indirect financial interest in a supplier doing business with the City, other than an insignificant investment in a publicly-held company, is considered to be in a Conflict of Interest and shall declare the Conflict of Interest to his or her Manager. An Employee may not be involved in the placement of City business with a company owned or controlled by an Employee or relative; the Manager must make arrangements to clearly exclude the Employee from participating or influencing the applicable purchasing decisions.

An Employee may not make a personal bid on the purchase of City Property or goods, except when these are also offered to the general public.

An Employee shall not accept discounts/rebates on personal purchases from suppliers having an existing business relationship with the City, unless it is the general practice of those suppliers to offer the same discounts/rebates to employer groups including, but not limited to, the City.

An Employee shall not purchase goods and services through the City for personal use, unless specifically allowed by Council as in the purchase of a personal computer to improve the productivity of City business activities.

9. Employment of Relatives

The City may employ a Relative of an existing Employee if the Relative is the best qualified candidate for the position, subject to any applicable collective agreement provisions and subject to this Policy.



Page 7 of 8

Adopted by Council: July 28, 2008
Amended by Council:

POLICY 6801

File Ref: 1400-00

CONFLICT OF INTEREST

It is not the intention of this Policy to unduly restrict or enhance employment opportunities with the City based on family relationships. However, the City will not employ, appoint, transfer or promote a Relative of a current employee where the action will result in the risk or real or potential conflict of interest. Such conflicts may occur where there is:

- any undue influence exercised directly or indirectly on the selection and hiring process
- direct or indirect supervisory relationship
- the ability of one family member to influence or exert financial or administrative control over another.

The determination of whether the employment of Relatives results in real conflict or that potential conflict exists will be made on a case by case basis by the appropriate Manager in consultation with the Director of Human Resources.

Candidates and Employees who are or become related to each other while employed by the City are required to advise the City of the relationship at the earliest reasonable opportunity.

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An Employee shall not run for election or be nominated to run for Mayor or City Councillor without first taking a leave of absence without pay as required by Section 67 of the *Local Government Act*.

An Employee shall not run for elected office provincially or federally if a Conflict of Interest exists between running and the Employee's responsibilities to the City.

Further, an Employee shall not actively campaign for election funds or use City resources for a candidate for elected office with the City of Richmond. Further, no campaigning for any election funds may be conducted during working hours.

11. Harm to Business or Reputation:

Employees must refrain from engaging in conduct that could adversely affect the City's business or reputation. Such conduct may include but is not limited to:

- (i) publicly criticizing the City, its management or its employees; or
- (ii) engaging in criminal conduct or other conduct that could harm the City's business or reputation.



VIII. DISCLOSURE, REVIEW AND EVALUATION

Upon disclosure of a Conflict of Interest by an employee, the city will take appropriate steps to protect against any actual or potential conflict of interest. Such steps may include:

- (i) requiring the employee to refrain from involvement in any decisions made by the City regarding its dealing with the person, business or enterprise giving rise to the conflict; or
- (ii) requiring the Employee to refrain from any involvement in any dealings on behalf of the City with such person, business or enterprise; or
- (iii) requiring the Employee to dispose of his/her interest in such business or enterprise if he/she wishes to remain in the City's employ.

IX. OTHER

An Employee who knowingly makes false, frivolous or vexatious allegations about another Employee may be subject to disciplinary action including termination of his or her employment with the City.



City of Richmond

Policy Manual

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|-------------|--------------------------------|-------------|
| Page 1 of 1 | Adopted by Council: Nov. 14/72 | POLICY 7500 |
|-------------|--------------------------------|-------------|

| | |
|-------------------|---|
| File Ref: 1000-00 | DIYKE CROSSING AGREEMENTS – SAND PUMPING |
|-------------------|---|

POLICY 7500:

It is Council policy that:

1. Whenever applications are received to pump sand onto private lands, the applicant is required to provide details of a method of returning the run-off water to the river by means other than the use of City drainage facilities.
2. All applications shall be reviewed by the Engineering Department for the conditions of an agreement. The ~~City Engineer~~ General Manager, Engineering and Public Works or designate shall estimate the potential cost of restoring dykes and infrastructure affected by the application. The applicant will be required to deposit this refundable cost with the City; \$25,000 is the minimum amount. The applicant must provide public liability and property damage insurance for not less than \$15 million, naming the City as an additional insured.
3. The applicant, should his request be approved, shall deposit with the City a certified cheque or a letter of credit in the amount of the estimate prior to issuance of an agreement to ensure compliance with the provisions of the agreement.

The Mayor and City Clerk are authorized to sign such agreements after approval has been granted by the ~~City Engineer~~ General Manager, Engineering and Public Works subject to the damage deposit and other required documents having been received.

(Engineering Department)

CNCL - 137



POLICY 7500:

It is Council policy that:

1. Whenever applications are received to pump sand onto private lands, the applicant is required to provide details of a method of returning the run-off water to the river by means other than the use of City drainage facilities.
2. All applications shall be reviewed by the Engineering Department for the conditions of an agreement. The General Manager, Engineering and Public Works or designate shall estimate the potential cost of restoring dikes and infrastructure affected by the application. The applicant will be required to deposit this refundable cost with the City; \$5,000 is the minimum amount. The applicant must provide public liability and property damage insurance for not less than \$5 million, naming the City as an additional insured.
3. The applicant, should his request be approved, shall deposit with the City a certified cheque or a letter of credit in the amount of the estimate prior to issuance of an agreement to ensure compliance with the provisions of the agreement.

The Mayor and City Clerk are authorized to sign such agreements after approval has been granted by the General Manager, Engineering and Public Works subject to the damage deposit and other required documents having been received.

(Engineering Department)



City of Richmond

Policy Manual

Page 1 of 1

Adopted by Council: June/68

Amended: Aug. 22/83

POLICY 8303

File Ref: 7125-00

MINORU CHAPEL —USE OF

POLICY 8303:

Minoru Chapel was Richmond's first heritage project, undertaken to mark Canada's Centennial. It was originally built as the Richmond Methodist Mission Church in 1891 as part of a cluster of associated church buildings at the corner of River and Cambie Roads. Purchased by the City in 1961 and moved to Minoru Park in 1967, the building was then restored and consecrated as Minoru Chapel in 1968. The Chapel was designated a Municipal Heritage Site (By-Law 3738) in 1979. ~~The province designated Both the Chapel and Pierrefonds Gardens that same year (Jane, what was the designation?).~~ were included on the Community Heritage Register, BC and Canadian Heritage Registers in 2003 (R03/10-25 and 26)

It is Council policy that:

1. Preservation – The City will preserve Minoru Chapel, Richmond's oldest extant church building as close to its original condition as possible for future generations. Elements to be preserved are its: historic use as a community gathering space, L-shaped plan, square corner entry tower, wood frame construction, Carpenter Gothic style, wooden sash windows and interior features as outlined in detail in the Minoru Chapel Conservation Plan, December 2013.
2. Use – Minoru Chapel will serve as a memorial to the first waves of European immigration into Richmond and to serve ~~current multi-cultural community as an inter-denominational facility.~~
 - a. The Chapel will be used for weddings, funerals, baptisms, other services of a spiritual nature, and for cultural programming.
 - b. The Chapel will be made available for filming and photography activities if those activities do not risk the buildings preservation.
 - c. ~~Multiple bookings by one group or individual will~~may not be permitted. A multiple booking is defined as monthly or more frequent booking by the same group or individual.
3. Sale of Commercial Items - The display and sale of commercial items will be permitted in Minoru Chapel if items are related to and part of an approved use.

It is Council policy that:

- ~~1. — Minoru Chapel is to be made available to all denominations for weddings, baptisms, funerals and other services of a spiritual nature.~~
- ~~2. — For weddings only, civil services by all Marriage Commissioners will be permitted.~~
- ~~3. — In order to preserve the sanctity and tradition of the Church, it is not to be used as a meeting hall for temporal affairs.~~
- ~~4. — Multiple bookings by one church or individual should not be permitted at Minoru Chapel, and a multiple booking is defined as monthly or more frequent booking to same group or individual.~~(Community Services Division)



POLICY 8303:

Minoru Chapel was Richmond's first heritage project, undertaken to mark Canada's Centennial. It was originally built as the Richmond Methodist Mission Church in 1891 as part of a cluster of associated church buildings at the corner of River and Cambie Roads. Purchased by the City in 1961 and moved to Minoru Park in 1967, the building was then restored and consecrated as Minoru Chapel in 1968. The Chapel was designated a Municipal Heritage Site (By-Law 3738) in 1979. Both the Chapel and Pierrefonds Gardens were included on the Community Heritage Register, BC and Canadian Heritage Registers in 2003 (R03/10-25 and 26)

It is Council policy that:

1. Preservation – The City will preserve Minoru Chapel, Richmond's oldest extant church building as close to its original condition as possible for future generations. Elements to be preserved are its: historic use as a community gathering space, L-shaped plan, square corner entry tower, wood frame construction, Carpenter Gothic style, wooden sash windows and interior features as outlined in detail in the Minoru Chapel Conservation Plan, December 2013.
2. Use – Minoru Chapel will serve as a memorial to the first waves of immigration into Richmond and to serve as an inter-denominational facility.
 - a. The Chapel will be used for weddings, funerals, baptisms, other services of a spiritual nature, and for cultural programming.
 - b. The Chapel will be made available for filming and photography activities if those activities do not risk the buildings preservation.
 - c. Multiple bookings by one group or individual may not be permitted. A multiple booking is defined as monthly or more frequent booking by the same group or individual.
3. Sale of Commercial Items - The display and sale of commercial items will be permitted in Minoru Chapel if items are related to and part of an approved use.

(Community Services Division)



City of Richmond

Policy Manual

Page 1 of 1

Adopted by Council: **Feb.26,2004**

POLICY 9016

File Ref: 2270-00

UNAUTHORIZED CHANGES OR DAMAGES TO CITY PROPERTY

POLICY 9016:

It is Council Policy that:

1. Where an unauthorized change or damage to City property which is an apparent threat to public safety or property comes to the attention of staff, the City will take immediate action to have the City property restored and invoice the responsible party in accordance with the fees bylaw.
2. Where an unauthorized change or damage to City property which is not an apparent threat to public safety or property comes to the attention of staff, the City may choose to not take action to have the City property restored until it becomes a threat or until City forces are undertaking regular maintenance or capital construction in the immediate vicinity.
3. Where the party responsible for unauthorized changes or damage to City property can be identified, they must restore the City property at their cost within a reasonable time as determined by the General Manager of Engineering and Public Works or designate but not to exceed one calendar year.
4. The property owner fronting changed (unauthorized) or damaged City property will have the option of restoring the City property to an approved condition themselves, or having City forces restore the City property.
5. If City forces restore unauthorized changes or damage to City property, the City will take reasonable precautions to protect private property, but will not be responsible for any damage to privately placed improvements on the City right of way which may result from the restoration of City property.

(Engineering Department)

4524588280060



POLICY 9016:

It is Council Policy that:

1. Where an unauthorized change or damage to City property which is an apparent threat to public safety or property comes to the attention of staff, the City will take immediate action to have the City property restored and invoice the responsible party in accordance with the fees bylaw.
2. Where an unauthorized change or damage to City property which is not an apparent threat to public safety or property comes to the attention of staff, the City may choose to not take action to have the City property restored until it becomes a threat or until City forces are undertaking regular maintenance or capital construction in the immediate vicinity.
3. Where the party responsible for unauthorized changes or damage to City property can be identified, they must restore the City property at their cost within a reasonable time as determined by the General Manager, Engineering and Public Works or designate but not to exceed one calendar year.
4. The property owner fronting changed (unauthorized) or damaged City property will have the option of restoring the City property to an approved condition themselves, or having City forces restore the City property.
5. If City forces restore unauthorized changes or damage to City property, the City will take reasonable precautions to protect private property, but will not be responsible for any damage to privately placed improvements on the City right of way which may result from the restoration of City property.

(Engineering Department)

Recommended Policies to be Rescinded

| Policy No. | Title | Date Adopted by Council or Amended | Explanation | Division/ Department |
|------------------|---|------------------------------------|---|----------------------------|
| 1004 | Invitations to Council to Attend Fund-Raising Events For Non-Profit Organizations | 02/25/1991 | Obsolete. | City Clerk's Office |
| 6006/ 6006.01 | Donations – Death of Current or Former City Employees | 04/14/1997 | Outdated. New administrative directive under review. | Human Resources |
| 7002 | Local Improvements by Council – Initiatives – Single Family Lot Size | 06/25/1990 | Policy redundant given the adoption of Bylaw 8751 and 8752 in 2011. | Engineering |
| 8304 | Minoru Chapel – Sale of Commercial Items | 05/12/1997 | Information incorporated into 8303. | Arts, Culture and Heritage |



City of Richmond

Policy Manual

Page 1 of 1

Adopted by Council: Feb. 25/91

POLICY 1004

File Ref: 0105-00

INVITATIONS TO COUNCIL TO ATTEND FUND-RAISING EVENTS FOR NON-PROFIT ORGANIZATIONS

POLICY 1004:

It is Council policy that:

All invitations received by Council members to attend fund-raising events by non-profit organizations and **requiring payment by the City** be reviewed informally by a committee of the Mayor, Acting Mayor (for the period in which the event is to be held) and the Administrator, with a report and recommendation **directly** to Council, to enable these requests to be dealt with as expeditiously as possible.

(City Administrator's Office)

CNCL - 144



City of Richmond

Policy Manual

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Adopted by Council: April 14/97

POLICY 6006

File Ref: 0050-00

DONATIONS – DEATH OF CURRENT OR FORMER CITY EMPLOYEES**POLICY 6006:**

It is Council Policy that:

A donation of an appropriate amount, which may, at the request of the next of kin of the deceased, take the form of either flowers or a bequest to a charitable organization, shall be made by the City:

- (a) in the case of the death of a current employee or their spouse; and
- (b) with the approval of the Mayor, in the case of the death of a former employee with at least 10 years of service with the City.

(Human Resources)



City of Richmond

Policy Manual

Page 1 of 1

Adopted by Council: April 14/97

**ADMINISTRATIVE
PROCEDURE 6006.01**

File Ref: 0050-00

DONATIONS – DEATH OF CURRENT OR FORMER CITY EMPLOYEES

ADMINISTRATIVE PROCEDURE: 6006.01

It is Council Policy that:

Where a donation is to be sent in connection with the death of a current or former City employee:

- (a) the value shall not exceed \$50; and
- (b) the staff of the division of which the employee in question was a member, shall notify the Administrative Assistant in the Human Resources Section of the Finance and Corporate Services Division, providing the following information:
 - (i) the name and other pertinent information in connection with the deceased;
 - (ii) information about the whereabouts of family members, if known;
 - (iii) information about the choice of the donation.

Upon receipt of the above information, the Human Resources Section staff shall notify the members of Council, in writing, about the death, and make the necessary arrangements for the donation to be made.



City of Richmond

Policy Manual

| | | |
|-------------------|--|--------------------|
| Page 1 of 1 | Adopted by Council: June 25/90 | POLICY 7002 |
| File Ref: 6190-00 | LOCAL IMPROVEMENTS BY COUNCIL – INITIATIVES – SINGLE-FAMILY LOT SIZE POLICY AREAS | |

POLICY 7002:

It is Council policy that:

Staff be authorized to undertake Local Improvements for single-family lot size policy areas (per section 702 of the Zoning and Development Bylaw), using the Council initiative option provided for in the Municipal Act, immediately upon adoption of such policies, where the approval of a Local Improvement is required for rezoning to a reduced lot width or area.

(Urban Development Division)



City of Richmond

Policy Manual

Page 1 of 1

Adopted by Council: May 12/97

POLICY 8304

File Ref: 0190-00

MINORU CHAPEL – SALE OF COMMERCIAL ITEMS

POLICY 8304:

It is Council policy that:

The display and sale of commercial items will not be permitted in Minoru Chapel.

(Community Services Division)



To: Planning Committee
From: Wayne Craig
Director of Development

Date: July 10, 2015
File: SC 15-693380

Re: Application by 0717844 B.C. Ltd. for a Strata Title Conversion at
12371 Horseshoe Way

Staff Recommendations


1. That the application for a Strata Title Conversion by 0717844 B.C. Ltd. for the property located at 12371 Horseshoe Way, as generally shown in Attachment 1, be approved on fulfilment of the following conditions:
 - (a) Payment of all City utility charges and property taxes up to and including the year 2015;
 - (b) Registration of a flood indemnity covenant on title identifying a minimum habitable elevation of 2.9 m GSC;
 - (c) Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution.

2. That the City, as the Approving Authority, delegate to the Approving Officer the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 1 have been satisfied.


Wayne Craig
Director of Development

WC:EL

Att. 3

| |
|--|
| REPORT CONCURRENCE |
| CONCURRENCE OF GENERAL MANAGER |
|  |

Staff Report

Origin

0717844 B.C. Ltd. has applied to the City of Richmond for permission to convert an existing industrial building at 12371 Horseshoe Way (Attachment 1) from a fee simple lot into seven (7) strata title lots (Attachment 2).

Findings of Fact

The subject site is located in an established industrial business park area in the Ironwood area. The site is surrounded by other industrial establishments on lots zoned “Industrial Business Park (IB1)” and is backing onto the Horseshoe Slough. The existing industrial building is located on the east side of the property, with a drive aisle between the building and the east property line. Required parking for the building is provided on the west side of the existing building.

The front yard is landscaped with a combination of shrubs and ground covers, which is in compliance with the landscape requirements in industrial zones. In addition, there is a 3 m wide planting strip along the rear of the property, and the west property line is landscaped with trees and hedges.

Analysis

Policy 5031 (Strata Title Conversion Applications – Commercial and Industrial) outlines Council’s policy in determining how staff process strata title conversion applications for three (3) or more proposed strata lots (see Attachment 3). The applicant has submitted all of the necessary processing information required by City staff (including a Building Condition Assessment, and a Building Code Compliance report).

- The existing building received its Final Inspection from the City’s Building Approvals Division on February 1, 2007.
- A Strata Title Conversion Application Report provided by Read Jones Christoffersen Consulting Engineers dated February 20, 2015 indicates that the life expectancy of the building is likely to exceed 50 years.
- The author of the Building Condition Assessment expects a major increase in maintenance, repair and replacement costs to occur in the next 20 to 30 years. Replacement of the roofing, asphalt pavement, concrete walkways and domestic cold water piping will likely be required over this time period.
- The author of the Building Code Compliance report confirms that the existing building is substantially in compliance with the BC Building Code.
- Building Approvals confirmed that the proposed strata title conversion of the existing building has no building code implications.
- The registered owner of the property is the only current tenant of the building. Therefore, the view of tenant(s) of the property need not be formally canvassed.
- The owner’s intention is to sell the units after the strata title conversion is completed.

- No physical or structural upgrading of the building will take place, and no changes affecting open space, landscaping, common facilities, off-street parking and loading spaces are being proposed.
- All on-site parking/loading will form part of the limited common property for the strata corporation and will be assigned to specific units based on unit entitlement. As part of a business license each business will need to verify they have access to the Bylaw required parking.
- There are no issues relating to compliance with relevant City bylaws or servicing for the subject lot.

In light of this, staff support the proposed strata title conversion subject to:

1. Payment of all City utility charges and property taxes up to and including the year 2015.
2. Registration of a flood indemnity covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
3. Submission of appropriate plans and documents (i.e., Strata Plan Surveyor's Certificate, Application to Deposit, Form V and Form W, etc.) for execution by the Approving Officer within 180 days of the date of this resolution.

Financial Impact

None.

Conclusion

0717844 B.C. Ltd. has applied to convert the existing industrial building at 12371 Horseshoe Way into seven (7) strata title lots. The proposal is straightforward. Staff have no objection to this application and recommend approval of the strata title conversion application.



Edwin Lee
Planner 1

EL:cas

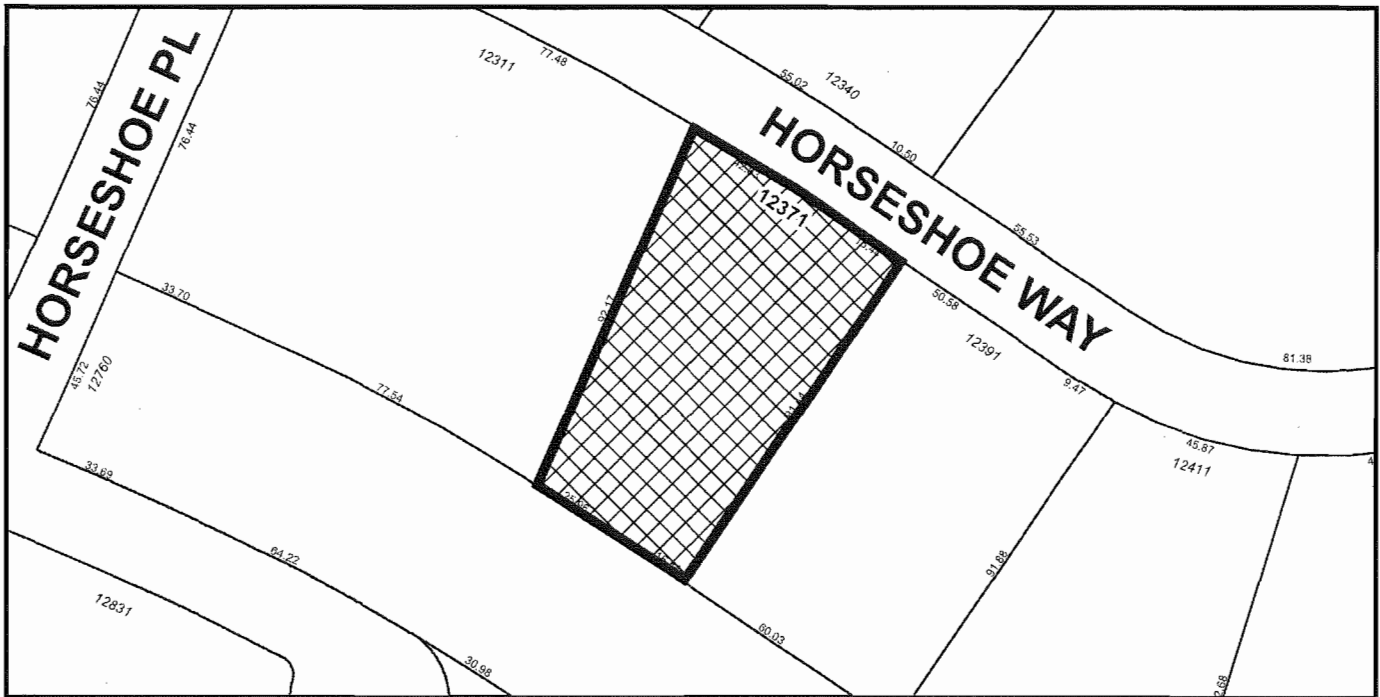
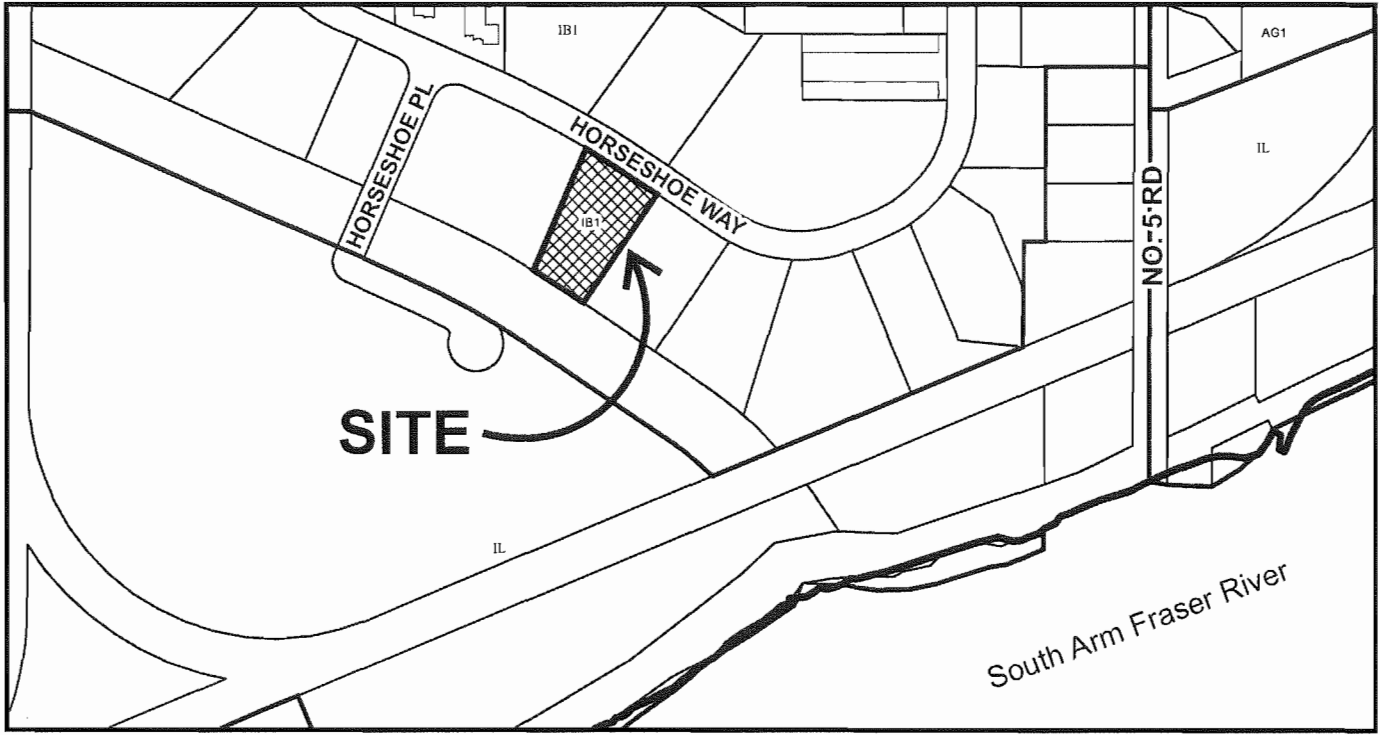
Attachment 1: Location Maps

Attachment 2: Draft Strata Plan

Attachment 3: Policy 5031: Strata Title Conversion Applications – Commercial and Industrial



City of Richmond



SC 15-693380

Original Date: 04/15/15

Revision Date:

Note: Dimensions are in METRES



City of Richmond



**SUBJECT
PROPERTY**

South Arm Fraser River



SC 15-693380

Original Date: 04/15/15

Revision Date:

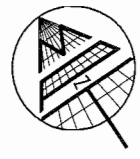
Note: Dimensions are in METRES

PARKING AT GROUND LEVEL



THE INTENDED PLOT SIZE OF THIS PLAN IS 560mm IN WIDTH, BY 432mm IN HEIGHT (C SIZE) WHEN PLOTTED AT A SCALE OF 1:250.

PLAN SHEET INDICATES ALLOCATION OF LIMITED COMMON PROPERTY FOR STRATA LOT #1.



87
 PLAN 62824

41' 05"
 92.160

23' 05"
 69.900

0.84

0.84

ASPHALT DRIVE AISLE & PARKING

ASPHALT DRIVE AISLE

ASPHALT DRIVE AISLE

ASPHALT DRIVE AISLE

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ASPHALT DRIVE AISLE

HORSESHOE WAY

1
 PLAN BCP18857

2 STOREY BUILDING #12371 HORSESHOE WAY

OUTLINE OF BUILDING FOUNDATION (FOR DIMENSIONS/LOCATION SEE SHEET 2)

OUTLINE OF BUILDING FOUNDATION (FOR DIMENSIONS/LOCATION SEE SHEET 2)

ASPHALT DRIVE AISLE

59
 PLAN 58849

45
 PLAN 58849

34'05"18"

15.442

124' 05" 18"

15.442

124' 05" 19"

15.442

124' 05" 19"

15.442

124' 05" 19"

15.442

124' 05" 19"


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124' 05" 19"

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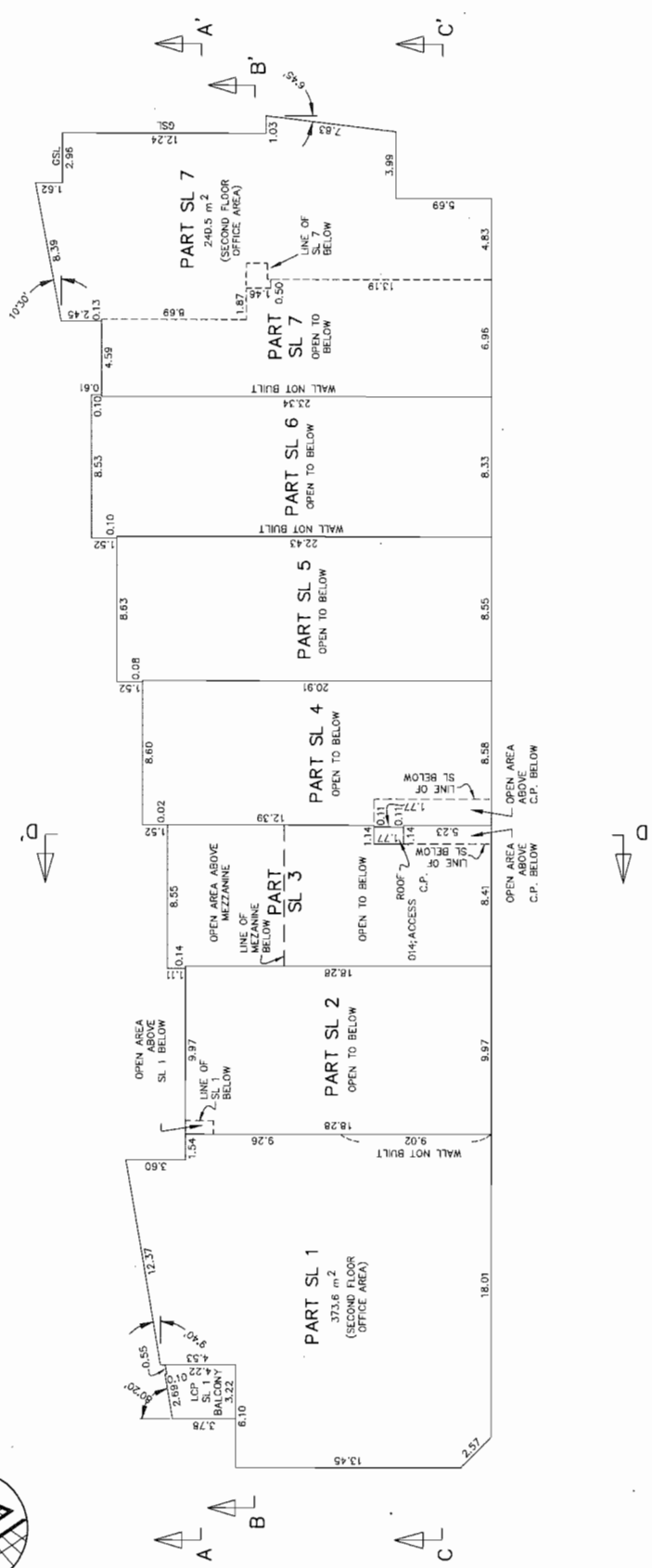
MATSON PECK & TOPLISS
 SURVEYORS & ENGINEERS
 #320 - 11120 HORSESHOE WAY
 RICHMOND, B.C.
 V7A 5H7
 PH: 604.270.9331
 FAX: 604.270.4137
 CADFILE:13412-STRATA.DWG

SECOND FLOOR



THE INTENDED PLOT SIZE OF THIS PLAN IS 580mm IN WIDTH BY 432mm IN HEIGHT (C SIZE) WHEN PLOTTED AT A SCALE OF 1:200

UNLESS NOTED OTHERWISE THIS SHEET SHOWS WALL DIMENSIONS ACCORDING TO PARAMETERS AS NOTED ON SHEET 1 OF THIS STRATA PLAN.
 SECTION ARROWS ON THIS PLAN POINT IN THE DIRECTION OF VIEW.



CNCL - 157

MATSON PECK & TOPLISS
 SURVEYORS & ENGINEERS
 #320 - 11120 HORSESHOE WAY
 RICHMOND, B.C.
 V7A 5H7
 PH: 604.270.8331
 FAX: 604.270.4137
 CADFILE: 13412-STRATA.DWG
 R-15-13412-STRATA-1

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|--------------|------------------------|---|-------------------------------------|---|---|---|-------------------------------------|-------------------------------------|--------------|
| SECOND FLOOR | LCP SL 1 BALCONY | PART SL 1 (OFFICE) | PART SL 2 OPEN TO FLOOR BELOW | PART SL 3 OPEN ABOVE MEZZANINE BELOW | PART SL 4 OPEN TO FLOOR BELOW | PART SL 5 OPEN TO FLOOR BELOW | PART SL 6 OPEN TO FLOOR BELOW | PART SL 7 OPEN TO FLOOR BELOW | SECOND FLOOR |
| GROUND FLOOR | PART SL 1 (OFFICE) | PART SL 2 (TWO STOREY WAREHOUSE AREA) | PART SL 3 (MEZZANINE) | PART SL 4 (TWO STOREY WAREHOUSE AREA) | PART SL 5 (TWO STOREY WAREHOUSE AREA) | PART SL 6 (TWO STOREY WAREHOUSE AREA) | PART SL 7 (OFFICE) | PART SL 7 (OFFICE) | GROUND FLOOR |

(TWO STOREY
WAREHOUSE
AREA)

SECTION A-A'

| | | | | | | | | |
|--------------|-----------------------|---|--|---|---|---|-------------------------------------|--------------|
| SECOND FLOOR | PART SL 1 (OFFICE) | PART SL 2 OPEN TO FLOOR BELOW | PART SL 3 OPEN ABOVE MEZZANINE BELOW | PART SL 4 OPEN TO FLOOR BELOW | PART SL 5 OPEN TO FLOOR BELOW | PART SL 6 OPEN TO FLOOR BELOW | PART SL 7 OPEN TO FLOOR BELOW | SECOND FLOOR |
| GROUND FLOOR | PART SL 1 (OFFICE) | PART SL 2 (TWO STOREY WAREHOUSE AREA) | PART SL 3 (MEZZANINE) | PART SL 4 (TWO STOREY WAREHOUSE AREA) | PART SL 5 (TWO STOREY WAREHOUSE AREA) | PART SL 6 (TWO STOREY WAREHOUSE AREA) | PART SL 7 (OFFICE) | GROUND FLOOR |

(TWO STOREY
WAREHOUSE
AREA)

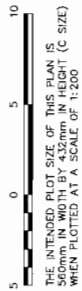
SECTION B-B'

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|--------------|-----------------------|---|---|---|---|---|-------------------------------------|--------------|
| SECOND FLOOR | PART SL 1 (OFFICE) | PART SL 2 OPEN TO FLOOR BELOW | PART SL 3 OPEN TO FLOOR BELOW | PART SL 4 OPEN TO FLOOR BELOW | PART SL 5 OPEN TO FLOOR BELOW | PART SL 6 OPEN TO FLOOR BELOW | PART SL 7 OPEN TO FLOOR BELOW | SECOND FLOOR |
| GROUND FLOOR | PART SL 1 (OFFICE) | PART SL 2 (TWO STOREY WAREHOUSE AREA) | PART SL 3 (TWO STOREY WAREHOUSE AREA) | PART SL 4 (TWO STOREY WAREHOUSE AREA) | PART SL 5 (TWO STOREY WAREHOUSE AREA) | PART SL 6 (TWO STOREY WAREHOUSE AREA) | PART SL 7 (OFFICE) | GROUND FLOOR |

(ONE STOREY
ELECTRICAL
SPARKLETS
ROOMS C.P.)

SECTION C-C'

| | | | | |
|--------------|--|--|--|--------------|
| SECOND FLOOR | PART SL 3 OPEN ABOVE CP BELOW | PART SL 3 OPEN TO FLOOR BELOW | PART SL 3 OPEN ABOVE MEZZANINE BELOW | SECOND FLOOR |
| GROUND FLOOR | ONE STOREY ELECTRICAL & SPARKLETS ROOMS C.P. | PART SL 3 OPEN TO FLOOR BELOW | PART SL 3 (ONE STOREY MEZZANINE AREA) | GROUND FLOOR |



MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#320 - 11120 HORSESHOE WAY
RICHMOND, B.C.
V7A 5H7
PH: 604.270.9331
FAX: 604.270.4137
CADFILE:13412-STRATA-1



Page 1 of 1

Adopted by Council: Feb. 13/95 Amended: Mar 27/95

POLICY 5031

File Ref: 4105-00

STRATA TITLE CONVERSION APPLICATIONS – COMMERCIAL AND INDUSTRIAL**POLICY 5031:**

It is Council policy that:

The following matters shall be considered before deciding on any commercial or industrial strata title conversion applications involving three or more strata lots:

1. The life expectancy of the building and any projected major increases in maintenance costs due to the condition of the building. This information shall be supplied by the applicant in the form of a written report in an acceptable form prepared by a registered architect, engineer or similarly qualified professional. The report shall review the building's age, quality, general condition and measure of compliance with current building codes and City bylaws.
2. The impact of the proposal on the existing tenants in terms of their existing leases and their ability to offer to purchase the units they occupy or to relocate in comparable and suitable rental premises if unable to purchase their existing units.
3. The views of the affected tenants as established by a formal canvass by the City Staff or agents of the City. A standard form available from the City's Urban Development Division may be used for this purpose.
4. Any proposals involving upgrading of the buildings or changes affecting open space, landscaping, common facilities, off-street parking and loading spaces. The ownership and management of the off-street parking and loading facilities should be specifically addressed.
5. Any other conditions peculiar to the circumstances of the conversion proposal and requiring special measures to be taken as a condition of approval.
6. All commercial or industrial strata conversion applications must be compatible with the City's bylaws regulating the use and development of the land and the servicing standards appropriate to the site.

(Urban Development Division)



To: Planning Committee

Date: July 3, 2015

From: Wayne Craig
Director of Development

File: RZ 14-674749

Re: **Application by AM-PRI Developments (2013) Ltd. for Rezoning at 5460, 5480, 5500, 5520, 5540 and 5560 Moncton Street from the "Single Detached (RS1/C & RS1/E)" zones to a new " Single Detached (ZS23) – Steveston " zone**

Staff Recommendation

1. That Official Community Plan Bylaw 7100, Amendment Bylaw 9274, to replace the Trites Area Land Use Map in Schedule 2.4 (Steveston Area Plan) thereof, be introduced and given first reading.
2. That Bylaw 9274, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

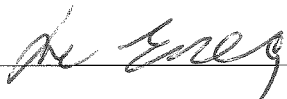
is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw 9274 and this report, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; however, out of courtesy, they be sent to the Richmond School Board for information purposes and the Richmond School Board may provide comments at the Public Hearing.

- 4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9275, to create the “Single Detached (ZS23) – Steveston” zone, and to rezone 5460, 5480, 5500, 5520, 5540 and 5560 Moncton Street from the “Single Detached (RS1/C & RS1/E)” zones to the “Single Detached (ZS23) – Steveston” zone, be introduced and given first reading.

Wayne Craig
 Wayne Craig
 Director of Development

WC:sb
 Att.

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

Staff Report

Origin

AM-PRI Developments (2013) Ltd. has applied to the City of Richmond to rezone 5460, 5480, 5500, 5520, 5540 & 5560 Moncton Street (Attachment 1) from the “Single Detached (RS1/C & RS1/E)” zones to a new site specific single-family residential zone, the “Single Detached (ZS23) – Steveston” zone to permit subdivision into thirty (30) smaller residential lots, including the creation of two (2) new roads, a new rear lane system and a new pedestrian walkway (Attachments 2 & 3). Five (5) existing dwellings will be demolished.

This report also includes a proposed amendment to the Official Community Plan (OCP) Bylaw 7100 Schedule 2.4, the Steveston Area Plan, to amend the Trites Area Land Use Map to revise the proposed road network to accommodate the subject application and future potential development to the south of the subject site and a housekeeping amendment to better indicate the existing townhouse complex to the east of the subject site located at 5580 Moncton Street (Attachments 4 & 5).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 6).

Surrounding Development

Surrounding development is as follows:

- To the North: across Moncton Street are a seniors assisted living complex, zoned “Congregate Housing (ZR4) – Steveston” and single-family homes, zoned “Single-Detached (RS1/C & RS1/E)”.
- To the South: fronting onto Trites Road is an older multi-unit light industrial warehouse development, zoned “Light Industrial (IL)”.
- To the East: across a public walkway and fronting onto Moncton Street is a newer 28-unit two-storey townhouse development, zoned “Low Density Townhouses (RTL4)”.
- To the West: fronting onto Moncton Street and Trites Road is a recent 3-lot single-family subdivision, zoned “Single-Detached (RS2/A)” and a single-family home, zoned “Single-Detached (RS1/E)”.

Related Policies & Studies

The rezoning application has been reviewed in relation to the 2041 Official Community Plan (OCP) and the Steveston Area Plan, Flood Plain Designation and Protection Bylaw 8204, Noise Regulation Bylaw No. 8856, Affordable Housing Strategy and the Public Art Program.

Official Community Plan (OCP)/Steveston Area Plan – Proposed Amendment

The site is located in the Trites Area of the Steveston planning area and is subject to the 2041 Official Community Plan (OCP) and the Steveston Area Plan (Schedule 2.4 of the OCP). The

2041 OCP Land Use Map identifies the site as “Neighbourhood Residential”. The Trites Area Land Use Map in the Steveston Area Plan identifies the site as “Single-Family Housing” (Attachment 4). The proposed development of single-family lots is consistent with the OCP and the Steveston Area Plan.

The Trites Area Land Use Map in the Steveston Area Plan is proposed to be amended to revise the proposed road network based on the proposed development and future potential development to the south of the subject site (Attachment 5).

The proposed subdivision is adjacent to existing interim industrial activities located on the adjacent property to the south. The industrial use on the adjacent property to the south is identified as an interim use in the Trites Area Land Use Map in the Steveston Area Plan and identifies the adjacent site as “Single-Family Housing”. The 2041 OCP Land Use Map identifies the adjacent site as “Neighbourhood Residential”. Registration of an Industrial Noise Sensitive Use Restrictive Covenant is a consideration of rezoning approval to ensure that the future residents are aware of the potential impacts of adjacent industrial activities, and to ensure that appropriate indoor sound level mitigation is provided in the single-family homes. The covenant requires that a professional engineer confirm that the design and construction of the homes meet appropriate specified standards.

In addition, a housekeeping amendment to the Trites Area Land Use Map is proposed to better indicate the existing townhouse complex located at 5580 Moncton Street (formerly 5580, 5600 and 5620 Moncton Street). The front portion of this existing townhouse complex is currently designated to allow both Single-Family Housing and Two-Level Townhouses (Attachment 4). The proposed housekeeping amendment is to reflect the existing townhouse complex and the existing property lines (Attachment 5).

The proposed amendment Bylaw 9274 is provided for Council consideration.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is a consideration of rezoning approval.

Affordable Housing Strategy

For single-family rezoning applications, Richmond’s Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft² of total building area towards the City’s Affordable Housing Reserve Fund.

The applicant has agreed to provide a voluntary cash-in-lieu contribution to the City’s Affordable Housing Reserve Fund as a consideration of rezoning approval (i.e., \$ 56,517).

Staff have discussed opportunities to provide secondary suites in the proposal, but the developer advises that this is not feasible on these compact lots which will have modest sized homes, averaging 1,884 square feet in size.

Public Art Program

The developer has agreed to participate in the City’s public art program through a voluntary contribution as a consideration of rezoning approval. The contribution rate for residential uses with 10 or more units is \$0.79 per buildable square foot (for a total contribution of \$ 44,648).

The developer is investigating opportunities for the funds to be used to install public art on City lands associated with the development. Subsequent to adoption of the rezoning bylaw, the developer has indicated he will be submitting a Public Art Terms of Reference for review by the Public Art Advisory Committee and City approval.

Heritage Inventory – Japanese Gardens

The City’s Heritage Inventory identifies the privately owned “Japanese Gardens” in the front yards of homes at 4600 to 5500 Moncton Street as a landscape heritage resource (Attachment 7). The gardens express the character of a traditional Japanese garden style and are a visible reminder of the importance which Japanese culture has played in the development of Steveston and Richmond.

In recognition of this history, the applicant is proposing to install a Japanese themed garden beside the sidewalk along the Moncton Street frontage of the site (Attachment 8). Registration of a legal agreement to secure the 2.5 m wide landscaping area is a consideration of rezoning approval.

Consultation

The applicant has confirmed that information signage describing the proposed rezoning has been installed on the subject site and the statutory Public Hearing will provide local property owners and other interested parties with an opportunity to comment. Public notification for the Public Hearing will be provided as per the Local Government Act.

At the time of writing this staff report, staff have not received any public input regarding the subject rezoning application.

Staff have reviewed the proposal, with respect to the BC Local Government Act and the City’s OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to outside stakeholders. Nevertheless, for informational purposes, staff recommend the report be referred to the Richmond School Board for informational purposes only. The Richmond School Board may provide comments at the Public Hearing.

Table 1 below clarifies this recommendation.

| Table 1: OCP Consultation Summary | |
|--|--|
| Stakeholder | Referral Comment (No Referral necessary) |
| BC Land Reserve Commission | No referral necessary, as the Agricultural Land Reserve is not affected. |

| Stakeholder | Referral Comment (No Referral necessary) |
|--|---|
| Richmond School Board | No referral necessary as this proposed 30-lot single family lot application complies with the existing OCP single-family development designation. Only minor land use and road network changes are proposed and the proposed land use change reflects existing development. Nevertheless, for informational purposes, staff recommend that the report be referred to the Richmond School Board for informational purposes only. The Richmond School Board may provide comments at the Public Hearing. |
| The Board of the Greater Vancouver Regional District (GVRD) | No referral necessary, as only minor land use and road network changes are proposed. |
| The Councils of adjacent Municipalities | No referral necessary, as adjacent municipalities are not affected and only minor land use and road network changes are proposed. |
| First Nations (e.g., Sto:lo, Tsawwassen, Musqueam) | No referral necessary, as only minor land use and road network changes are proposed. |
| TransLink | No referral necessary, as only minor road network and land use changes are proposed. |
| Port Authorities (Vancouver Port Authority and Steveston Harbour Authority) | No referral necessary, as the ports are not affected. |
| Vancouver International Airport Authority (VIAA) (Federal Government Agency) | No referral necessary, as the airport is not affected. |
| Richmond Coastal Health Authority | No referral necessary, as the health authority is not affected. |
| Community Groups and Neighbours | No referral necessary, as this proposed 30-lot single-family lot application complies with the existing OCP single-family development designation. Only minor land use and road network changes are proposed and the proposed land use change reflects existing development. |
| Other relevant Federal and Provincial Government Agencies | No referral necessary, as only minor land use and road network changes are proposed. |

Richmond Heritage Commission

The development proposal was presented to the Richmond Heritage Commission at their meeting on April 15, 2015 (Attachment 9). The Commission supported the proposal and approved of the incorporation of the heritage-inspired Japanese landscape features.

Richmond Public Art Advisory Committee

The development proposal was presented to the Richmond Public Art Committee at their meeting on April 21, 2015 (Attachment 10). The Committee discussed different potential locations for Public Art and the challenges of locating public art on single-family lots.

Subsequent to the meeting, due to constraints with single-family lot ownership, the applicant has agreed to the Public Art being located on City lands for this project. Public Art details will be reviewed and finalized through the City's Public Art program process.

Analysis

The proposed rezoning would allow for the redevelopment of six (6) large single-family lots into thirty (30) new compact single-family lots. The lot layout includes two new roads, a rear lane

system and a temporary emergency access to Moncton Street, which will be maintained until future redevelopment to the south provides a second road access.

a) Proposed Site Specific “Single Detached (ZS23) – Steveston” Zone

Amendments to the Richmond Zoning Bylaw 8500 are proposed to create the new site specific “Single Detached (ZS23) – Steveston” zone and to rezone the subject site to the new zone. The proposed zone has been prepared to manage development on the subject site and future potential development on adjacent Trites Road sites to the south, taking into consideration the established development pattern in the Trites area, the City’s Affordable Housing Strategy, and the City’s Flood Plain Designation and Protection Bylaw 8204.

The general pattern of compact lots and rear lanes was established in the Trites area with the Council adoption of bylaws for the rezoning to create twenty-nine (29) lots at the corner of Trites Road and Andrews Road (RZ 97-121285), approved by Council on June 9, 2003. The subdivision included five (5) lots with road access fronting onto Andrews Road and Westcott Street zoned “Single Detached (RS1/K)” and twenty-four (24) lots with rear lane access fronting onto Westcott Street, Buchanan Street and Trites Road, zoned “Single Detached (ZS8) – Steveston, West Cambie and Hamilton”. Associated roads and rear lanes were dedicated and constructed.

Subsequent to the Westcott Street and Buchanan Street subdivision, the City created an Affordable Housing Strategy and the Flood Plain Designation and Protection Bylaw 8204.

A new zone is proposed for the subject site to:

- Allow compact lots (Min. 9 m lot width);
- Include an Affordable Housing density bonus to secure either a voluntary contribution towards Affordable Housing, or construction of a secondary suite;
- Limit building height to two-storey (Max. 9 m) and measure residential vertical envelopes from the required Flood Construction Level instead of the average finished grade to accommodate the higher required level for the area (Min. 2.9 m GSC);
- Allow roof elements to project above the residential vertical envelopes to a maximum of 1.0 m for side dormers and 2.5 m for a gable facing a road to allow home design that appropriately controls height and massing and allows homes to be designed with roof elements similar to what is permitted in the single-family subdivision further to the south and on compact lots elsewhere in the City; and
- Provide front yard setbacks to accommodate grade transition.

The subject rezoning application is consistent with the envisioned pattern of redevelopment in the Trites area as it is a proposal to create thirty (30) compact lots involving land dedication, design and construction for a new road and lane network that is intended to extend with future development on the lots fronting onto Trites Road south of the subject lot. To complement the existing streetscape, the proposed zone requires a 6 m setback along Moncton Street and Trites Road (for future potential development fronting onto Trites Road). To enhance all streetscapes, registration of a legal agreement is a consideration of rezoning approval to ensure lane access only for all lots that abut a lane. As noted above, the existing single-family Westcott Street and Buchanan Street subdivision further to the south is zoned ZS8, which allows a reduced 4.3 m front yard setback along internal streetscapes. These

homes were constructed at the previous flood construction level (2.6 m GSC). The proposed zone allows for a reduced 5.3 m front yard setback along internal streetscapes to accommodate grade transition to the current higher flood construction level (2.9 m GSC).

There is a significant grade difference between the lower Moncton Street sidewalk (approximately 1.13 to 1.33 m GSC) and higher required flood construction level for the homes (min. 2.9 m GSC). The front yards are proposed to be tiered, with a lower Japanese themed garden edge along the Moncton Street sidewalk, a row of boulders or stone slabs, upper semi-private yards with low fencing and stair access to a veranda and front door.

Zoning amendment Bylaw 9275 to create the new zone and to rezone the subject site is provided for Council consideration.

b) Proposed Architectural and Landscape Form and Character

To address the treatment of the proposed corner lot interface on the minor arterial Moncton Street for proposed lots 12 & 13 (Attachment 2), the applicant has submitted preliminary architectural plans for proposed building elevations on the two (2) future Moncton Street corner lots (Attachment 11). Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on title to ensure that the final building design for the proposed corner lots is generally consistent with the attached plans. Future Building Permit plans must also comply with City regulations and Staff will ensure that plans are generally consistent with the registered legal agreement for building design.

The applicant has also submitted a preliminary landscape plan (Attachment 12) to address: the landscape treatment of the proposed interface on the minor arterial Moncton Street for proposed lots 1 to 13; the interface on the new internal road for proposed corner lots 12 & 13; and the interface on the Trites Area pedestrian walkway system for lots 13 to 19 (Attachment 2). Prior to final adoption of the rezoning bylaw, the applicant is required to submit a final landscape plan for the thirteen (13) proposed Moncton Street lots, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, along with a landscaping security based on 100% of the cost estimate provided by the Landscape Architect (including all fencing, hard surfaces, tree planting, landscaping materials, installation costs and 10% contingency).

As noted above, the applicant has submitted a preliminary landscape plan for a Japanese themed garden edge and front yards along the minor arterial Moncton Street (Attachment 8). Entering into a legal agreement for the construction and maintenance of a 2.5 m wide Japanese themed garden edge along Moncton Street on each of the thirteen (13) proposed lots fronting onto Moncton Street is a consideration of rezoning approval.

The applicant has provided preliminary site grading information demonstrating that the higher required 2.9 m GSC Flood Construction Level can be accommodated on the proposed lots in a manner that provides appropriate interfaces to Moncton Street, internal roads and the public walkways. Submission of final site grading plans for the proposed lots to the satisfaction of the Director of Development is a consideration of rezoning approval.

c) Site Servicing, Vehicle and Pedestrian Access

Vehicle access to twenty-three (23) of the thirty (30) proposed lots will be to the proposed dedicated abutting rear lane. Vehicle access to the other seven (7) proposed lots along the

east edge of the development will be to the proposed dedicated fronting road. A restrictive covenant is to be registered on Title prior to final adoption of the rezoning bylaw to ensure that there is no vehicle access to Moncton Street and that all lots abutting a rear lane have vehicle access to the rear lane only.

Secondary access to the single-family subdivision is required for emergency vehicles. As a consideration of rezoning approval, the applicant is required to register a public rights of passage right of way over proposed lot 1 (Attachment 2) for the use of emergency vehicles only and providing access from Moncton Street to the proposed north-south laneway. This is an interim measure and the right of way may be discharged in the future when a permanent road connection is provided through future development to the south. When the right of way is discharged in the future the lot may be developed with a new home.

The proposed lots along the east edge of the development will back onto an existing pedestrian walkway along the east edge of the development site. A new proposed interim pedestrian walkway will connect to the existing Trites Area walkway system and will be widened through future development to the south. As noted above, the applicant has submitted a preliminary landscape plan (Attachment 12) to address the proposed interface.

As a consideration of rezoning approval, the applicant is required to dedicate a new laneway system, new ultimate roadway connecting to Moncton Street, new interim roadway along the south edge of the development and a new interim pedestrian walkway in the southeast corner of the development. The interim roadway and pedestrian walkway will be widened through future development to the south. The applicant will also be required to enter into a standard Servicing Agreement for the design and construction of infrastructure and frontage upgrades along Moncton Street and the proposed laneways, roadways and both pedestrian walkways. Works will include water service works, storm sewer works, sanitary sewer works, road works and walkway works. The developer will also be required to negotiate and install private utilities.

d) Existing Bus Stop

A Coast Mountain Bus Company (CMBC) bus stop currently exists along the south side of Moncton Street, at the west edge of the subject site's Moncton Street frontage. As a consideration of rezoning approval, the applicant is required to provide: a 3 m x 9 m accessible bus stop concrete pad at the curb; a 1.5 m x 4.5 m bus shelter concrete pad at the property line along Moncton Street; and the applicant has agreed to provide a voluntary contribution of \$30,000 for the provision of a bus shelter.

Tree Retention and Replacement

A Certified Arborist's Report and proposed Tree Retention / Removal Plan (Attachment 3) were submitted by the applicant. The report identifies thirty (30) bylaw-sized trees on-site and two (2) bylaw-sized trees on neighbouring properties.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site Visual Tree Assessment, and concurs with the Arborist's report as follows:

- Twenty-seven (27) trees located on-site should be removed and replaced due to structural defects, decay or conflict with required roadways and the requirement to raise the site grade to achieve Flood Construction Level requirements as per Bylaw 8204. This includes one (1) Shore Pine tree (Tag #515, 0.32 m dbh), which is not a good candidate for relocation.
- Two (2) Japanese maple trees located on-site near the north property line of the subject site (Tags #525 & 527, 0.23 & 0.28 m dbh) will be retained, but removed and replanted at an off-site location, which will require special measures on the subject site. These trees conflict with the requirement to raise the site grade to achieve Flood Construction Level requirements as per Bylaw 8204, but are good candidates for relocation and the trees are proposed to be relocated a single time to an off-site location to maximize the opportunity for success.
- One (1) Atlas cedar tree located on-site near the north property line of the subject site (Tag #526, 0.61 m dbh) should be protected and retained, which will require special protection measures on the subject site.
- Two (2) trees (Redwood and Cottonwood) located on the neighbouring properties to the west and south of the subject site are to be protected, but require no special protection measures on the subject site. These trees must be protected in accordance with the City's Bulletin TREE-03.

The applicant is proposing to plant sixty-eight (68) new trees on-site, including fifty (50) deciduous trees (Min. 6 cm calliper) and eighteen (18) coniferous trees (Min. 3.5 m height). Japanese maple, Kousa dogwood, Bride cherry and Japanese snowbell small scale deciduous tree species and small scale Serbian Spruce evergreen tree species are proposed. The proposal exceeds the minimum requirement of fifty-eight (58) replacement trees to achieve a 2:1 tree replacement ratio as specified in the OCP for the removal of twenty-six (26) trees and a 6:1 tree replacement ratio with coniferous trees for the removal of the one (1) Shore Pine tree (Tag #515, 0.32 m dbh).

For the proposed lots 1 to 13 fronting onto Moncton Street (Attachment 2), a tree survival security for the twenty-eight (28) trees to be planted and maintained on these lots is to be included as part of the required landscaping security, which must be submitted with the final landscape plan prior to final adoption of the rezoning bylaw. For the proposed lots 14 to 30 that do not front onto Moncton Street, a tree landscape security for the forty (40) trees to be planted and maintained on these lots (e.g., \$500/tree for a total of \$20,000) is required to be submitted prior to final adoption of the rezoning bylaw and is to be retained until the trees are planted on-site.

Financial Impact or Economic Impact

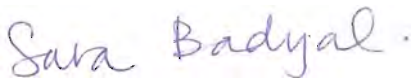
As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights and street trees. The anticipated operating budget impact for the ongoing maintenance of these assets is estimated to be \$7,090.00. This will be considered as part of the 2017 Operating budget.

Conclusion

This rezoning application to create the new “Single Detached (ZS23) – Steveston” zone and to subdivide six (6) lots into thirty (30) lots under the new zoning is consistent with the applicable policies and land use designations outlined within the Official Community Plan (OCP). An OCP amendment to the Trites Area Land Use Map (Steveston Area Plan) is proposed to reflect existing townhouse development to the east of the subject site and to revise the proposed road layout for clarity and to guide future single-family development to the south.

The applicant has agreed to the list of rezoning considerations (Attachment 13).

It is recommended that OCP Bylaw 7100, Amendment Bylaw 9274 and Zoning Bylaw 8500, Amendment Bylaw 9275, be introduced and given first reading.



Sara Badyal, MCIP, RPP
Planner 2



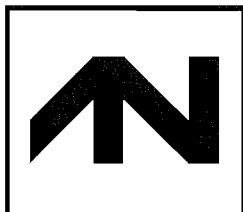
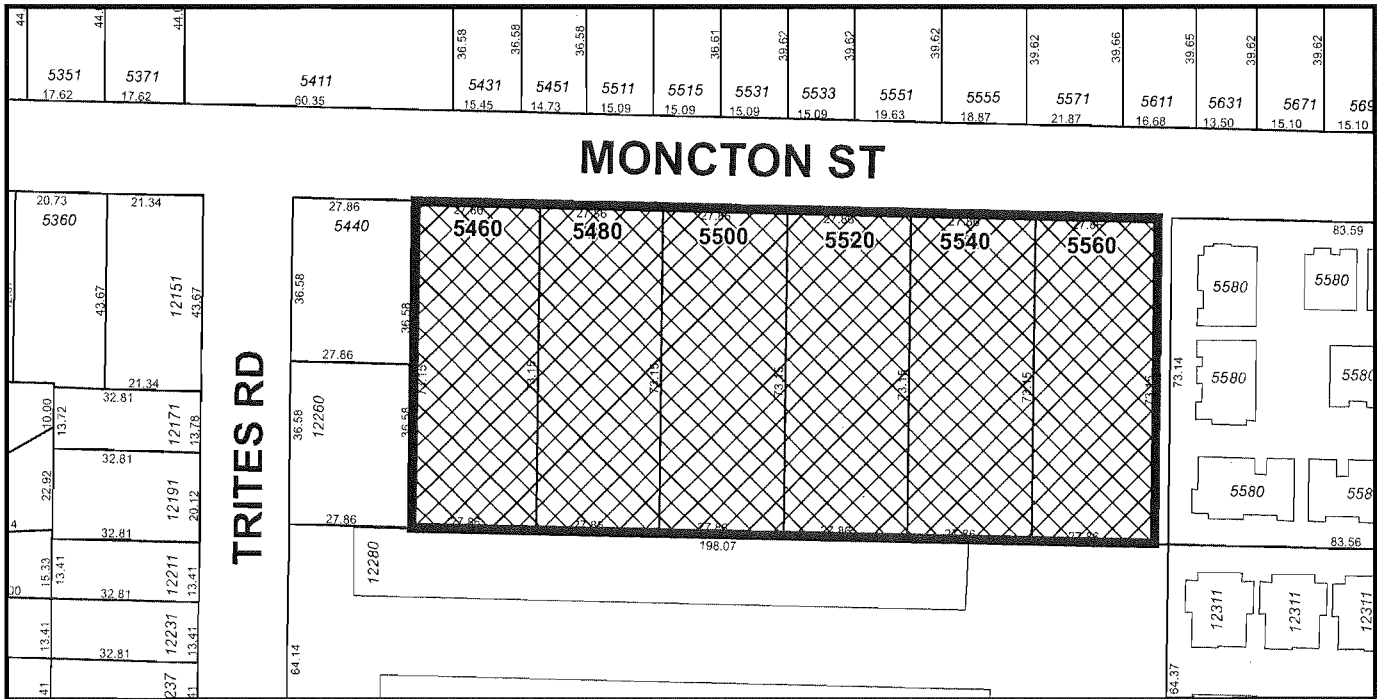
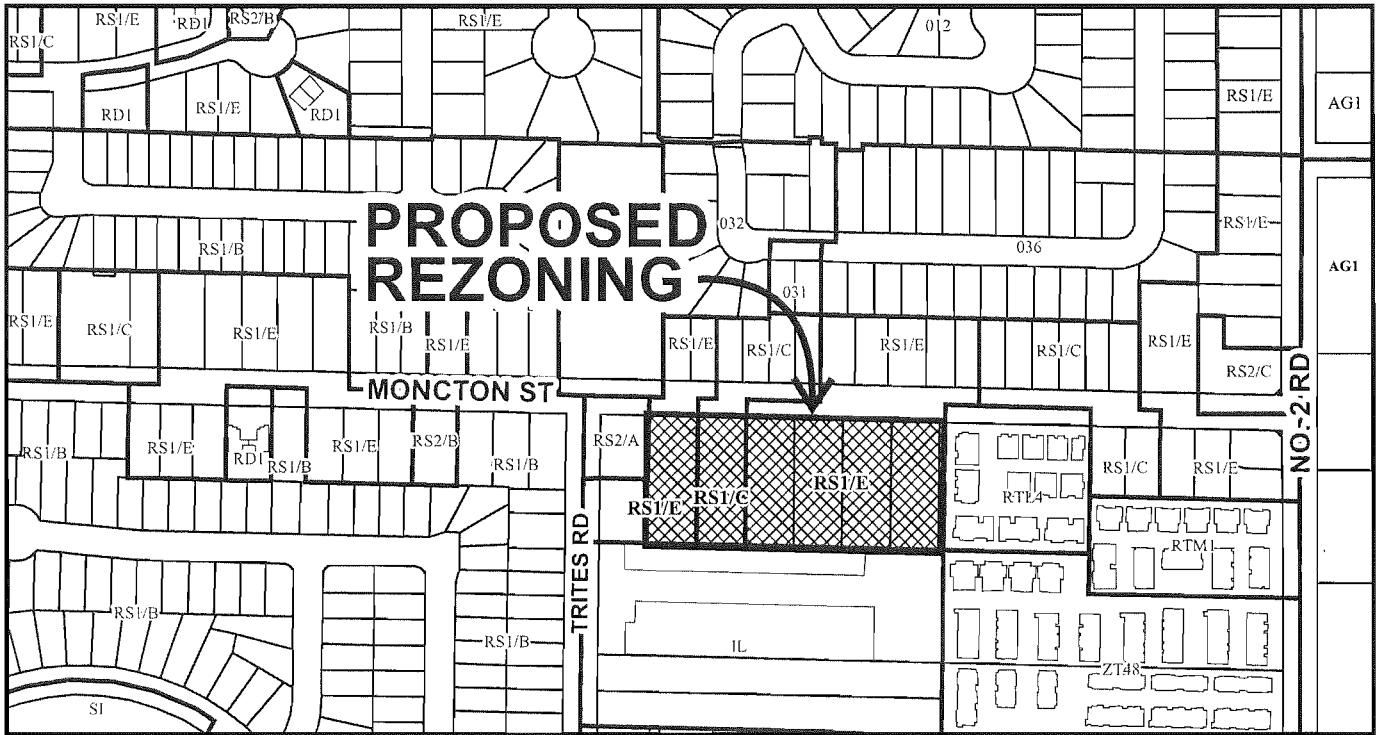
Terry Crowe
Manager, Policy Planning

SB:rg

- Attachment 1: Location Map & Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Tree Retention / Removal Plan
- Attachment 4: Context Land Use Map – Steveston Area Plan Trites Area Land Use Map
- Attachment 5: Proposed Amended Steveston Area Plan Trites Area Land Use Map
- Attachment 6: Development Application Data Sheet
- Attachment 7: Heritage Inventory – Japanese Gardens
- Attachment 8: Landscape Plans for Japanese Themed Garden Along Moncton Street
- Attachment 9: Richmond Heritage Commission Minutes Excerpt (April 15, 2015)
- Attachment 10: Richmond Public Art Advisory Committee Minutes Excerpt (April 21, 2015)
- Attachment 11: Development Plans for corner lots on Moncton Street
- Attachment 12: Landscape Plans for corner lots on Moncton Street
- Attachment 13: Rezoning Considerations & Functional Road Plan



City of
Richmond



RZ 14-674749

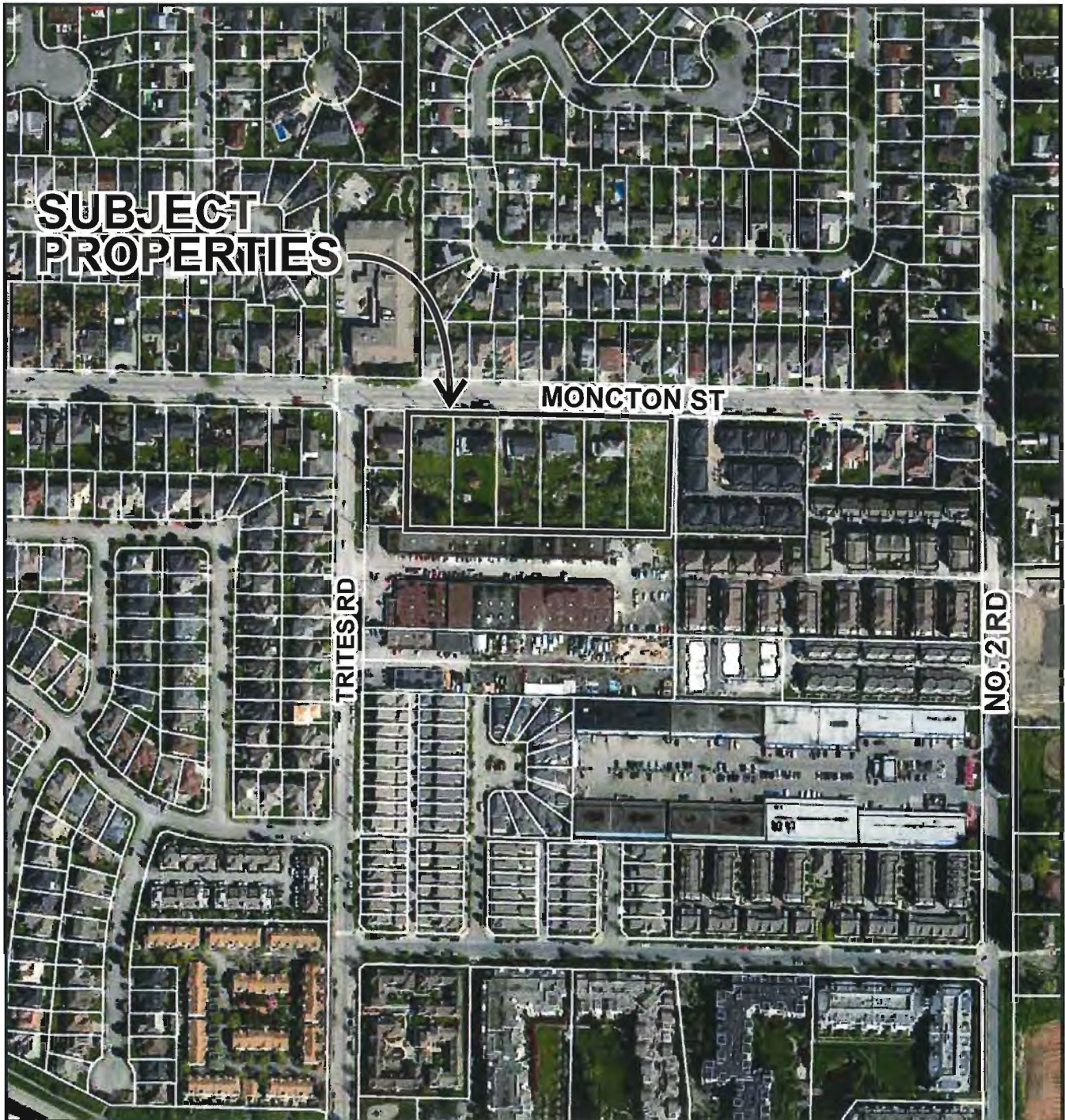
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Revision Date: 06/05/15

Note: Dimensions are in METRES



City of
Richmond

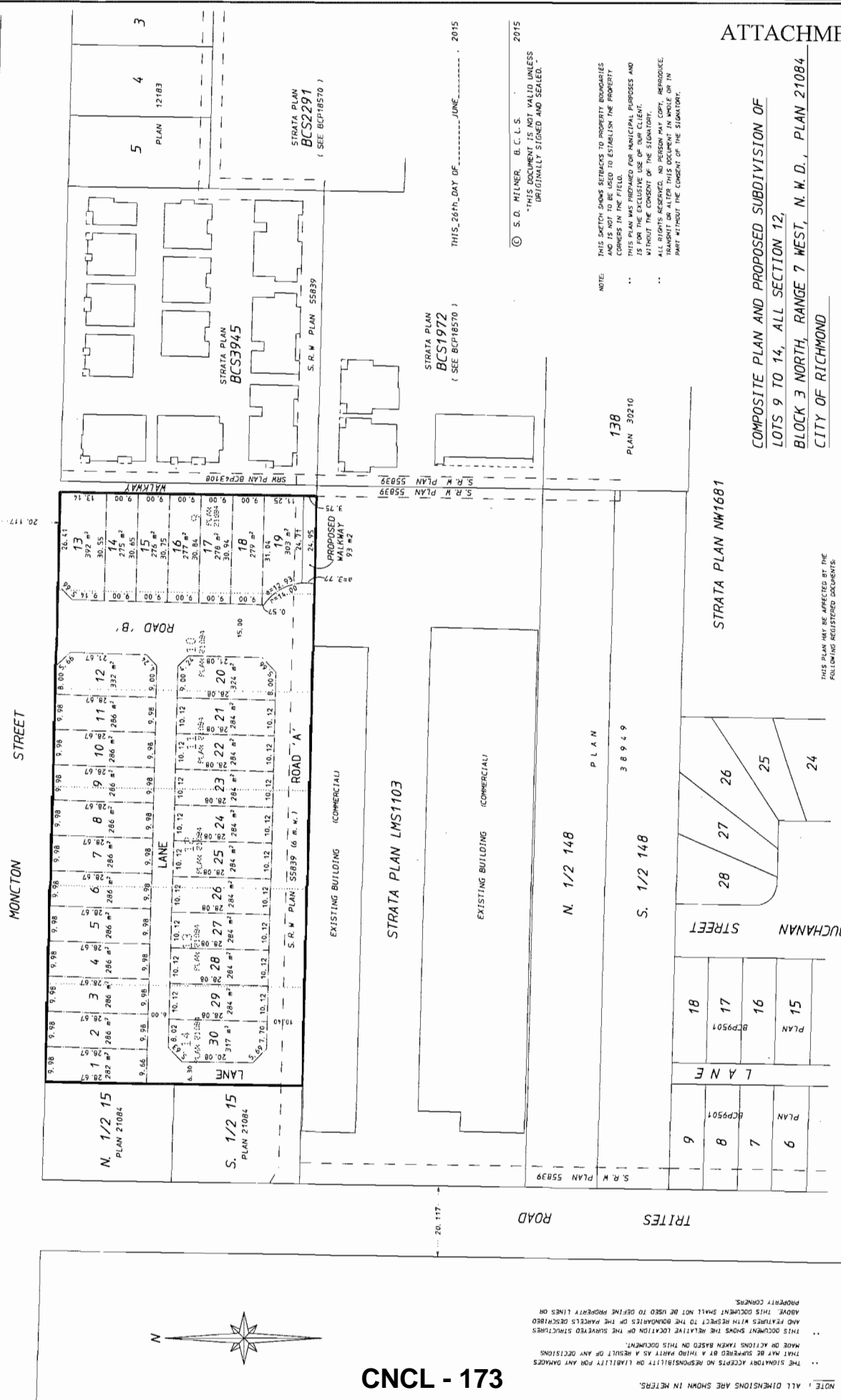


RZ 14-674749

Original Date: 10/20/14

Revision Date:

Note: Dimensions are in METRES



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COMPOSITE PLAN AND PROPOSED SUBDIVISION OF LOTS 9 TO 14, ALL SECTION 12, BLOCK 3 NORTH, RANGE 7 WEST, N. W. D., PLAN 21084 CITY OF RICHMOND

SCALE: 1:750

CIVIC ADDRESS: 5460, 5480, 5500, 5520, 5540 & 5560 - MONCTON STREET, RICHMOND, B. C.

CNCL - 173



CLIENT REFERENCE: AN-PRI DEVELOPMENT

STEPHEN D. MILNER - B. C. LAND SURVEYOR
102-5007-47A AVENUE, DELTA, B. C. V4K 1T9
TEL.: 946-1788
FAX.: 946-1789

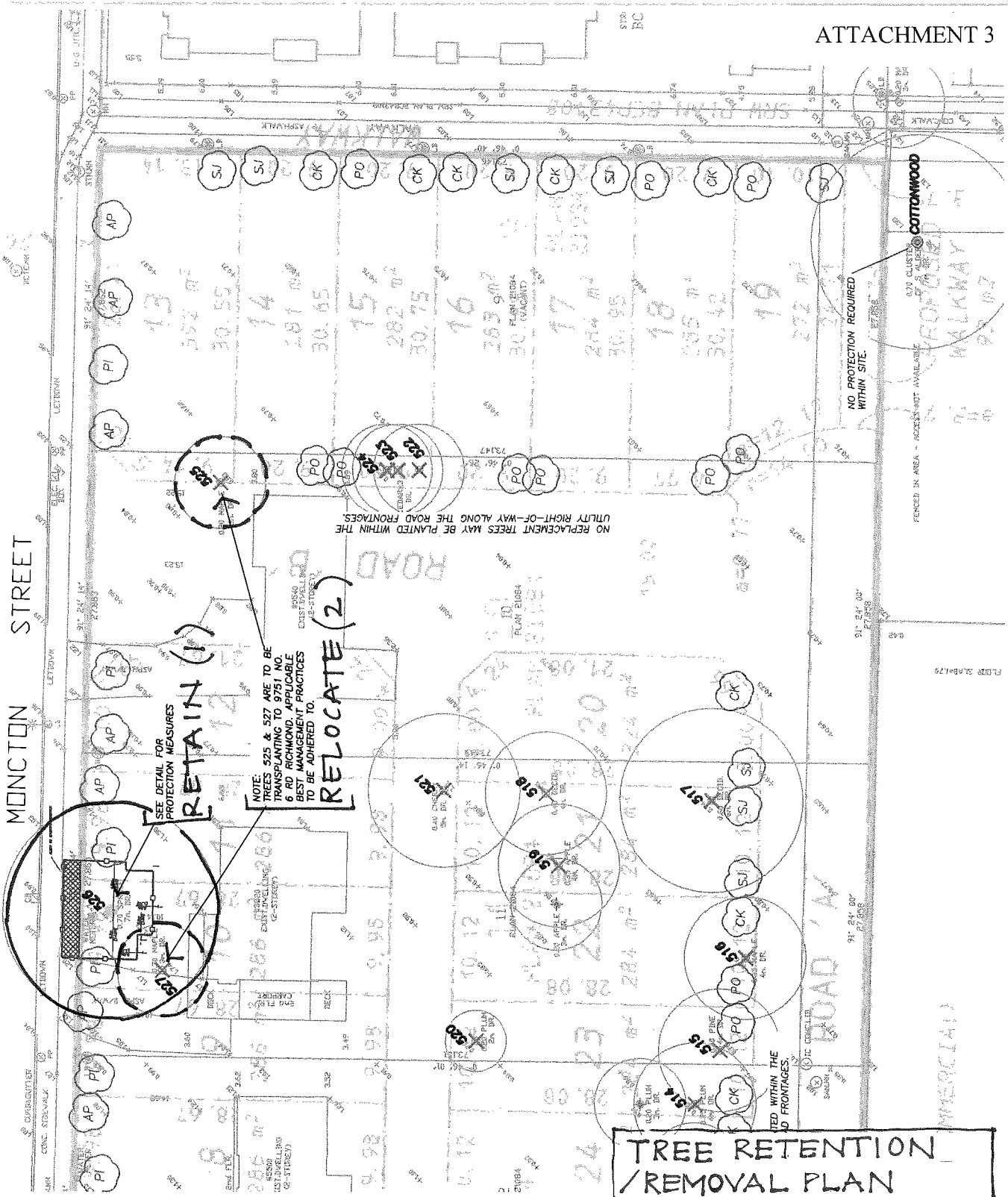
NOTE: ALL DIMENSIONS ARE SHOWN IN METERS.

THIS DOCUMENT SHOWS THE RELATIVE LOCATION OF THE SURVEYED POINTS AND FEATURES WITH RESPECT TO THE BOUNDARIES OF THE PLOTS DESCRIBED ABOVE. THIS DOCUMENT SHALL NOT BE USED TO DEFINE THE PROPERTY CORNERS OR PROPERTY BOUNDARIES.

THIS PLAN MAY BE AFFECTED BY THE FOLLOWING REGISTERED DOCUMENTS:
LOTS 9 TO 14
RIGHT-OF-WAY, R084670

THIS 26th DAY OF JUNE 2015

S. D. MILNER, B. C. L. S.
THIS DOCUMENT IS NOT VALID UNLESS ORIGINALLY SIGNED AND SEALED.



SEE DETAIL FOR PROTECTION MEASURES

RETAIN (1)

NOTE: TREES 525 & 527 ARE TO BE TRANSPLANTING TO 5751 NO. 6 RD RICHMOND. BEST PRACTICES TO BE ADHERED TO.

RELOCATE (2)

NO REPLACEMENT TREES MAY BE PLANTED WITHIN THE UTILITY RIGHT-OF-WAY ALONG THE ROAD FRONTAGES.

NO PROTECTION REQUIRED WITHIN SITE.

FENCED IN AREA - ACCESS NOT AVAILABLE

0.07 CLASS 1 COTTONWOOD

0.07 CLASS 1 WALKWAY

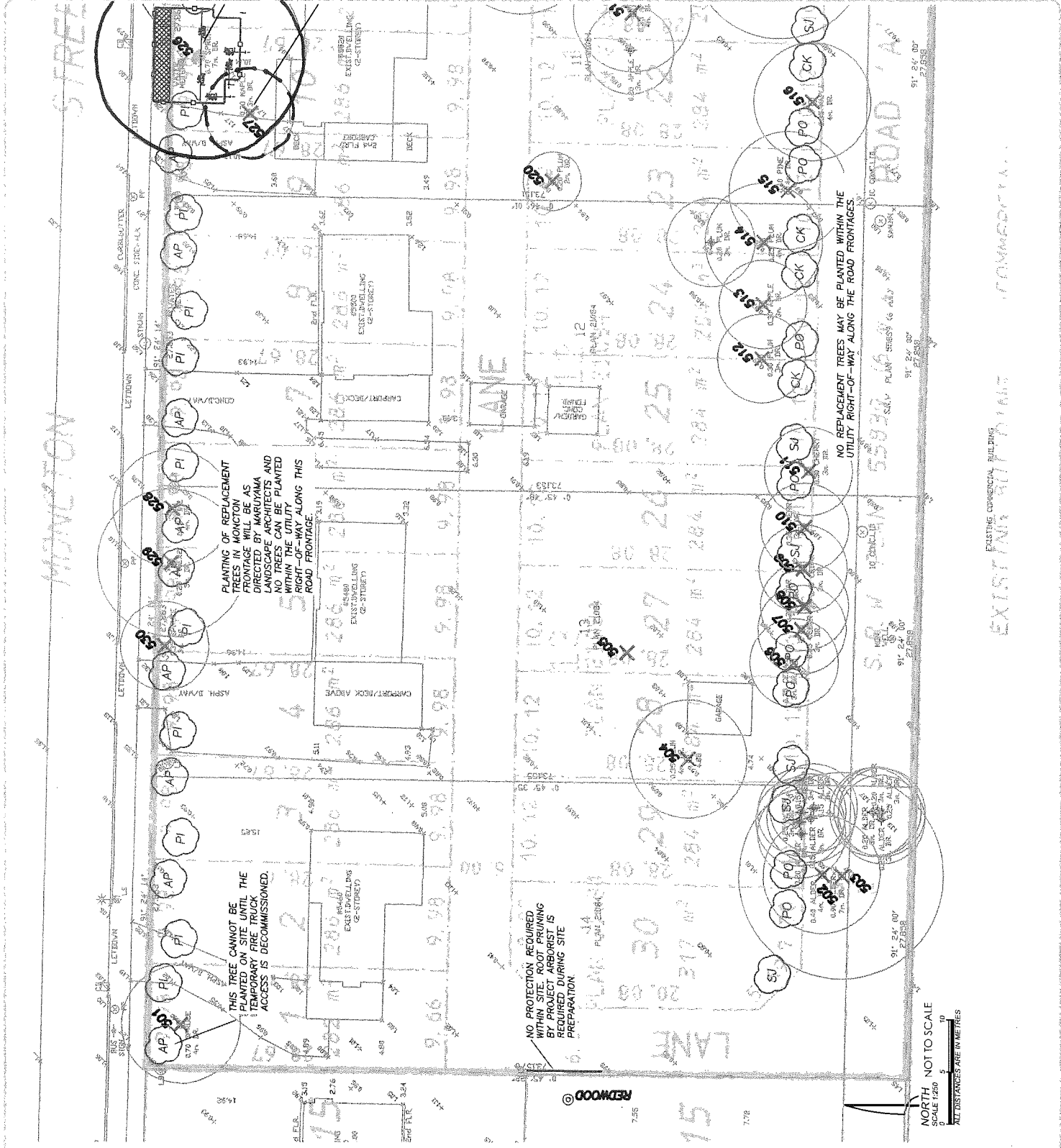
TREE RETENTION /REMOVAL PLAN

| | | |
|-------|--------------|--|
| 2 | JUN 17, 2015 | COORDINATED WITH REVISED LANDSCAPE AND CIVIL |
| 0 | JAN 21, 2014 | INITIAL SUBMISSION |
| REV # | DATE | COMMENTS |

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| | |
|---------------------------|------------------------------------|
| TMD DETAIL 5: EAST | |
| PROJECT: | PROPOSED SINGLE FAMILY SUBDIVISION |
| ADDRESS: | 5460 to 5560 MONCTON ST, RICHMOND |
| CLIENT: | AM-PRI CONSTRUCTION LTD |
| ACL FILE: | 15107 |



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| 2 | JUN 17, 2015 | COORDINATED WITH REVISED LANDSCAPE AND CIVIL |
| 0 | JAN 21, 2014 | INITIAL SUBMISSION |
| REV # | DATE | COMMENTS |

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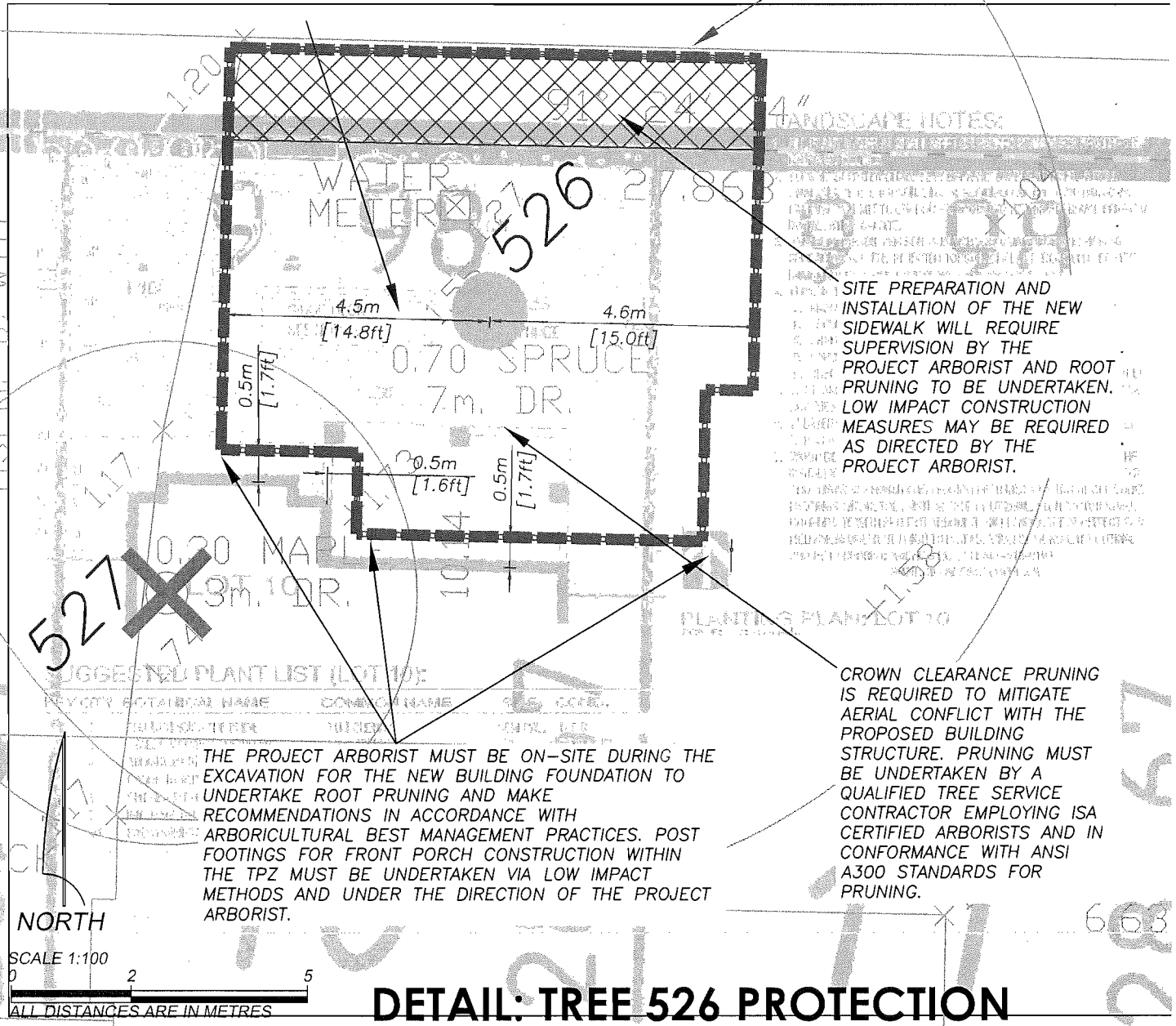
SUITE 145 - 12051 HORSESHOE WAY, RICHMOND, BC V7A 4V4

CLNCL-176

| | |
|---------------------------|------------------------------------|
| TMD DETAIL 4: WEST | |
| PROJECT: | PROPOSED SINGLE FAMILY SUBDIVISION |
| ADDRESS: | 5460 to 5560 MONCTON ST, RICHMOND |
| CLIENT: | AM-PRI CONSTRUCTION LTD |
| ACL FILE: | 15107 |
| SHEET: 1 OF 1 | |

COORDINATE WITH THIS OFFICE FOR ON-SITE SUPERVISION AND DIRECTION OF LOW IMPACT PREPARATION AND INSTALLATION OF THE POSTS FOR THE SUSPENDED WALKWAY OVER THE ROOT ZONE.

ALIGN TO EXISTING SIDEWALK



DETAIL: TREE 526 PROTECTION

PLAN NOTES:

This plan is based on drawings supplied by the project Surveyor (BCLS), Engineer (P.ENG) and/or Design Professionals and is provided for context only as it relates to the planning and implementing the management of existing trees. This plan does not warrant or certify the accuracy of locations of features or dimensions hereof. Refer to the original drawings from those professionals for those purposes.

| | | |
|-------|--------------|--|
| 2 | JUN 17, 2015 | COORDINATED WITH REVISED LANDSCAPE AND CIVIL |
| 0 | JAN 21, 2014 | INITIAL SUBMISSION |
| REV # | DATE | COMMENTS |

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








DETAIL 1: TREE 526 PROTECTION

| | |
|----------|------------------------------------|
| PROJECT: | PROPOSED SINGLE FAMILY SUBDIVISION |
| ADDRESS: | 5460 to 5560 MONCTON ST, RICHMOND |
| CLIENT: | AM-PRI CONSTRUCTION LTD |

ACL FILE: 15107

SHEET: 1 OF 1

LEGEND:

-  denotes **TAG NUMBER** or **ID REFERENCE**.
-  denotes **DRIPLINE** (spread of the branches and foliage) of the tree.
-  denotes **RETENTION** tree (proposed).
-  denotes **REMOVAL** tree (proposed).
-  denotes **HIGH RISK REMOVAL** tree (proposed).
-  denotes **OFF-SITE** tree (to be protected and/or owner contacted as noted).
-  denotes **NON-BYLAW** undersize tree (as measured by project arborist).
-  denotes **SITE** or **STUDY AREA BOUNDARY**.
-  denotes **TREE PROTECTION ZONE (TPZ)** setback alignment as specified by project arborist.
-  denotes **REPLACEMENT TREE** proposed (conceptual location - see plant list for details).

SUGGESTED PLANT LIST: REPLACEMENT TREES

Please use botanical name when ordering.

Size: H denotes height and C denotes calliper.

Current arboricultural best management practices and BCSLA/BCLNA standards apply to; quality, root ball, health, form, handling, planting, guying/staking and establishment care.

| CODE | QTY | SIZE | BOTANICAL NAME | COMMON NAME |
|---------------------------------|-----------|--------|---------------------------|-------------------|
| DECIDUOUS - SMALL SCALE: | | | | |
| AP | 14 | 6cm C | Acer palmatum | Japanese maple |
| CK | 10 | 6cm C | Cornus kousa | Kousa dogwood |
| PI | 13 | 6cm C | Prunus Incisa 'The Bride' | Bride cherry |
| SJ | 13 | 6cm C | Styrax japonicus | Japanese snowbell |
| EVERGREEN - SMALL SCALE: | | | | |
| PO | 18 | 3.5m H | Picea omorika | Serbian spruce |
| TOTAL | 68 | | | |

| | | |
|-------|--------------|--|
| 2 | JUN 17, 2015 | COORDINATED WITH REVISED LANDSCAPE AND CIVIL |
| 0 | JAN 21, 2014 | INITIAL SUBMISSION |
| REV # | DATE | COMMENTS |

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SUITE 145 - 12051 HORSESHOE WAY, RICHMOND, BC V7A 4V4

CNCL - 178

TMD DETAIL 2: LEGEND

PROJECT: **PROPOSED SINGLE FAMILY SUBDIVISION**

ADDRESS: **5460 to 5560 MONCTON ST, RICHMOND**

CLIENT: **AM-PRI CONSTRUCTION LTD**

ACL FILE: **15107** SHEET: **1 OF 1**

TREE INVENTORY AND ASSESSMENT LIST:

- **Tag #** denotes the tag affixed to the tree for reference in report and on drawings.
- **Dbh** denotes the diameter of the trunk measured at 1.4 m above grade or as per arboricultural standards (i.e. For multi stem trees).
- **Cond** denotes health and structural rating using Visual Tree Assessment (VTA) procedures.
 U denotes Unsuitable = a tree in very poor condition that is deemed not viable for retention in active land use areas due to pre-existing advanced health decline or significant structural defects.
 M denotes Marginal = a tree in poor to fair condition that has a pre-existing moderate rated defect that may affect its viability considering the proposed land use but is considered for retention conditional to certain special measures,
 S denotes Suitable = a tree in good or excellent condition with no overt or identifiable significant defects, and is well suited for consideration of retention if the project design can accommodate it.
- **Action** denotes the proposed treatment of the tree within the current development design. See report and drawing for more details.

| Tag # | Dbh (cm) | Tree Type | Cond | Observations | Action |
|-------|----------|-----------------|------|---|--------|
| 501 | 64 | Atlas cedar | M | Previously topped and sheared into topiary under utility service lines. The elevation in the root zone is approximately 0.4m below finished yard grades. The root system and crown will be severely impacted from construction and it is not likely to survive. | Remove |
| 502 | 37 | Cottonwood | U | A volunteer native tree that has developed subdominant form due to competition from adjacent tree. | Remove |
| 503 | 76 | Cottonwood | U | A volunteer native tree that has two main stems near the base with a very weak union that is prone to failure (breakage), and a wound at the base of the trunk is decayed and increases the risk of failure. | Remove |
| 504 | 24 | Cherry | M | Topped by heading cuts and left to grow weak replacement leaders. In conflict with construction. | Remove |
| 505 | Multi | Saucer magnolia | S | In conflict with the construction footprint. Not suitable to be transplanted due to the very weak multiple stem arrangement. | Remove |
| 506 | 34 | Lawson cypress | S | In conflict with the construction footprint. | Remove |
| 507 | 31 | Lawson cypress | S | In conflict with the construction footprint. | Remove |
| 508 | 28 | Lawson cypress | S | In conflict with the construction footprint. | Remove |
| 509 | 28 | Lawson cypress | S | In conflict with the construction footprint. | Remove |
| 510 | 26 | Lawson cypress | S | In conflict with the construction footprint. | Remove |
| 511 | 29 | Cherry | U | Topped by heading cuts and decay is observed in scaffold limbs. | Remove |
| 512 | 26 | Apple | U | Severe decay in trunk and weak scaffold limb structure. | Remove |
| 513 | 26 | Apple | U | Severe decay in trunk and weak scaffold limb structure. | Remove |
| 514 | 25 | Apple | U | Severe decay in trunk and weak scaffold limb structure. | Remove |
| 515 | 32 | Shore pine | M | Decay at the base of the trunk and infected with Western gall rust – cankers observed throughout the crown. In conflict with the construction footprint. | Remove |
| 516 | Multi | Plum | U | Severe decay in trunk and weak scaffold limb structure. | |
| 517 | Multi | Plum | U | Severe decay in trunk and weak scaffold limb structure. | |
| 518 | 34 | Apple | U | Severe decay in trunk and weak scaffold limb structure. | Remove |
| 519 | 32 | Apple | U | Severe decay in trunk and weak scaffold limb structure. | Remove |
| 520 | 24 | Cherry | U | 90% Dead | Remove |
| 521 | 33 | Cherry | U | Severely infected with disease and canker infection, as well as decay in the main stems. | Remove |
| 522 | 26 | Sawara cypress | U | Historically topped with decay evident in the topping wounds. The subsequent growth is weakly formed and prone to failure. This tree will never regain normal form. | Remove |
| 523 | 30 | Sawara cypress | U | Historically topped with decay evident in the topping wounds. The subsequent growth is weakly formed and prone to failure. This tree will never regain normal form. | Remove |
| 524 | 30 | Sawara cypress | U | Historically topped with decay evident in the topping wounds. The subsequent growth is weakly formed and prone to failure. This tree will never regain normal form. | Remove |
| * 525 | 23 | Japanese maple | M | Some poor pruning cuts and resulting decay, but suitable for rescue via transplant. It could be re-used on another project if the costs for transplant were reasonable. | Remove |
| 526 | 61 | Atlas cedar | M | Previously topped but reasonably structured re-growth was observed. Grade in root zone is equal to the expected finished grading of the new lots, however the crown and roots would suffer significant damage from construction. | Retain |
| * 527 | 28 | Japanese maple | M | Some poor pruning cuts and resulting decay, but suitable for rescue via transplant. It could be re-used on another project if the costs for transplant were reasonable. | Remove |
| 528 | 43 | Austrian pine | U | Previously topped under the BC Hydro power lines and the very weak structural form makes the replacement leaders highly prone to breakage. | Remove |
| 529 | 62 | Austrian pine | U | Previously topped under the BC Hydro power lines and the very weak structural form makes the replacement leaders highly prone to breakage. | Remove |
| 530 | 29 | Colorado spruce | U | Previously topped under the BC Hydro power lines and the very weak structural form makes the replacement leaders highly prone to breakage. | Remove |

* 2 TREES TO BE RELOCATED OFF-SITE

| | | |
|-------|--------------|--|
| 2 | JUN 17, 2015 | COORDINATED WITH REVISED LANDSCAPE AND CIVIL |
| 0 | JAN 21, 2014 | INITIAL SUBMISSION |
| REV # | DATE | COMMENTS |

aclgroup.ca

ARBORTECH
CONSULTING

a division of:

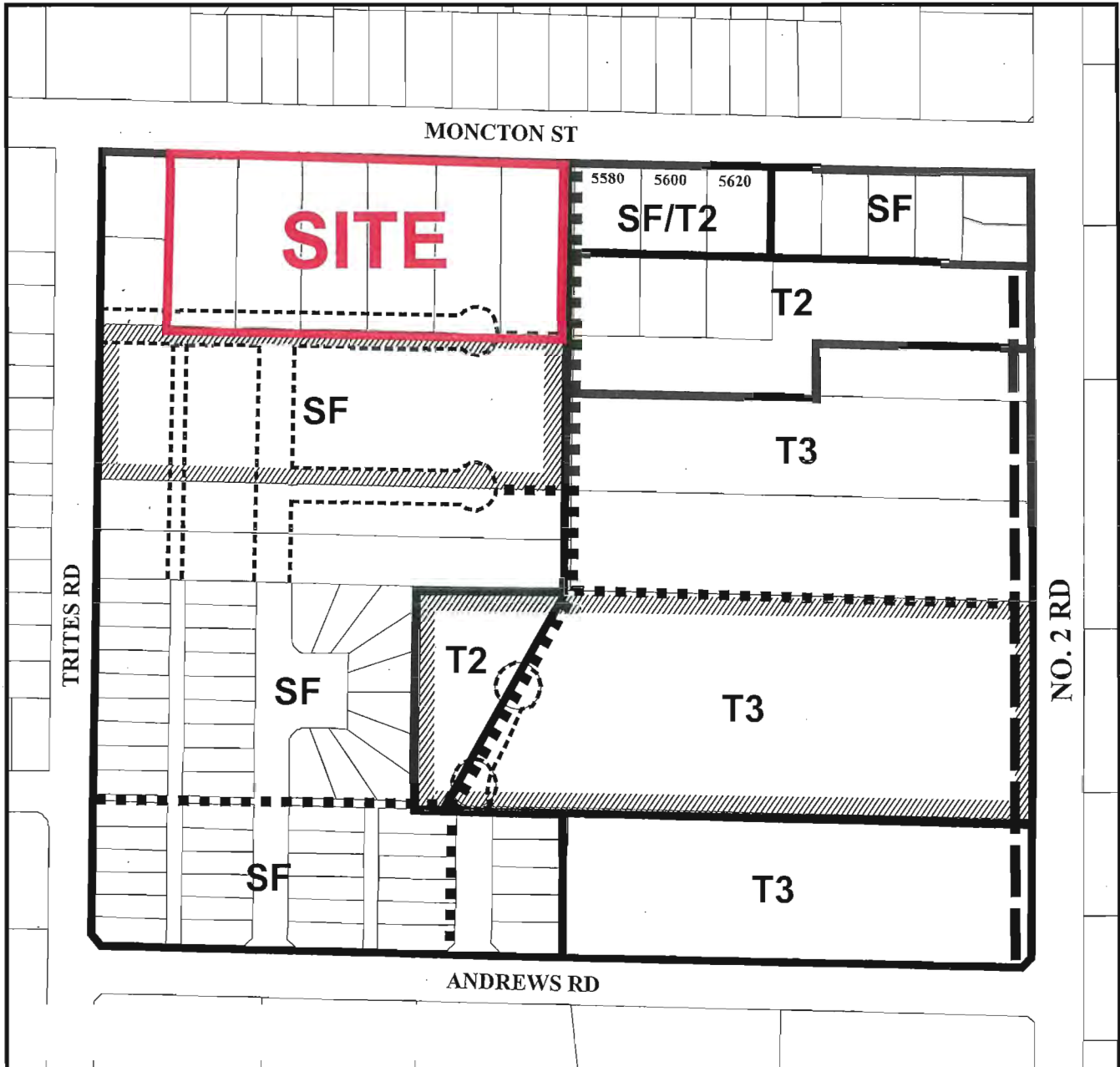


SUITE 145 - 12051 HORSESHOE WAY, RICHMOND, BC V7A 4V4

CNCL - 179

TMD DETAIL 3: TREE LIST

| | |
|---------------|------------------------------------|
| PROJECT: | PROPOSED SINGLE FAMILY SUBDIVISION |
| ADDRESS: | 5460 to 5560 MONCTON ST, RICHMOND |
| CLIENT: | AM-PRI CONSTRUCTION LTD |
| ACL FILE: | 15107 |
| SHEET: 1 OF 1 | |



- | | |
|----------------------------------|---|
| SF Single-Family Housing | ■■■■■ Pedestrian Links |
| T2 Two-Level Townhouses | ————— Urban/Rural Buffer |
| T3 Three-Level Townhouses | Possible road and lane alignments (others may be permitted) |
| | /////// Interim Industrial Use |



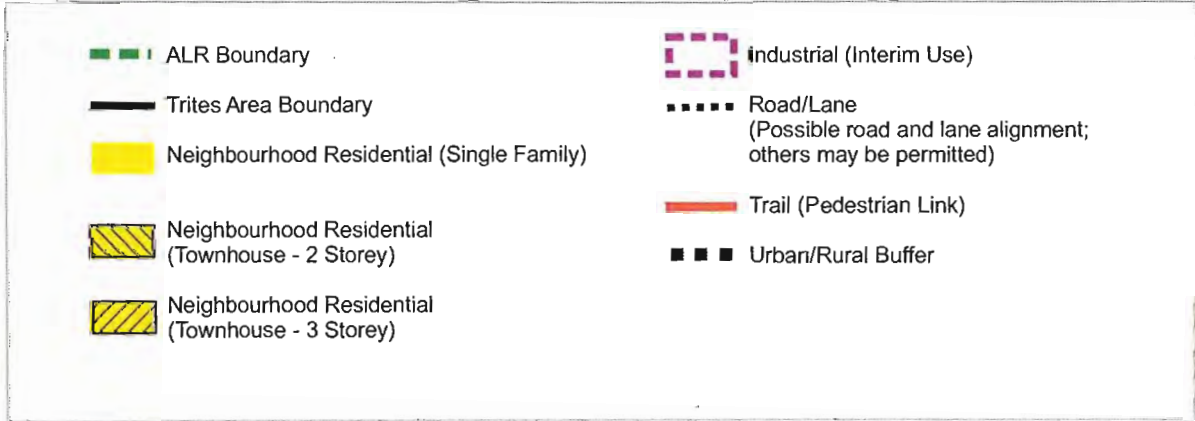
Context Land Use Map
 Steveston Area Plan
 Trites Area Land Use Map
 (RZ 14-67479)

Adopted Date: 06/25/15

Amended Date:

Note: Dimensions are in METRES

Proposed Amended Trites Area Land Use Map





RZ 14-674749

Attachment 6

Address: 5460, 5480, 5500, 5520, 5540 and 5560 Moncton Street

Applicant: AM-PRI Developments (2013) Ltd.

Planning Area(s): Trites Area (Steveston)

| | Existing | Proposed |
|-----------------------------------|--|--|
| Owner: | AM-PRI Developments (2013) Ltd. | No change |
| Site Size (m²): | 12,216 m ² | Net site 8,751 m ² Road Dedication 3,372 m ² Pedestrian Walkway 93 m ² Total 12,216 m ² |
| Land Uses: | Single family residential and vacant lot | Single family residential |
| OCP Designation: | Neighbourhood Residential | Neighbourhood Residential |
| Area Plan Designation: | Single-Family | Complies |
| Zoning: | Single Detached (RS1/C & RS1/E) | Single Detached (ZS23) – Steveston |
| Number of Units: | 6 lots | 30 lots |

| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
|---|--|----------|----------------|
| Floor Area Ratio: | Max. 0.6 | Complies | None permitted |
| Lot Coverage: Building Non-Porous Planting | Max. 50% Max. 70% Min. 20% | Complies | None |
| Lot Size: Width Width, corner lot Depth Area | Min. 9 m Min. 11 m Min. 24 m Min. 270 m ² | Complies | None |
| Setbacks: Moncton Street Other roads Rear Yard Interior Side Yard Exterior Side Yard | Min. 6.0 m Min. 5.3 m Min. 6.0 m Min. 1.2 m Min. 6.0 m | Complies | None |
| Height: | Max. two-storey & 9 m Measured from 2.9 m GSC | Complies | None |

Japanese Gardens

General Information

Type of Resource: Landscape
Also Known As:
Address: 4600-5500 Moncton Street
Neighbourhood (Planning Area Name): Steveston
Construction Date: 1950's
Current Owner: Private
Designated: No



Statement of Significance

Description of Heritage Site: Moncton Street's Japanese gardens are small-scale, elegant, and simple plantings located in the front yards of a row of modest residential homes along a two-block length of Moncton Street. Consisting mainly of foliage plants, with some flowering species and the occasional annual, the gardens express the character of traditional Japanese garden style.

Statement of Heritage Values: These gardens have heritage value as a visible reminder of the importance that the Japanese and their culture have played in the development of Steveston and Richmond. The gardens along Moncton Street belong predominantly to Japanese-Canadians whose families have lived in Steveston and often in the same homes, for generations. They have cultural significance, as gardening is an integral part of Japanese culture. This strong historical and community tradition came to Canada with new migrants to the area, who came to work in the fishing and cannery industries in Steveston.

These gardens enhance the built environment of Moncton Street, creating a unique cultural enclave and strong sense of place. They have symbolic connections to Japanese culture and speak to traditional Japanese garden style while reflecting local climate, available plant species, and individual taste.

Character Defining Elements: Key elements that define the heritage character of the site include:

- The overall design and effect of the gardens which adapt a number the elements of traditional Japanese garden design principles at a small scale, including enclosure, continuity, balance and scale, texture and contrast
- The use of materials other than plants, including small-scale elements such as stone lanterns, boulders, and gravel used to symbolize dry ponds and streams between islands of planted areas
- The continuity of the gardens along the street edge
- Their overall similarity in design and materials, punctuated by differences in each garden which express the individual owner.

History

History: The gardens along Moncton Street belong predominantly to Japanese-Canadians whose families have lived in Steveston for generations. In most cases, these families have lived at the same address for generations. Gardening is an integral part of Japanese culture and has an honoured tradition and a strong historical base.

The gardens included in this study use elements of traditional Japanese garden design principles; however, none formally follow the traditional guidelines. Most of the gardens are small and at the front of the house, a condition which restricts design decisions. For example, enclosure is a very important element in formal Japanese gardens; however, very few of the gardens employ the use of total enclosure. Some use aspects of it, such as shrubbery and walls and overhangs of the dwelling to give a sense of enclosure. The principles of borrowed scenery and hidden viewpoints are not used either, most likely because of the location and openness of most of the gardens.

The gardens do, however, use the design principles of continuity, balance and scale by grouping plant and decorative elements in odd numbers and often in the triangular form. Most of the gardens are successful at incorporating the design principle of controlling scale and space, particularly those gardens without front hedging. The creation of the illusion of space in these gardens is certainly a challenge, which is cleverly met by a number of them. The successful ones use texture and shape and also situate larger elements at the front and smaller elements at the back of the

garden. Very few use paths to manipulate space and none have streams to do so. (One garden has a small water element.) What is most effective in these gardens is the traditional use of contrast, change and light. Textures are beautifully manipulated in each garden. The choice of plant materials also ensures a lovely series of colour and foliage change throughout the seasons.

SHEET TITLE
**LANDSCAPE PLAN
 STREET FRONTAGE**

SHEET NO.
L-1

DATE: MAY 21, 2015

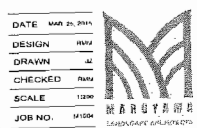
DESIGN: HAVY

DRAWN: JL

CHECKED: HAVY

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

JOB NO.: 1508



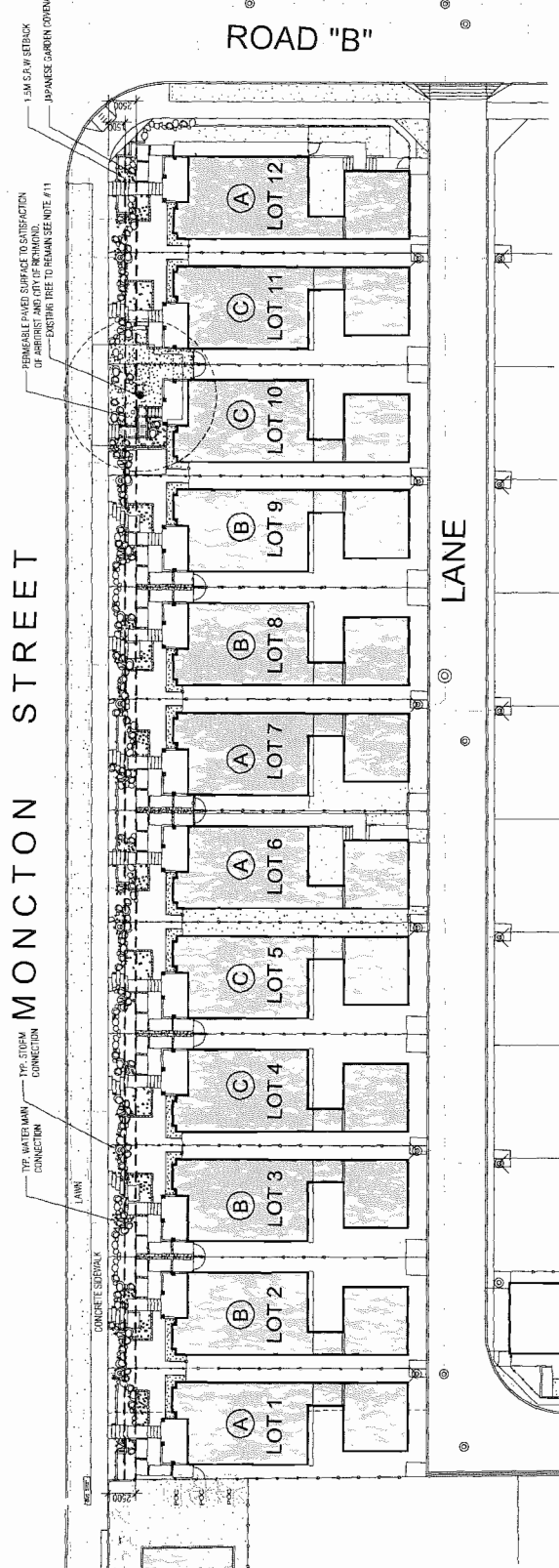
PROJECT

30 UNIT SINGLE FAMILY LOT SUB-DIVISION - REZONING APPLICATION

5460 TO 5560 MONCTON ST. R. 185, B.C.

FOR: AM-PAI DEVELOPMENT CO. LTD.

MONCTON STREET



SITE PLAN: LANDSCAPE TREATMENT ALONG MONCTON STREET
 SCALE: 1:200 metric

LANDSCAPE NOTES:

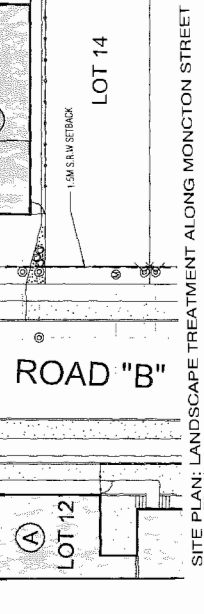
1. ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BCMA GUIDELINES.
2. TOPSOIL SUPPLIES SHALL BE FROM A REPUTABLE SOURCE. A FULL ANALYSIS OF THE TOPSOIL WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL PRIOR TO INSTALLATION ON SITE.
3. ANALYSIS FOR ANALYSIS RECOMMENDATIONS PRIOR TO SPREADING ON SITE. REFLECTED TOPSOIL TO BE REWORKED OFF SITE IMMEDIATELY AT THE LANDSCAPE CONTRACTOR'S EXPENSE.
4. TOPSOIL DEPTHS FOR PLANTING AS FOLLOWS:
 - A. GRASSES AREAS: 150MM
 - B. BOUND COVERS: 300MM
 - C. SHRUBS: 450MM
 - D. TREE PITS: 600MM
 - E. TREE PITS: 900MM
5. LAWN AREAS SHALL BE 300MM WITH #7 PHOSPHORUS RESISTANT SOIL-LOAM MESH GRS.
6. 2" LAYER OF 10MM MESH COMPOST SHIP MULCH TO BE INSTALLED ON ALL SPRING PLANTING AREAS.
7. SURFACE COURSES SHALL BE CAST IN PLACE STANDARD CONC. WITH BROWN FINISH AND TRIMMED TO:
 - A. CONCRETE: 2" GAP BETWEEN CONCRETE PADS.
 - B. GRANITE STONE PAVING: 2"x4"x8"
 - C. GRANITE STONE PAVING: 2"x4"x8" CLEAR GRAB.
 - D. SERRATED STONE PAVING: 2"x4"x8"
8. BOLDING MATERIAL SHALL BE SMOOTH FINISH SOUNDED FROM WINDY OR HELL.
9. TO NOT SUPPLY STRAIGHT OR SPLIT FACED STONE. THEY WILL BE REJECTED. PROVIDE JFEG PHOTO OF STONE TO LANDSCAPE ARCHITECT FOR APPROVAL. BOLDING MATERIALS TO BE EMERGED INTO GRASS DO NOT REST ON SURFACE. SIZES:
 - A. 1.5" TO 2.5" DIAMETER
 - B. 1.5" TO 2.5" DIAMETER
10. TWO EXISTING JAPANESE MAPLES CAN BE SALVAGED IF AVAILABLE AFTER HOME OWNERS HAVE VACATED THE SITE. SEE ARBIST'S REPORT.
11. STREET TREES FOR MONCTON STREET BULLEARD ARE PROPOSED AS JAPANESE KAISJUA TREES. FIRM FOR MONCTON STREET BULLEARD ENGINEERED AND DESIGNED BY ARBIST'S REPORT. CITY OF RICHMOND PARKS DEPT.
12. EXISTING TREE W/ 45 CM DBH TO REMAIN ON SITE. REFER TO ARBIST'S REPORT BY ARBIST CONSULTING. TREE RELOCATION ASSESSMENT REPORT - REV. 1 - DATED MAY 21, 2015. FOR PROPOSED TREATMENT OF SUBJECT TREE.

DESIGN RATIONALE:

1. THE OBJECTIVE OF THE LANDSCAPE TREATMENT ALONG THE MONCTON STREET FRONTAGE IS TO REFLECT THE CITY OF RICHMOND HERITAGE DESIGN REQUIREMENTS TO REINSTATE THE THEME OF A JAPANESE STYLE LANDSCAPE WHICH REFLECTS THE PAST USERS AND THE PREVIOUS LANDSCAPE COMPLEMENTS THE TRADITIONAL JAPANESE ARCHITECTURE AND LANDSCAPE MATERIALS.
2. THE PROPOSED LANDSCAPE DESIGN WILL BE A TRADITIONAL JAPANESE GARDEN DESIGN REFLECTING ITS PAST USAGE. SUCH AS THE USE OF STONE AND WATER ELEMENTS.
3. ROCK WALLS, SMALLER BROAD LEAFED TREES, JAPANESE LANTERNS, WARDENS AND WATER BASINS ARE PROPOSED IN THE NEWLY DESIGNER FRONTAGES ALONG MONCTON STREET IN REFERENCE TO HERITAGE PLAN.
4. PLANT MATERIALS PROPOSED ARE CONSISTENT WITH TRADITIONALLY PLANTED GARDEN BEDS FROM THE STREET TREES FOR THE CITY BULLEARD ARE PROPOSED TO BE JAPANESE KAISJUA TO FURTHER STRENGTHEN THE "JAPANESE CHARACTER AND THEME".
5. JAPANESE MAPLES AND JAPANESE CHERRY TREES HAVE BEEN INTRODUCED IN THE SINGLE FAMILY LOTS TO REINFORCE THE JAPANESE THEMED PLANNING.

SUGGESTED PLANT LIST:

| KEY BOTANICAL NAME | COMMON NAME | SIZE | COND. |
|-------------------------|-------------------------|----------|------------------|
| ACER PALMATA | JAPANESE MAPLE | 2.5M HT. | B & B MULTI-STEM |
| PRUNUS INDICA | FLORAL CHERRY | 6CM CAL. | B & B |
| CRIDOPHILUM JAPONICUM | KATSURAI TREE | 6CM CAL. | B & B |
| AZALEA JAPONICA | PINK AZALEA | #3 | CONTAINER |
| ARDISIA JAPONICA | MOHAWK BERRY BUSH | #3 | CONTAINER |
| BUXUS MICROPHYLLOIDES | JAPANESE BARBERS | #3 | CONTAINER |
| WESTERN SWEDEN FERN | WESTERN SWEDEN FERN | #2 | CONTAINER |
| SKY FENNEL LEX | SKY FENNEL LEX | #2 | CONTAINER |
| MON BAY HEAVENLY BAMBOO | MON BAY HEAVENLY BAMBOO | #2 | CONTAINER |
| JAPANESE PHIBIS | JAPANESE PHIBIS | #2 | CONTAINER |
| ROYAL TRAIL BIRDOOL | ROYAL TRAIL BIRDOOL | #5 | CONTAINER |
| LANIUE PHOENIX | LANIUE PHOENIX | #3 | CONTAINER |
| JAPANESE SKAMAKA | JAPANESE SKAMAKA | #3 | CONTAINER |
| LITTLE PRINCESS SPHINX | LITTLE PRINCESS SPHINX | #3 | CONTAINER |
| JAPANESE BLOOD GRASS | JAPANESE BLOOD GRASS | 10CM POT | CONTAINER |
| JAPANESE SPURGE | JAPANESE SPURGE | 10CM POT | CONTAINER |
| PROFUSIONIA TERMINALIS | JAPANESE SPURGE | 10CM POT | CONTAINER |



SITE PLAN: LANDSCAPE TREATMENT ALONG MONCTON STREET
 SCALE: 1:200 metric



REVISIONS/SUBD
 1. APPROVED FOR SUBMITTAL FOR RE-ZONING
 2. MAY 21, 2015

CONCL R 185

OWNER: 30 UNIT SINGLE FAMILY LOT SUB-DIVISION - REZONING APPLICATION
 5460 TO 5560 MONCTON ST. R. 185, B.C.

DESCRIPTION OF LANDSCAPE COMPONENTS

- 1 HOUSE PORCH - COVERED ENTRY/LANING
- 2 GRANITE STEPS - 5" WIDER OR PAVEN
- 3 CONCRETE WALKWAY - 5" GEP. MPH+PEBBLES
- 4 SMOOTH FACED BOLLIDERS - LOW RETAINING WALL
- 5 1" - 2" DIA. RIVER ROCK BORDER - BELOW ROOF OVERHANG
- 6 STONE SPHERER
- 7 GRANITE STONE GUIDE - ENTRY MARKER
- 8 GRANITE STONE WALL - LOW RETAINER
- 9 RIVER ROCK - GROUND COVER
- 10 WOOD FRAMING FENCE - 6FT. HT.
- 11 WOOD - ALUM. FRONT YARD FENCE - 30" FT.
- 12 PERMEABLE PAVED SURFACE, AS DESIGNED BY ARCHITECT CONSULTING FIRM # 206

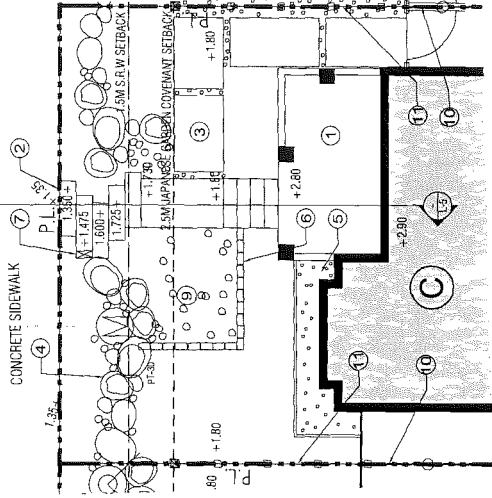
KEY

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12



MONCTON STREET

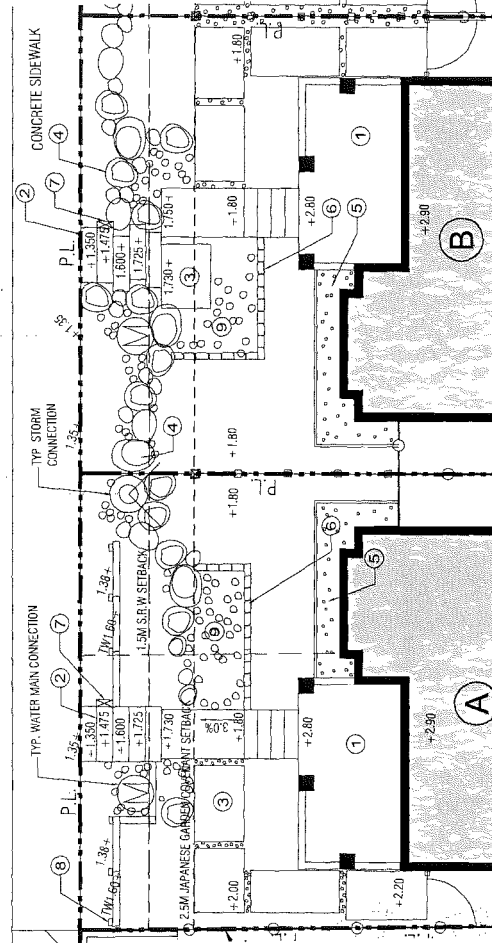
LAWN



SITE PLAN: TYPE C
SCALE: 1" = 30' HORIZ.

MONCTON STREET

LAWN

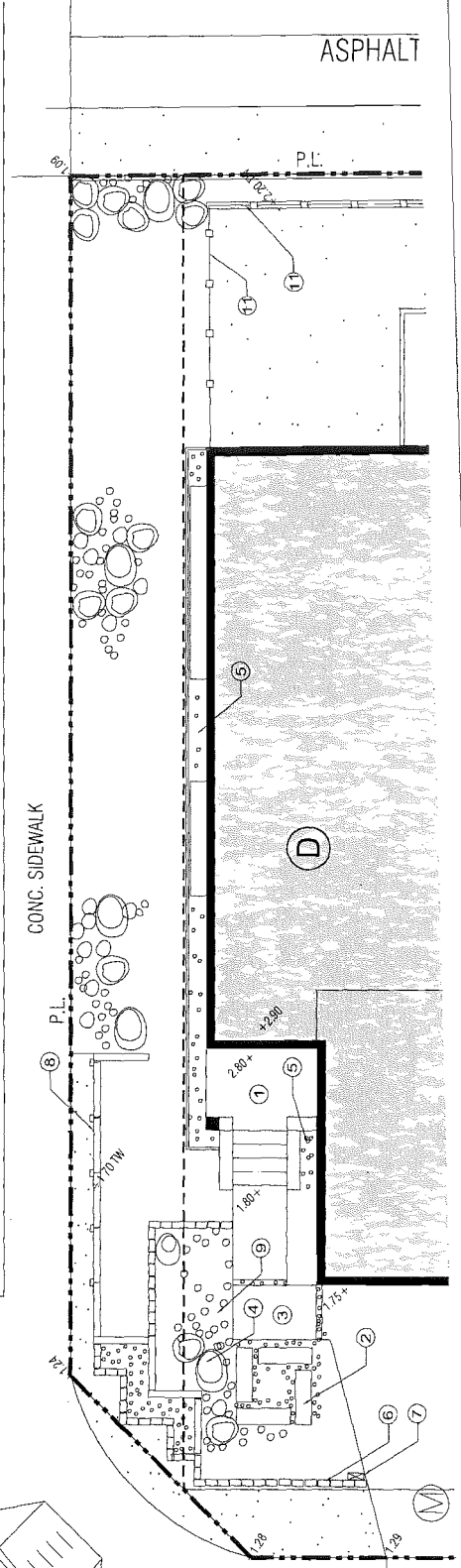


SITE PLAN: TYPE A & B
SCALE: 1" = 30' HORIZ.

MONCTON ST

LAWN

CONC. SIDEWALK



SITE PLAN: TYPE D
SCALE: 1" = 30' HORIZ.

SHEET TITLE
LANDSCAPE ENLARGEMENT

SHEET NO.
L-2

DATE: MAR. 27, 2014
DESIGN: [initials]
DRAWN: [initials]
CHECKED: [initials]
SCALE: 1/8" = 1'-0"
JOB NO.: 141504



PROJECT
30 UNIT SINGLE FAMILY LOT SUB-DIVISION - REZONING APPLICATION
5460 TO 5560 MONCTON ST. N. RICHMOND, B.C.
FOR: AM-PR DEVELOPMENT INC. LTD. # 186

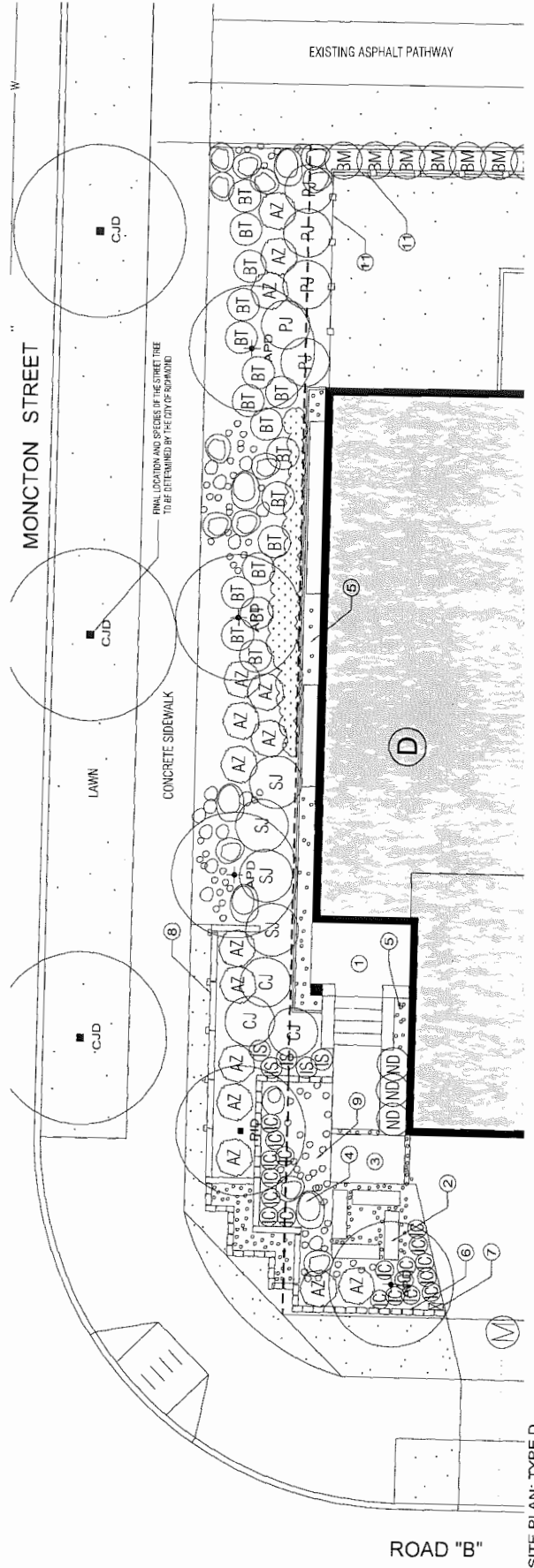
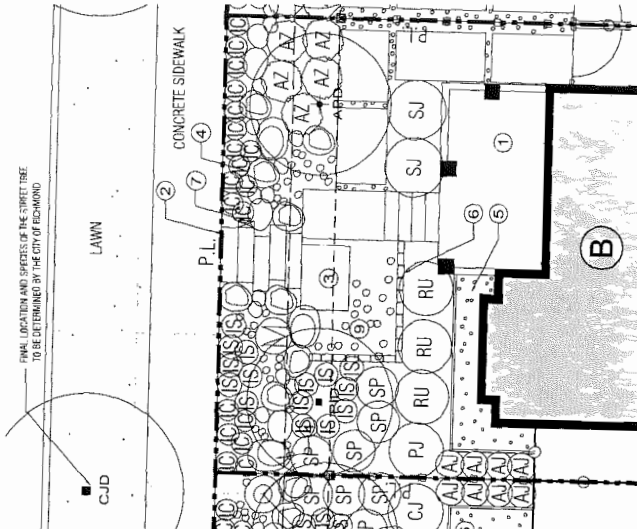
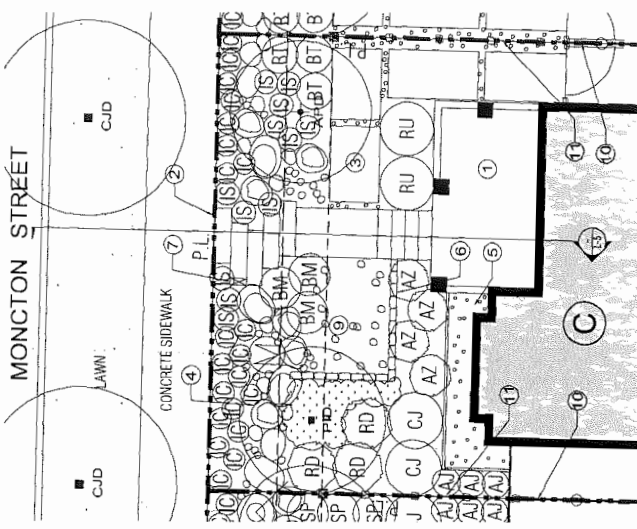
REVISIONS/REVISED
1. AREA CORRECTED ISSUED FROM RE-CORRECTED
2. SURVEY DATA PROVIDED, RE-DESIGNED FOR RE-ZONING

DATE: 03/27/14 10:30 AM
BY: [initials]
SCALE: 1" = 30' HORIZ.

KEY

- DESCRIPTION OF LANDSCAPE COMPONENTS**
- 1 HOUSE PORCH - COATED ENTRY LANDING
 - 2 GRANITE STEPS - 5" RISER OF PAVER
 - 3 CONCRETE WALKWAY - 3" GAP WITH PEBBLES
 - 4 SMOOTH FACED BOLLARDS - LOW RETAINING WALL
 - 5 1" - 9" DIA. RIVER ROCK BOLLARDS - BELOW ROAD OVERWING
 - 6 STONE BORDER
 - 7 GRANITE STONE QUERCY - ENTRY MARCH
 - 8 GRANITE STONE WALL - LOW RETAINER
 - 9 RIVER ROCK - GROUND COVER
 - 10 WOOD PRIVACY FENCE - 8FT HT.
 - 11 WOOD - ALUM. FRONT WASH TUBS - 30" HT.
 - 12 FISHSCALE PAVED SURFACE AS REQUESTED BY APPLICANT FOR EXISTING TREE #205

NOTE: REFER TO LANDSCAPE PLAN L'S FOR SUGGESTED PLANT LIST



SHEET TITLE:
LANDSCAPE ENLARGEMENT

SHEET NO.
L-3

DATE: MAR 25, 2011
DESIGN: HMM
DRAWN: JZ
CHECKED: HMM
SCALE: 1:50
JOB NO.: M504

B. H. H. YAM

PROJECT:
30 UNIT SINGLE FAMILY LOT SUB-DIVISION - REZONING APPLICATION
5460 TO 5560 MONCTON ST. N. RICHMOND, B.C.
FOR: AM-PRJ DEVELOPMENT CONSULTANTS LTD.

CNCL 187

REVISIONS/ISSUED

1. ALPHA REVISIONS ISSUED FROM RE-ZONING
2. NEW ORIGINAL REVISIONS REQUESTED FROM THE ZONING

CONCEPT DESIGN IS PRELIMINARY AND SUBJECT TO CHANGE WITHOUT NOTICE. THE CLIENT ACCEPTS RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED AND THE DESIGNER'S LIABILITY IS LIMITED TO THE PROFESSIONAL STANDARD OF CARE.

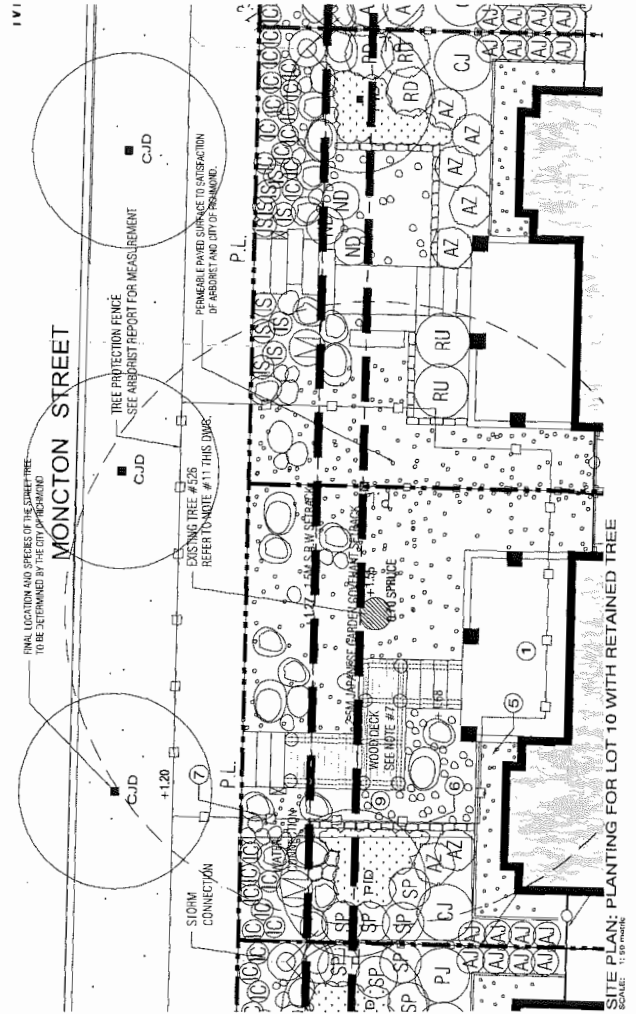
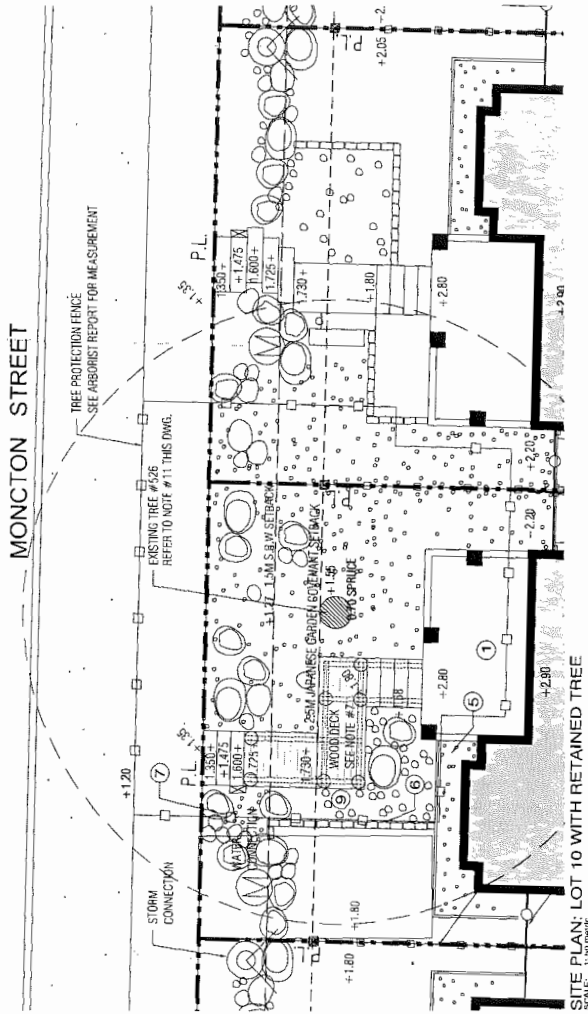
DESCRIPTION OF LANDSCAPE COMPONENTS

- 1 HOUSE POOP - COVERED ENTRY LANDING
- 2 GRANITE STEPS - 5' WIDER OR PAVEMENT
- 3 CONCRETE WALKWAY - 5' GAP WITH PEBBLES
- 4 SMOOTH FACED BOULDERS - LOW RETAINING WALL
- 5 1" - 1 1/2" DIA. RIVER ROCK BORDER - BELOW WOOD DECKING
- 6 STONE BORDER
- 7 GRANITE STONE GUIDE - ENTRY MARKER
- 8 GRANITE STONE WALL - LOW RETAINING
- 9 RIVER ROCK - GROUND COVER
- 10 WOOD PRIVACY FENCE - 6FT HI.
- 11 4000 - ALUM. FRONT YARD FENCE - 30" HI. PERIMETER PAVED SURFACE AS DESIGNED BY ARCHITECT FOR EXISTING TREE POSE
- 12

LANDSCAPE NOTES:

1. ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BCMA GUIDELINES.
2. ALL PLANT MATERIAL SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF ALL EXISTING TREES AND PLANTS.
3. AN ARBORIST REPORT FOR TREE ANALYSIS RECOMMENDATIONS FOR SPREADINGS ON SITE. TREE CUTTING SHALL BE REPORTED OFF SITE IMMEDIATELY AT THE LANDSCAPE CONTRACTORS EXPENSE.
4. TREE CUTTING SHALL BE REPORTED OFF SITE IMMEDIATELY AT THE LANDSCAPE CONTRACTORS EXPENSE.
5. GRASSED AREAS SHALL BE FOLLOWS:
 - A. 300MM
 - B. 450MM
 - C. 600MM
 - D. 750MM
 - E. 900MM
 - F. 1050MM
 - G. 1200MM
 - H. 1350MM
 - I. 1500MM
 - J. 1650MM
 - K. 1800MM
 - L. 1950MM
 - M. 2100MM
 - N. 2250MM
 - O. 2400MM
 - P. 2550MM
 - Q. 2700MM
 - R. 2850MM
 - S. 3000MM
 - T. 3150MM
 - U. 3300MM
 - V. 3450MM
 - W. 3600MM
 - X. 3750MM
 - Y. 3900MM
 - Z. 4050MM
 - AA. 4200MM
 - AB. 4350MM
 - AC. 4500MM
 - AD. 4650MM
 - AE. 4800MM
 - AF. 4950MM
 - AG. 5100MM
 - AH. 5250MM
 - AI. 5400MM
 - AJ. 5550MM
 - AK. 5700MM
 - AL. 5850MM
 - AM. 6000MM
 - AN. 6150MM
 - AO. 6300MM
 - AP. 6450MM
 - AQ. 6600MM
 - AR. 6750MM
 - AS. 6900MM
 - AT. 7050MM
 - AU. 7200MM
 - AV. 7350MM
 - AW. 7500MM
 - AX. 7650MM
 - AY. 7800MM
 - AZ. 7950MM
 - BA. 8100MM
 - BB. 8250MM
 - BC. 8400MM
 - BD. 8550MM
 - BE. 8700MM
 - BF. 8850MM
 - BG. 9000MM
 - BH. 9150MM
 - BI. 9300MM
 - BJ. 9450MM
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NOTE: REFER TO LANDSCAPE PLAN L-1 FOR SUGGESTED PLANT LIST



SHEET TITLE
LANDSCAPE ENLARGEMENT

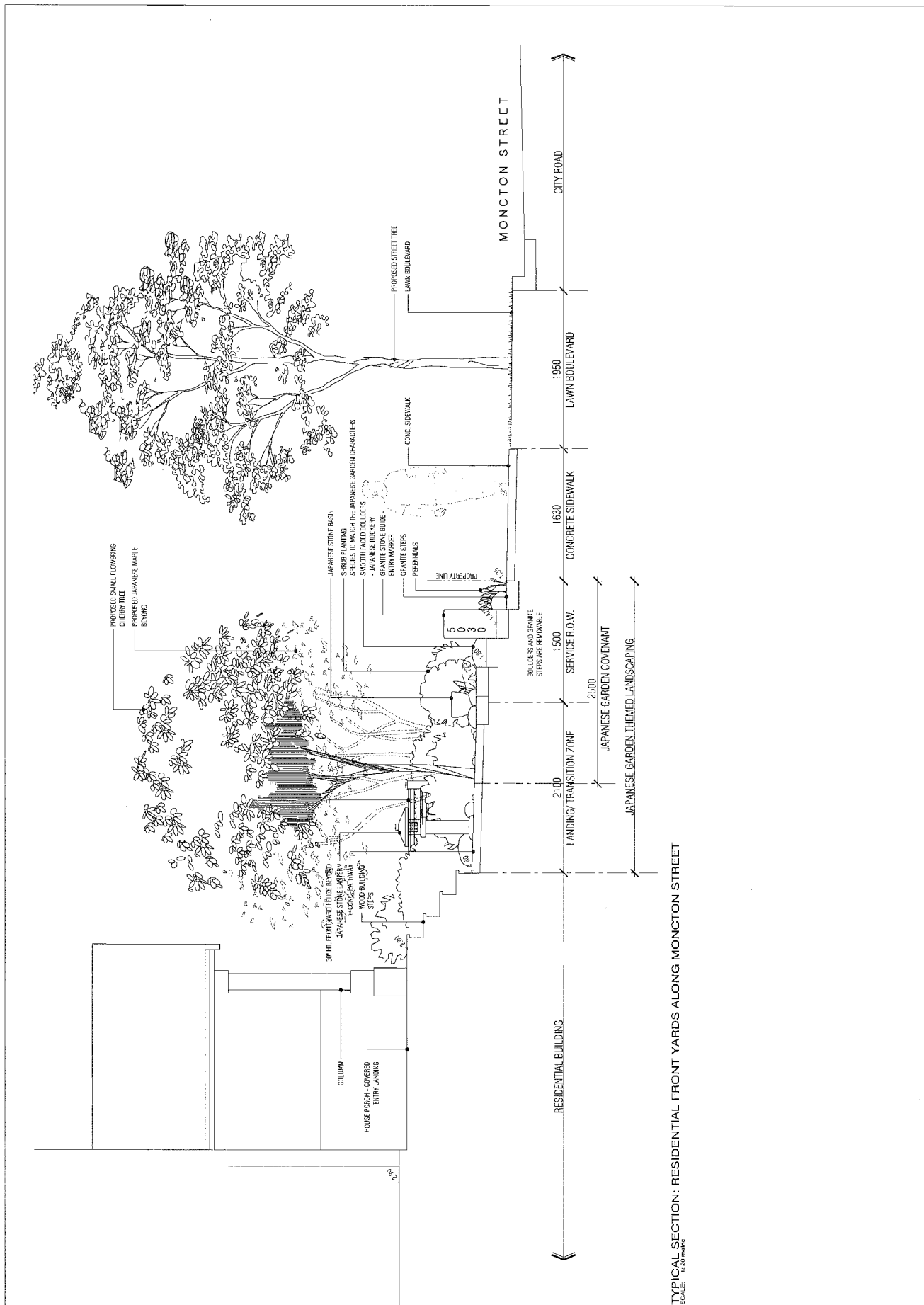
SHEET NO.
L-4

DATE: MAR 28 2014
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CHECKED: [Signature]
SCALE: [Signature]
JOB NO.: 11514

PROJECT
30 UNIT SINGLE FAMILY LOT SUB-DIVISION - REZONING APPLICATION
5460 TO 5560 N. RICHMOND ST. B.C.
FOR: AM-PRO DEVELOPMENT LTD.

CNCL-188

REVISIONS ISSUED
1. [Signature] 03/28/14
2. [Signature] 03/28/14



SHEET TITLE
TYPICAL SECTION

SHEET NO.
L-5

DATE: MAR 25 2015
 DESIGN: ANNA
 DRAWN: JZ
 CHECKED: ANNA
 SCALE: 1/8" = 1'-0"
 JOB NO.: M100K

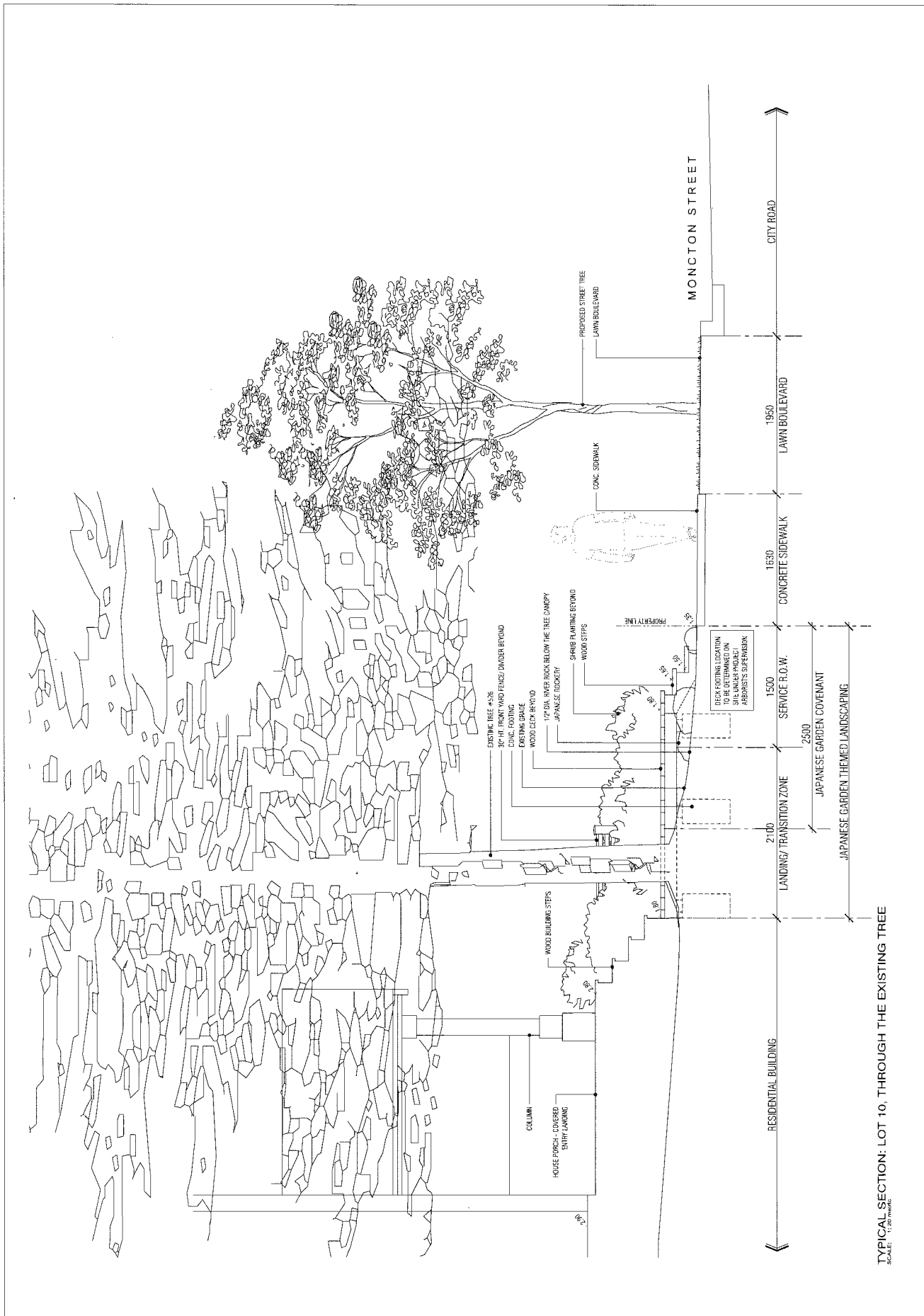
PROJECT
30 UNIT SINGLE FAMILY LOT SUB-DIVISION - REZONING APPLICATION
 5460 TO 5560 MONCTON STREET, RICHMOND B.C.
 FOR: AM-PMI DEVELOPMENT LTD.

CNCL - 189

REVISIONS ISSUED
 1. PER COMMENTS FOR 10-20-14
 2. MAY BE REQUIRED, REVISION FOR 10-20-14

DESIGN: ANNA, DRAWN: JZ, CHECKED: ANNA, DATE: MAR 25 2015, SCALE: 1/8" = 1'-0"

TYPICAL SECTION: RESIDENTIAL FRONT YARDS ALONG MONCTON STREET
 SCALE: 1/8" = 1'-0"



TYPICAL SECTION: LOT 10, THROUGH THE EXISTING TREE
SCALE: 1/8" = 1'-0"

SHEET TITLE
TYPICAL SECTION

SHEET NO.
L-6

DATE: MAR 25, 2015
DESIGN: JMK
DRAWN: AC
CHECKED: JMK
SCALE: 1/8" = 1'-0"
JOB NO.: M1054

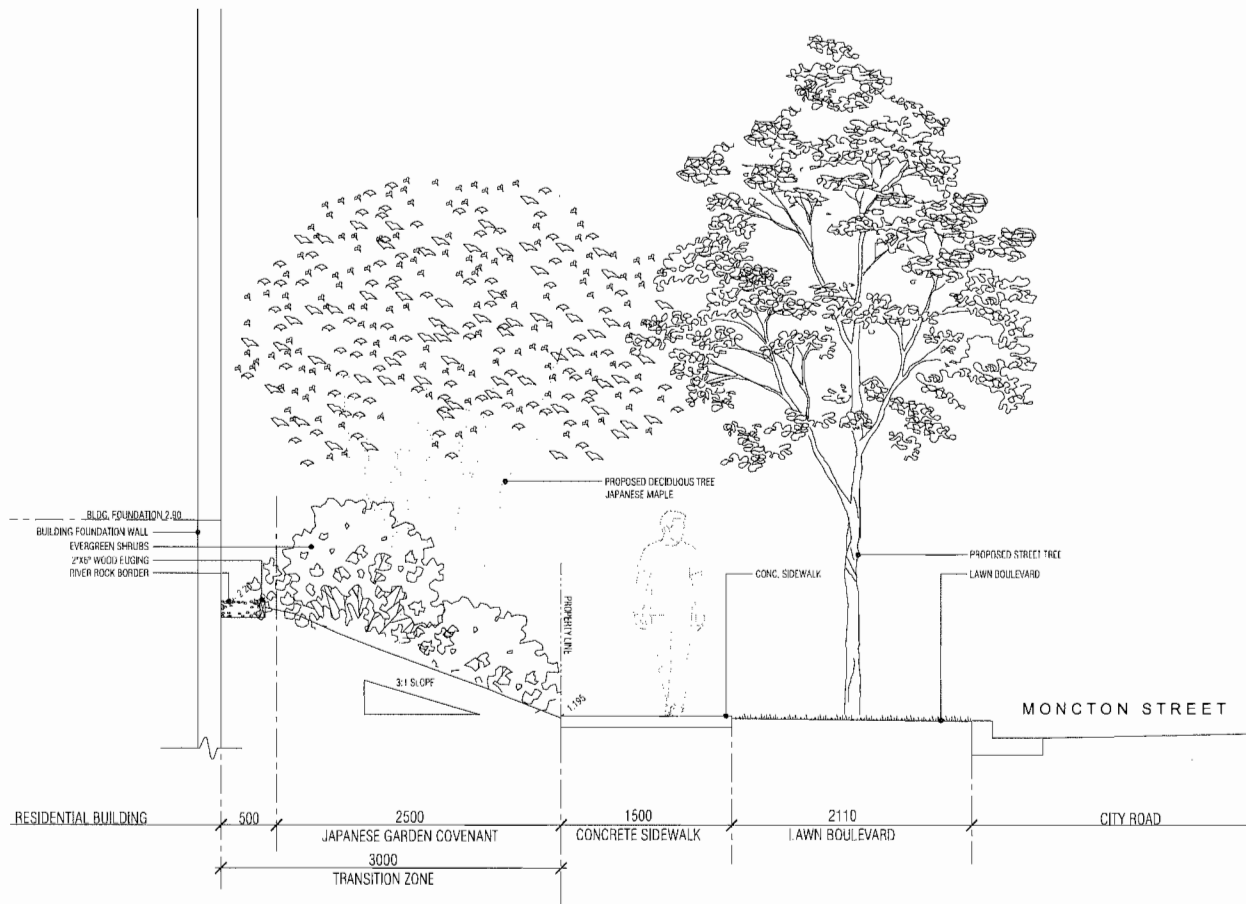
ARCHITECT: [Logo]
LANDSCAPE ARCHITECT: [Logo]

PROJECT
30 UNIT SINGLE FAMILY LOT SUB-DIVISION - REZONING APPLICATION
5460 TO 5560 MONCTON STREET, RICHMOND P.C.
FOR: AM-PR1 DEVELOPMENT

CNCL - 190

REVISIONS/ISSUED
1. APPRO. REVISED FOR RE-ZONING
2. NEW QUANTITIES, REVISIONS FOR THE ZONING

OWNER: [Name]
DATE: [Date]



TYP SECTION: LOT 13, CUT THROUGH MONCTON STREET

SCALE: 1:20 metric

SHEET TITLE
SECTION
LOT 13

RHPPT NO.
L-S-1

DATE MAR. 11, 2011
DESIGN RMW
DRAWN JZ
CHECKED RMW
SCALE 1/8" = 1'-0"
JOB NO. M158



PROJECT

30 UNIT SINGLE FAMILY LOT SUB-DIVISION - REZONING APPLICATION
5460 TO 5560 MONCTON STREET, RICHMOND B.C.
FOR: AM-PRI DEVELOPMENT

CNCL - 191

REVISIONS/ISSUED
1. APPROVED FOR RE-ZONING
2. APPROVED FOR RE-ZONING
3. APPROVED FOR RE-ZONING

OWNER: AM-PRI DEVELOPMENT
DATE: 03/11/11
SCALE: 1/8" = 1'-0"
JOB NO. M158



City of Richmond

Excerpt from Minutes Heritage Commission

Wednesday, April 15, 2015

4a. *Developmental Proposal (Information Purposes) – 5460 to 5560 Moncton Street Proposed Single-Family Rezoning and Subdivision Japanese Gardens – Richmond Heritage Inventory*

Amit Sandhu (Ampri) and Rod Maruyama (Landscape architect) joined the Commission to present this project. It was noted that this project is not in the Steveston Village Conservation Area and is currently zoned single-family. The current subdivision plan will create 30 new single-family lots and conforms with the Trites sub-area plan.

It was noted that the developer has undertaken archival photographs of the area and have conducted a field investigation to look at the lots and take inventory of the heritage landscape. It was noted that an arborist determined that there are two significant Japanese maple trees on these lots worth saving if the owners do not take them.

The landscape design along the Moncton Street frontage was noted with respect to traditional Japanese character, design features, and materials. The importance was noted of incorporating the character and landscapes of the past into the proposed plan.

Discussion also ensued on the public art contribution which will be worked out with the Public Art Advisory Committee in the coming weeks.

It was noted that the Japanese garden theme will be for all units facing Moncton street and the corner lot.

It was moved and seconded

That Richmond Heritage Commission support this development moving forward and approve of the heritage landscape features incorporated into it.

CARRIED



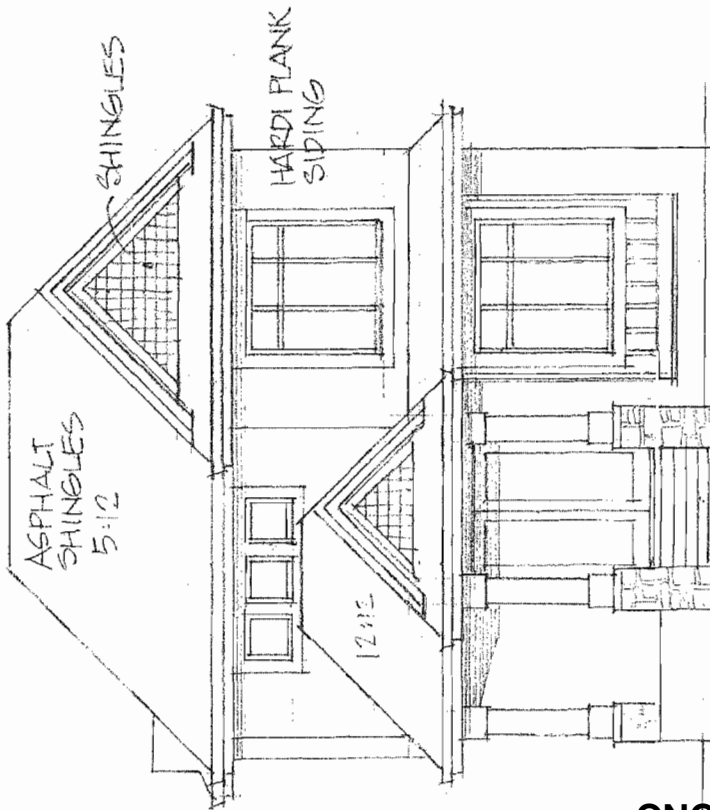
City of Richmond

**Excerpt from Minutes
Public Art Advisory Committee****Tuesday, April 21, 2015****5a. 5460 – 5560 Moncton Street Japanese Heritage Streetscape Art Plan**

Discussion ensued on this Am-Pri Development which is aiming to have the theme of a Japanese Heritage garden. It was noted that the developer is looking into purchasing stone landscape elements as the public art contribution. Staff noted that this would not qualify as a contribution and this project would need to go through the public art process which could be publicized with the “Japanese Heritage Garden” theme. Discussion ensued on different areas where art could be incorporated into this development such as on the fence, archways or some sort of connecting theme between the buildings. It was noted that the art budget for this project is relatively low and Committee members noted that there needs to be some sort of protection in place since these are freehold properties and not governed by a strata. Discussion ensued regarding rules about art on private properties. Staff will pass along the Commission’s feedback before a Public Art Call is made.

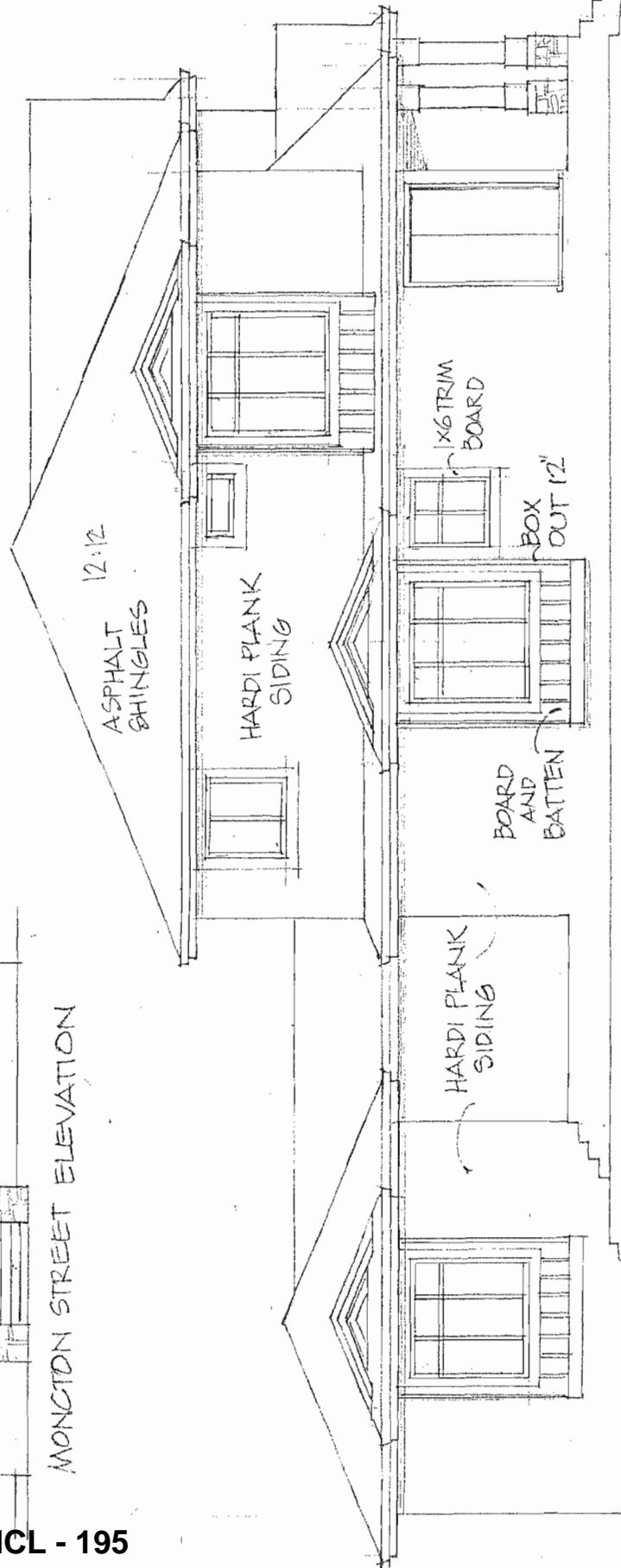
Subsequent to the meeting, the applicant was advised that City recommends that art be located on City lands for this project due to constraints with single family lot ownership.

AMPRI GROUP 2013
MONCTON STREET
SUBDIVISION, RICHMOND
LOT 12 ELEVATIONS



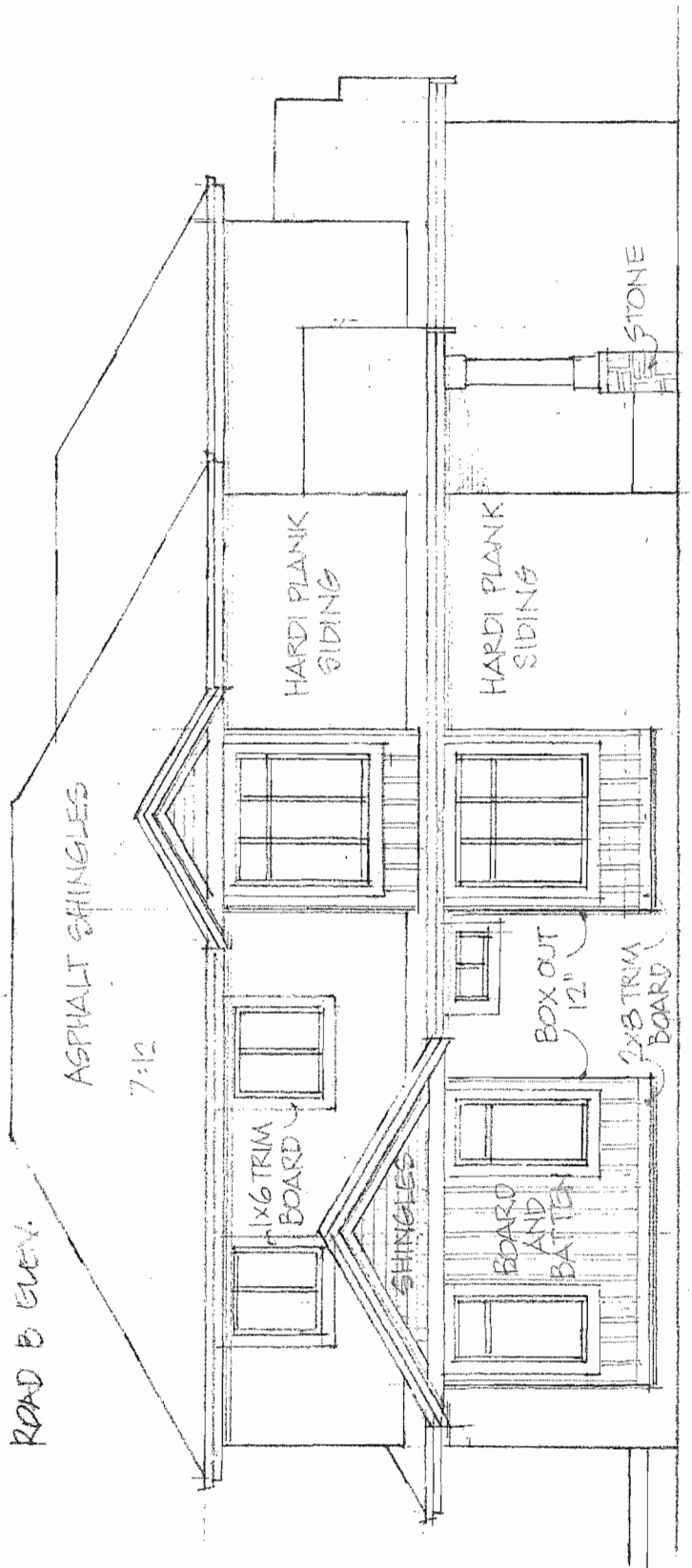
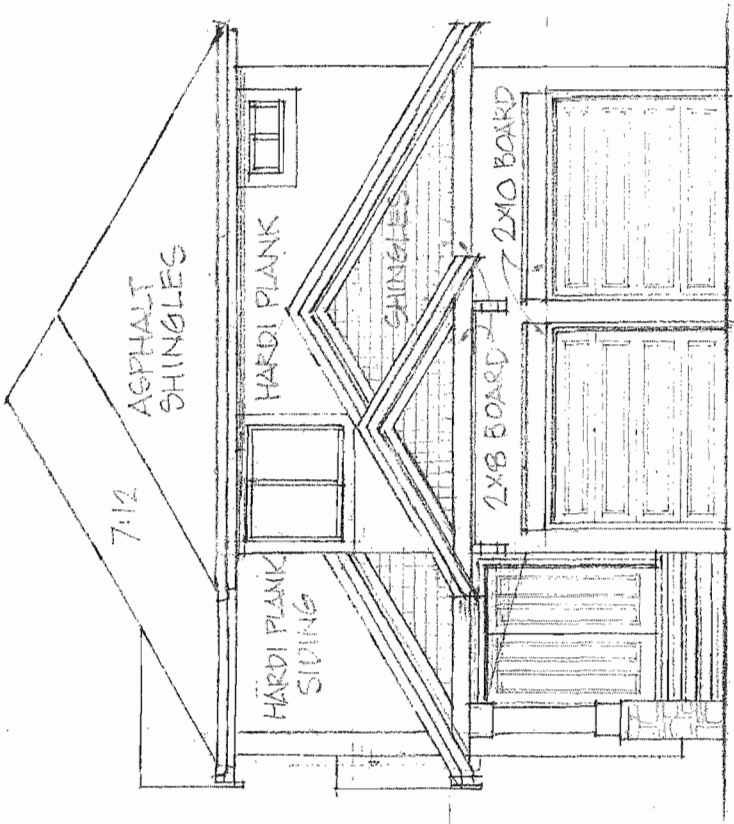
MONCTON STREET ELEVATION

CNCL - 195



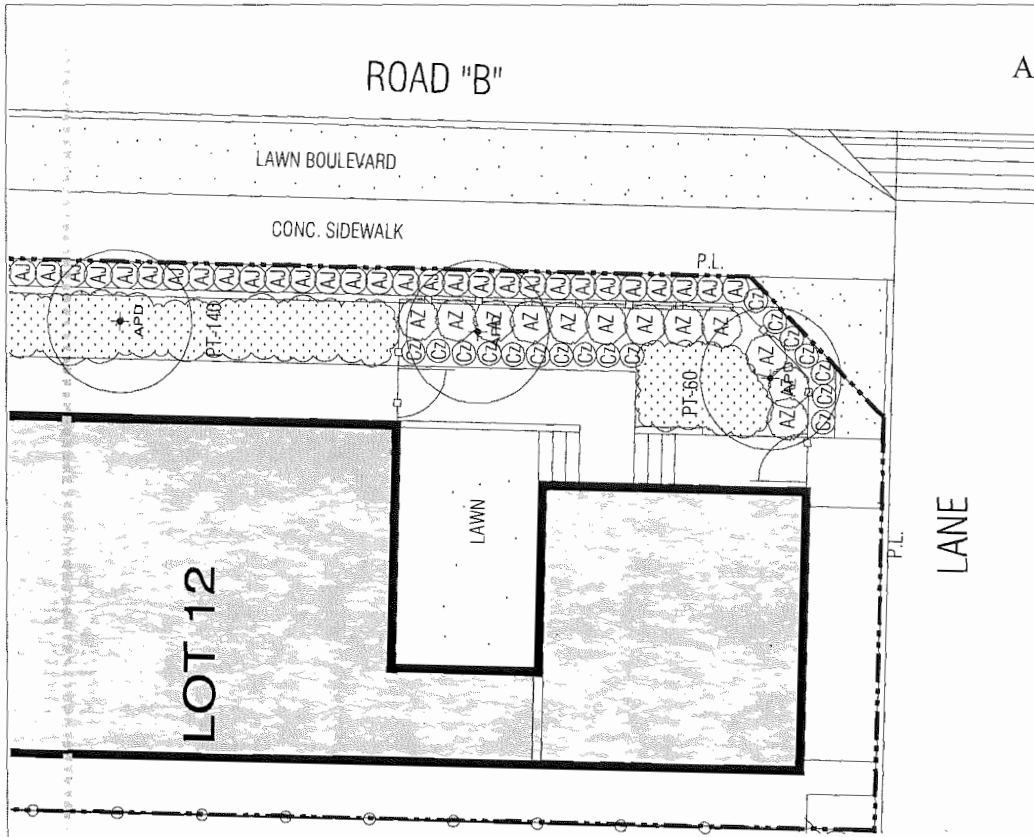
ROAD B ELEVATION

AMPRI GROUP 2013
 MONCTON STREET
 SUBDIVISION, RICHMOND
 LOT 13 ELEVATIONS



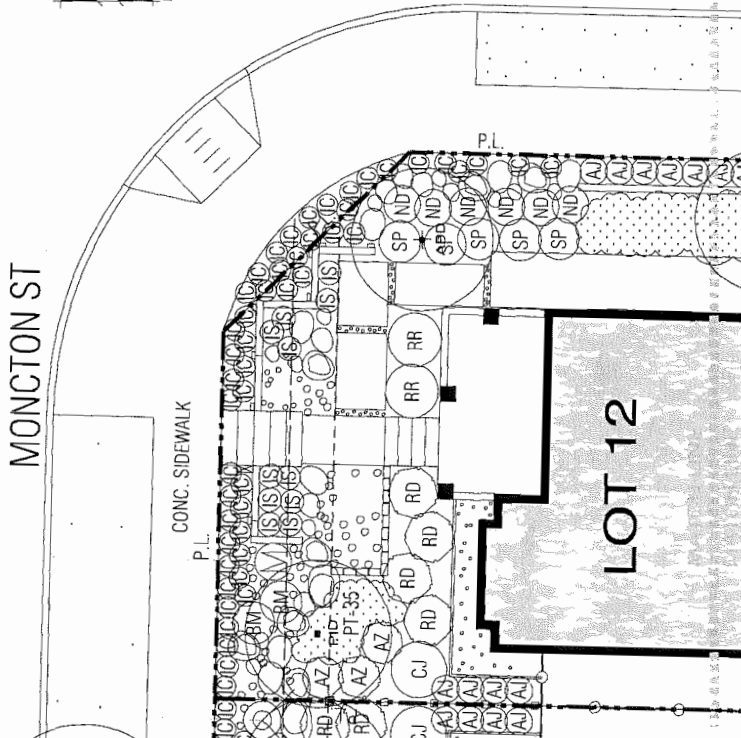
ROAD B ELEV.

MONCTON ST. ELEVATION



ROAD "B"

MONCTON ST



SUGGESTED PLANT LIST (LOT 12):

| KEY QTY | BOTANICAL NAME | COMMON NAME | SIZE | COND. |
|---------|------------------------------------|--------------------------|----------|------------------|
| APD 2 | ACER PALMATUM | JAPANESE MAPLE | 2.5M HT. | B & B MULTI-STEM |
| PID 1 | PRUNUS INDICA THE BRIDE | FUJI CHERRY | 6CM CAL. | B & B |
| AZ 15 | AZALEA JAPONICA GUMPO PINK | PINK AZALEA | #3 | CONTAINER |
| AJ 36 | ARDISIA JAPONICA | MARLBERRY | #3 | CONTAINER |
| BM 2 | BUXUS MICROPHYLLA WINTER GEM | WINTER GEM BOXWOOD | #3 | CONTAINER |
| CJ 1 | CAMELLIA JAPONICA MOSHIO FLAME | JAPANESE CAMELLIA | #3 | CONTAINER |
| ND 6 | NANDINA DOMESTICA 'MOON BAY' | MOON BAY HEAVENLY BAMBOO | #2 | CONTAINER |
| RD 4 | RHODODENDRON DORA AMETEIS | DORA AMETEIS RHODO. | #3 | CONTAINER |
| RR 2 | RHODO. ROYAL PINK | ROYAL PINK RHODO. | #3 | CONTAINER |
| SP 5 | SPIRAEA JAPONICA 'LITTLE PRINCESS' | LITTLE PRINCESS SPIRAEA | #3 | CONTAINER |
| CZ 17 | COREOPSIS VERTICILLATA ZAGREB | ZAGREB TICKSEED | 10CM POT | CONTAINER |
| IC 49 | IMPERATA CYLINDRICA RED BARON | JAPANESE BLOOD GRASS | 10CM POT | CONTAINER |
| IS 11 | IRIS ENSATA | JAPANESE IRIS | 10CM POT | CONTAINER |
| PT 235 | PACHYSANDRA TERMINALIS | JAPANESE SPURGE | 10CM POT | CONTAINER |

SHEET TITLE
 PLANTING PLAN
 LOT 12

SHIFT NO.
 L-18

DATE: MAR 25, 2015

DESIGN: MHA

DRAWN: AZ

CHECKED: MHA

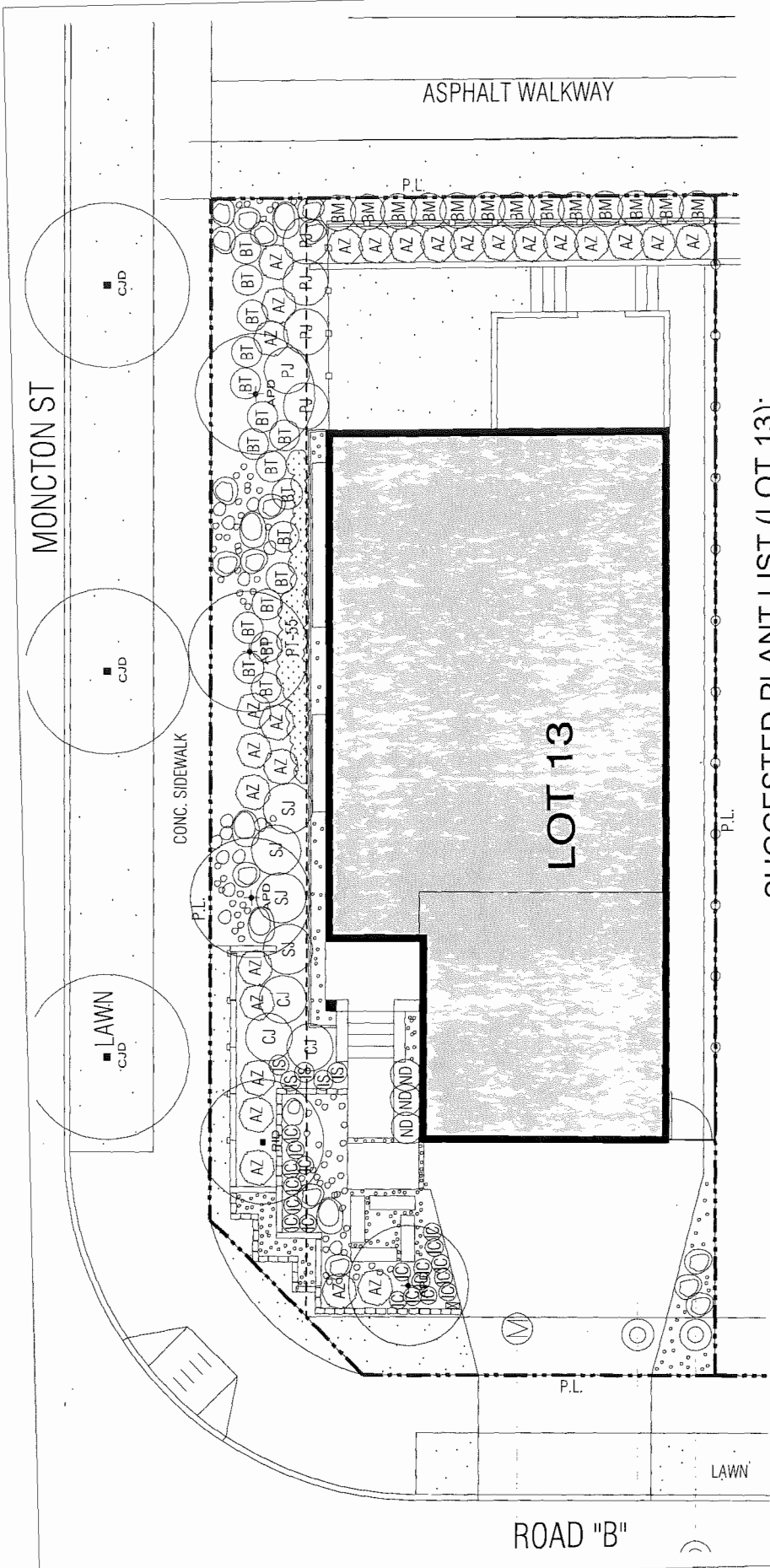
SCALE: 1/8" = 1'-0"

JOB NO. M1664

PROJECT
 30 UNIT SINGLE FAMILY LOT SUB-DIVISION - REZONING APPLICATION
 5460 TO 5560 MONCTON ST. RICHMOND, B.C.
 FOR: AM-PRI DEVELOPMENTS LTD.

ENC 1-197

REVISIONS/ISSUED
 1. APPROVALS ISSUED FOR THE PLAN
 2. APPROVALS ISSUED FOR THE PLAN



SUGGESTED PLANT LIST (LOT 13):

| KEY QTY | BOTANICAL NAME | COMMON NAME | SIZE | COND. |
|---------|--------------------------------|--------------------------|----------|------------------|
| 4 | ACER PALMATUM | JAPANESE MAPLE | 2.5M HT. | B & B MULTI-STEM |
| 1 | PRUNUS INCISA THE BRIDE | FUJI CHERRY | 6CM CAL. | B & B |
| 27 | AZALEA JAPONICA GUMPO PINK | PINK AZALEA | #3 | CONTAINER |
| 13 | BUXUS MICROPHYLLA WINTER GEM | WINTER GEM BOXWOOD | #3 | CONTAINER |
| 17 | BERBERIS THUNBERGII | JAPANESE BARBERRY | #3 | CONTAINER |
| 3 | CAMELLIA JAPONICA MOSHIO FLAME | JAPANESE CAMELLIA | #3 | CONTAINER |
| 3 | NANDINA DOMESTICA 'MOON BAY' | MOON BAY HEAVENLY BAMBOO | #2 | CONTAINER |
| 5 | PIERIS JAPONICA FOREST FLAME | JAPANESE PIERIS | #3 | CONTAINER |
| 4 | SKIMMIA JAPONICA REEVESIANA | JAPANESE SKIMMIA | #3 | CONTAINER |
| 19 | IMPERATA CYLINDRICA RED BARON | JAPANESE BLOOD GRASS | 10CM POT | CONTAINER |
| 5 | IRIS ENSATA | JAPANESE IRIS | 10CM POT | CONTAINER |
| 55 | PACHYSANDRA TERMINALIS | JAPANESE SPURGE | 10CM POT | CONTAINER |

PLANTING PLAN: LOT 13 (WEST)

SCALE: 1:50 metric



SHEET TITLE
PLANTING PLAN
 LOT 13
 SHEET NO.
L-19

DATE: MAR 24 2011
 DESIGN: MBZ
 DRAWN: JZ
 CHECKED: MBZ
 SCALE: 1/8" = 1'-0"
 JOB NO. 115104

PROJECT
 30 UNIT SINGLE FAMILY LOT SUB-DIVISION - REZONING APPLICATION
 5460 TO 5560 ROAD "B" N. RICHMOND, B.C.
 FOR: AM-PRI DEVELOPMENTS LTD.
CONCL. 198

REVISIONS ISSUED
 1. REVISED PER COMMENTS FOR REZONING
 2. MAX WINDS WERE RECALCULATED FOR THE ZONING



Address: 5460, 5480, 5500, 5520, 5540 and 5560 Moncton Street

File No.: RZ 14-674749

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9275, the developer is required to complete the following:

1. Final adoption of OCP Bylaw 7100, Amendment Bylaw 9274
2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
3. Road dedication:
 - a) Moncton Street - road dedication to complete required frontage improvements if required.
 - b) Road A – 10.4 m wide along the southerly limit of the site.
 - c) Road B – 15.0 m wide in a north-south orientation located west of the lots along the easterly limit of the site.
 - d) Lanes – 6.0 m wide connecting to both Road A and Road B and providing rear access to individual lots.
 - e) Corner Cuts – (i) 4.0 m x 4.0 m at intersections of Moncton Street/Road B and Road A/Road B; (ii) 3.0 m x 3.0 m at intersections of Road B/lane, Road A/lane and east-west lane/north-south lane; and (iii) 4.0 m x 4.0 m at intersection of Road A/lane is acceptable if needed.
 - f) Walkways: (i) as needed to complete 6.0 m wide north-south walkway and (ii) 3.75 m wide east-west walkway.
4. The granting of the following statutory rights-of-ways (SRWs):
 - a) Moncton Street – 1.5 m wide utility right-of-way on the north edge of the lots fronting onto the south side of Moncton Street.
 - b) Road A – 1.5 m wide utility right-of-way on the south edge of the lots fronting onto the north side of Road A. Owner to construct via required Servicing Agreement and City to maintain City works in the future.
 - c) Road B – 1.5 m wide utility right-of-way on the west edge of the lots fronting onto the east side of Road B. Owner to construct via required Servicing Agreement and City to maintain City works in the future.
 - d) Lanes – abutting 1.5 m x 1.5 m wide utility right-of-ways on the south edge of the lots fronting onto the south side of Moncton Street and the north edge of the lots fronting onto the north side of Road A. Owner to construct via required Servicing Agreement and City to maintain City works in the future.
 - e) Emergency vehicle access lane – 6.0 m wide temporary public rights of passage right-of-way at the northwest limit of the site over proposed lot 1, which may be discharged in the future when secondary road access is provided to the south. Owner to construct via required Servicing Agreement and City to maintain until SRW discharged in the future.
5. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
6. Registration of a legal agreement on title ensuring that there be no vehicle access to Moncton Street and that the only means of vehicle access is to an abutting rear lane for all lots that abut a rear lane.
7. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential industrial noise from the adjacent property to the south to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

a) 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 |

- b) the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.
8. Registration of a legal agreement on title identifying that the final building design for the proposed two (2) corner lots fronting Moncton Street must be generally consistent with the plans attached to the rezoning staff report.

- 9. Registration of a legal agreement on title ensuring that the 2.5 m wide Japanese themed garden adjacent to the Moncton street sidewalk be constructed and maintained by the owner. The agreement is to include a final landscape plan for the Japanese themed garden area for all thirteen (13) proposed lots on Moncton Street.
- 10. Voluntary contribution of \$30,000 to go towards the supply and installation of a city-approved bus shelter.
- 11. City acceptance of the developer’s offer to voluntarily contribute \$0.79 per buildable square foot (e.g., \$44,648) to the City’s public art program.
- 12. The City’s acceptance of the applicant’s voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e., \$56,517) to the City’s Affordable Housing Reserve Fund.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on fifteen (15) of the thirty (30) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City’s Zoning Bylaw.

- 13. Submission of a tree landscape security to the City in the amount of \$20,000 for forty (40) required replacement trees to be planted on all seventeen (17) proposed lots that do not front onto Moncton Street, which is to be retained until the new trees are planted on-site.
- 14. Submission of a final landscape plan for all thirteen (13) proposed lots on Moncton Street, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a landscaping security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The landscape plan should:

- comply with the guidelines of the OCP’s Arterial Road Policy and should not include hedges along the front property line;
- include the 2.5 m wide Japanese themed garden along the Moncton Street sidewalk and a complementary landscape design for the remainder of front and exterior side yard areas;
- include a mix of coniferous and deciduous trees;
- include the one (1) tree to be retained, with dimensions of tree protection fencing as illustrated on the Tree Retention / Removal Plan attached to this report; and
- include twenty-eight (28) required replacement trees with the following minimum sizes:

| | | | |
|---------------------------------|--|----|--|
| No. of Replacement Trees | Minimum Caliper of Deciduous Tree | or | Minimum Height of Coniferous Tree |
| 28 | 6 cm | | 3.5 m |

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City’s Tree Compensation Fund for off-site planting is required.

- 15. 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.
- 16. 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.
- 17. Grading Plan to the satisfaction of the Director of Development
- 18. Enter into a Servicing Agreement* for the design and construction of road works, frontage improvements and infrastructure. Works include, but may not be limited to:
 - a) Road works to the satisfaction of the Director of Transportation, in accordance with the attached Road Functional Plan, including but not limited to the following:
 - i. Moncton Street frontage improvements:
 - Cross-section (measurements shown are from the property line towards the south curb of Moncton Street): new 1.5 m wide concrete sidewalk and a minimum 1.5 m wide grass boulevard with street trees not including the 0.15 m wide top of curb (the width of the boulevard will take up the remaining space between the sidewalk and the curb). The frontage works are to provide a transition to the existing frontage treatments east and west of the subject site.

- All existing driveways are to be closed and replaced with sidewalk/boulevard treatments.
 - Upgrade street lighting as needed.
 - Construct a 3 m x 9 m accessible bus stop concrete pad (next to the curb) and a 1.5 m x 4.5 m bus shelter concrete pad (next to the property line). Both concrete pads are to be located just to the west of the emergency access lane at the west end of the development.
- ii. Road A – Roadway with an east-west orientation located along the southerly limit of the site:
- The cross-section of this roadway is as follows (measurements shown are from north to south): 1.5 m wide concrete sidewalk at property line, 1.5 m wide grass boulevard with street trees and street lighting, 0.15 m wide top of curb, 6.0 m wide pavement, 0.5 m wide shoulder/retaining wall buffer and 0.75 m wide retaining wall allowance along the south edge of the site (with guard rail to be installed per MMCD/TAC standards).
 - On-street parking is to be restricted over the entire length of Road A (complete with no parking signage) until the full width of the road is built when the property to the south is redeveloped.
 - At the intersection of Road A/Road B, a ‘No Exit’ sign is required for westbound traffic.
 - At the west end of Road A, a ‘No Exit’ and checker board signs are required.
- iii. Road B – Roadway with a north-south orientation located west of the lots along the easterly limit of the site:
- Construction of a new internal roadway with a north-south orientation located west of the last row of lots along the easterly limit of the site. The cross-section of this roadway is as follows (measurements shown are from east to west): 1.5 m wide concrete sidewalk at property line, 1.6 m wide grass boulevard with street trees and street lighting, 0.15 m wide top of curb, 8.5 m wide pavement with, 0.15 m top of curb, 1.6 m wide grass boulevard with street trees and 1.5 m wide sidewalk at property line.
 - At the south end of the road, a checker board right sign is required.
 - At the Moncton Street end of the road, a ‘No Exit’ sign is required for southbound traffic.
 - Northbound traffic exiting the subdivision at Moncton Street is to be controlled by a stop sign complete with pavement marking, crosswalk and stop bar.
- iv. Lanes – Lane system to connect Road A and Road B and to provide rear access to individual lots:
- Cross-section of the lanes is as follows: 0.15 m wide roll over curbs on both sides, 5.1 m wide pavement and street lighting in 0.6 m wide lighting strip on one side.
- v. Walkways
- Complete the existing north-south oriented walkway located east of the east property line of the site to a full 6.0 m wide standard.
 - Construct a new east-west oriented concrete walkway connecting Road A to the north-south walkway described above. The walkway is to be 3.0 m wide (1.4 m wide grass surface, 1.5 m hard surface walkway and 0.1 m offset) plus a 0.75 m wide retaining wall allowance (with guard rail to be installed per MMCD/TAC standards).
 - Provide walkway sign and removable bollards (1.5 m spacing) at the Road A end of the walkway.
- vi. Temporary emergency vehicle access lane (in temporary SRW area)
- The emergency access lane is to be located along the west property line of the site connecting Moncton Street to the site’s internal road system.
 - The emergency access lane is to have a width of 6.0 m, hard surface construction, roll over curb on Moncton Street and removable bollards (2.0 m spacing) at both ends of the emergency access lane.
 - BC Building Code requirements for 3.2.5.6 Fire Department Access Route Design must be met.
- b) Water Works improvements by the Developer:
- i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit building designs. Using the OCP Model, there is 90.1 L/s of water available at a 20 psi residual at the Moncton Street frontage (150 mm dia watermain on north side of Moncton). Based on your proposed development, your site requires a minimum fire flow of 95 L/s.

- ii. Install a new 150mm diameter watermain, fire hydrants and service connections within proposed roads A and B tying into the existing 600mm diameter watermain on Moncton Street and the 300mm diameter watermain on Trites Road. The watermain will pass through the existing utility SRW on 12260 Trites Road. SRW's for water meter boxes shall be finalized through the SA.
- iii. Install a new hydrant along the Moncton frontage to accommodate spacing requirements.
- c) Water Works improvements by the City at the Developers cost:
 - i. Cut and cap all existing water service connections at main, along Moncton Street frontage.
 - ii. Install 12 new water service connections tied-in to the existing 600mm watermain on Moncton St. complete with meter & meter box along Moncton Street frontage. Additional 1.5m SRW along the north property line of the development site is required to accommodate new meter boxes.
 - iii. Complete all live watermain and hydrant connections to existing mains.
- d) Storm Sewer Works improvements by the Developer:
 - i. Install a storm sewer (min 600 mm) complete with MH's, service connections and IC's within proposed roads A and B and tie-in the proposed storm sewer to the existing 900 mm storm main along Moncton Street. SRW's for service connections shall be finalized via the SA.
 - ii. Install a 200mm storm sewer complete with MH's within the proposed lane. (No service connections permitted)
 - iii. Install service connections complete with IC's along the north property line of the development site to service the new lots created along the Moncton St frontage. SRW's for IC's will be finalized via SA.
 - iv. Identify and complete drainage IC upgrades related to modification of the existing walkway along the east PL of the development site as well as the installation of a new over build MH at the existing 200mm storm sewer connection on Moncton Street.
 - v. Provide a Sediment and Erosion Control Plan.
- e) Storm Sewer Works improvements by the City at the Developers cost: Cut & cap the existing service connection at the northwest corner of the development site and cut, cap and remove all remaining IC's along the Moncton Street frontage.
- f) Sanitary Sewer Works improvements by the Developer: Install a 200mm sanitary sewer complete with MH's, service connections and IC's within the proposed Road B and Lane tying into the existing 200mm sanitary sewer along the south PL of the development site using a new MH. No service connections are permitted to the existing sanitary main. SRW's for service connections shall be finalized via SA.
- g) Sanitary Sewer Works improvements by the City at the Developers cost: Cut & cap all existing sanitary service connections and remove all existing IC's servicing Lots 5460-5560 Moncton St along the development sites south property line.
- h) Frontage Improvements: The Developer is required to coordinate with BC Hydro, Telus and other private communication service providers: to underground the Hydro service lines; when relocating/modifying any of the existing power poles and/or guy wires within the property frontages; and to determine if above ground structures are required and coordinate their on-site locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
- i) General Items: The Developer is required to:
 - i. Provide, within the first SA submission, a geotechnical assessment of pre-load construction impacts on the existing utilities fronting or within the development site.
 - ii. Provide, within the first SA submission, a geotechnical report for the construction of the new Road A and B within the development site.
 - iii. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. Submission of acoustical and mechanical reports and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the legal agreement noted above and Noise Bylaw requirements and incorporation of measures in the Building Permit.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
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 Department at 604-276-4285.

Note:

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

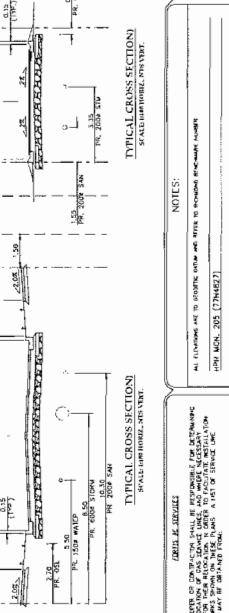
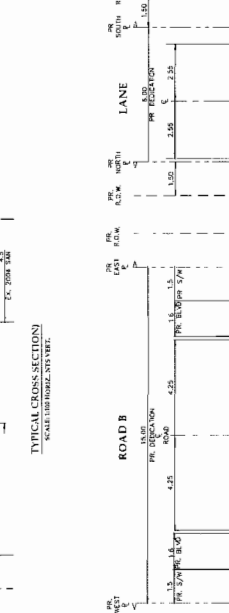
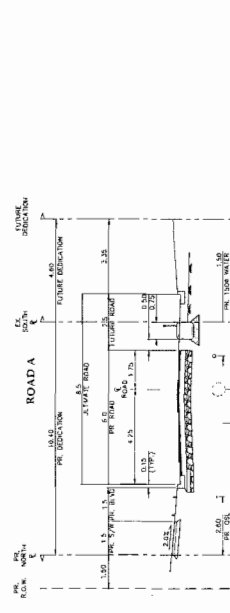
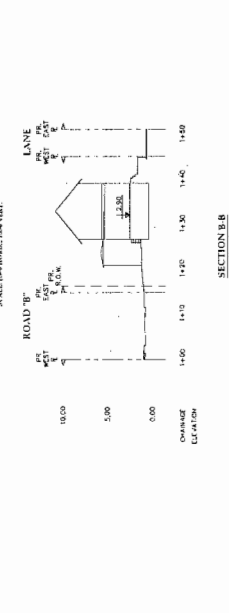
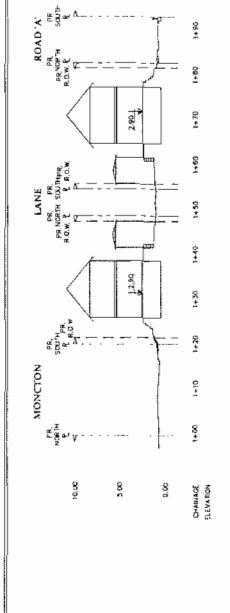
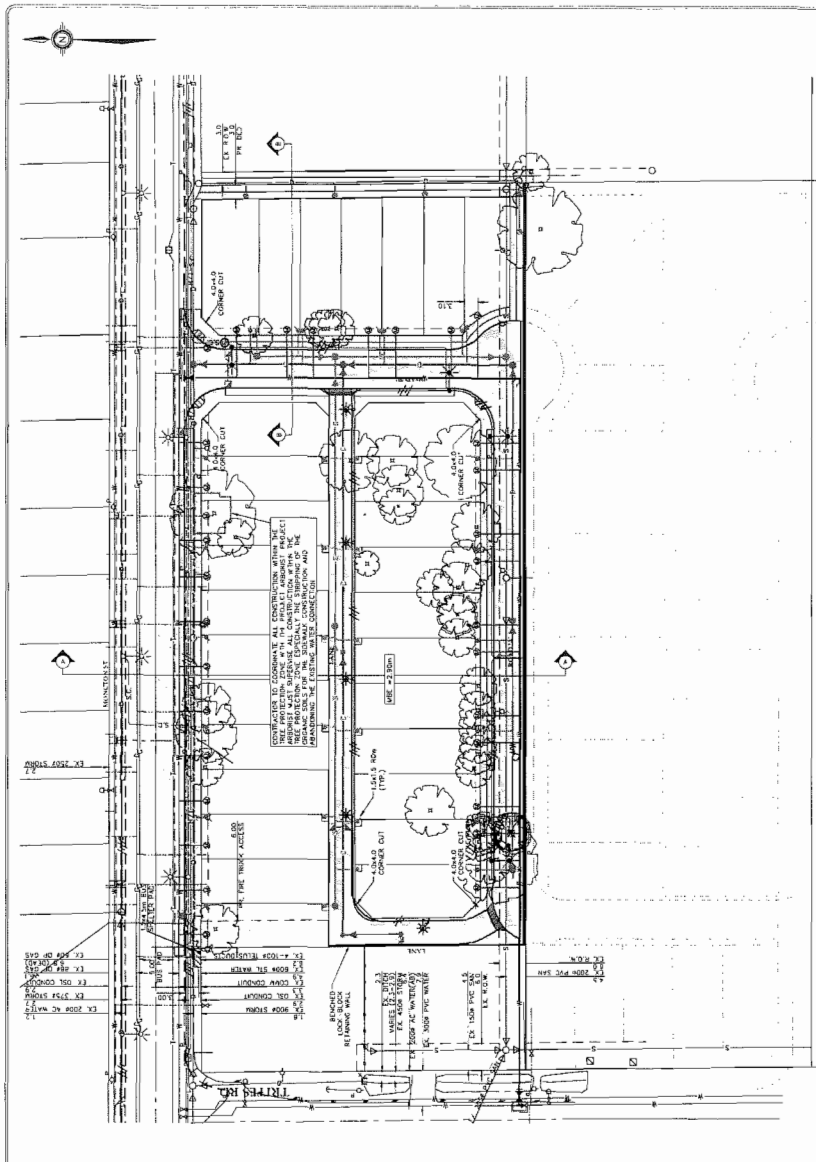
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise,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

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

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

Signed

Date



NOTES:

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA ROAD DESIGN MANUAL (RCM) AND THE BRITISH COLUMBIA ROAD DESIGN MANUAL (RDM) UNLESS OTHERWISE SPECIFIED.

2. ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA ROAD DESIGN MANUAL (RCM) AND THE BRITISH COLUMBIA ROAD DESIGN MANUAL (RDM) UNLESS OTHERWISE SPECIFIED.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

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10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

City of Richmond
 8811 122nd Street, Richmond, B.C. V6V 1K1

FUNCTIONAL PLAN
 5469-5560 MONCTON STREET
 CITY FILE: SA000000

DESIGN: PH
 DRAWN: JF
 CHECKED: JF
 DATE: JUN 2015

DATE: JUN 2015
 SHEET NO.: 1 OF 1

NOT FOR CONSTRUCTION
 08-JUNE-2015

REV. NO. | DATE | BY | FOR COMPARISON | DESCRIPTION

1 | 08-JUNE-2015 | JF | |

2 | 08-JUNE-2015 | JF | |

3 | 08-JUNE-2015 | JF | |

4 | 08-JUNE-2015 | JF | |

5 | 08-JUNE-2015 | JF | |

6 | 08-JUNE-2015 | JF | |

7 | 08-JUNE-2015 | JF | |

8 | 08-JUNE-2015 | JF | |

9 | 08-JUNE-2015 | JF | |

10 | 08-JUNE-2015 | JF | |

Gate Concept Consulting Project No. 14058
 D.W.C. 1 OF 1

Gate Concept Consulting Ltd.
 2230-7639 Viking Way, Richmond, BC, V6V 3B7
 www.gateconceptconsulting.com

AM-PRI CONSTRUCTION LTD.
 Gate Concept Consulting Project No. 14058
 D.W.C. 1 OF 1

AM-PRI CONSTRUCTION LTD.
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 D.W.C. 1 OF 1

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AM-PRI CONSTRUCTION LTD.
 Gate Concept Consulting Project No. 14058
 D.W.C. 1 OF 1



Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9274 (RZ 14-674749)
5460, 5480, 5500, 5520, 5540 and 5560 Moncton Street

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

- 1. Richmond Official Community Plan Bylaw 7100 is amended in Schedule 2.4 (Steveston Area Plan) by deleting the Trites Area Land Use Map and replacing it as per Schedule A.
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9274".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for signature and date entry.

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

MAYOR

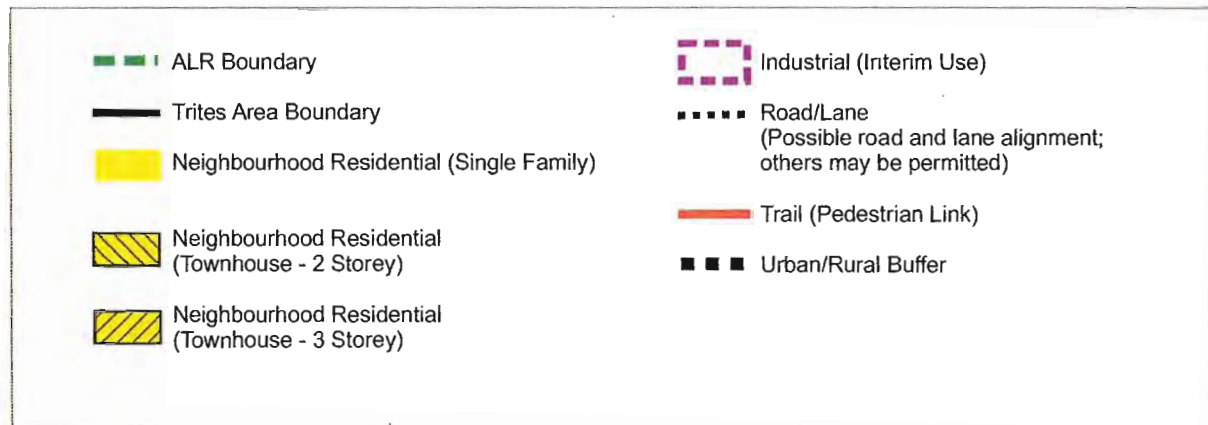
CORPORATE OFFICER

Schedule A to Bylaw 9274: Trites Area Land Use Map

Trites Area Land Use Map



This map is to be used as a guide when making redevelopment decisions.





**Richmond Zoning Bylaw 8500
Amendment Bylaw 9275 (RZ 14-674749)
5460, 5480, 5500, 5520, 5540 and 5560 Moncton Street**

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:
 - a. Inserting the following into the end of the table contained in Section 5.15.1 regarding Affordable Housing density bonusing provisions:

| Zone | Sum Per Buildable Square Foot of Permitted Principal Building |
|-------|--|
| "ZS23 | \$1.00" |

- b. Inserting the following into Section 15 (Site Specific Residential (Single Detached) Zones), in numerical order:

"15.23 Single Detached (ZS23) – Steveston

15.23.1 Purpose

The zone provides for compact single detached housing with a range of compatible secondary uses and provides for a density bonus that would be used for rezoning applications in order to help achieve the City's affordable housing objectives.

15.23.2 Permitted Uses

- housing, single detached

15.23.3 Secondary Uses

- bed and breakfast
- boarding and lodging
- community care facility, minor
- home business
- secondary suite

15.23.4 Permitted Density

1. The maximum **density** is one **principal dwelling unit** per lot.
2. The **maximum floor area ratio** is 0.40 applied to a maximum of 464.5 m² of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m².
3. Notwithstanding Section 15.23.4.2, the reference to "0.4" is increased to a higher **density** of "0.6" if:
 - a) the **building** contains a **secondary suite**; or
 - b) the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the ZS23 zone, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.
4. Further to Section 15.23.4.3, the reference to "0.4" in Section 15.23.4.2 is increased to a higher **density** of "0.6" if:
 - a) an **owner** subdivides bare land to create new **lots** for **single detached housing**; and
 - b) at least 50% of the **lots** contain **secondary suites**.
5. For the purposes of this **zone** only, up to 10% of the **floor area** total calculated for the **lot** in question is not included in the calculation of maximum **floor area ratio**, provided the **floor area**:
 - a) is used exclusively for covered areas of the **principal building** and the covered areas are always open on two or more sides;
 - b) is never enclosed; and
 - c) is not located more than 0.6 m above the lowest horizontal floor.

15.23.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 50% for **buildings**.
2. No more than 70% of a lot may be occupied by **buildings, structures and non-porous surfaces**.
3. 20% of the **lot area** is restricted to **landscaping** with live plant material.

15.23.6 Yards & Setbacks

1. The minimum **front yard** is 5.3 m, except that along Moncton Street and Trites Road the required minimum **front yard** shall be 6.0 m.
2. The minimum **interior side yard** is 1.2 m.

3. The minimum **exterior side yard** is 3.0 m.
4. The minimum **rear yard** is 6.0 m. For a **corner lot** where the **exterior side yard** is 6.0 m, the **rear yard** is reduced to 1.2 m.
5. A detached **accessory building** of more than 10.0 m² may be located in the **rear yard** but no closer than 3.0 m to a **lot line abutting** a public **road** or 1.2 m to any other **lot line**.
6. A detached **accessory building** of more than 10.0 m² located in the **rear yard** that is used exclusively for on-site parking purposes may be linked to the **principal building** by an enclosed area, provided that:
 - a) the width of the enclosed area that links the **accessory building** to the **principal building** does not exceed the lesser of:
 - i) 50% of the width of the **principal building**; or
 - ii) 3.6 m; and
 - b) the building height of the **accessory building** and the enclosed area that links the **accessory building** to the **principal building** is limited to a single **storey** no greater than 5.0 m.
7. **Bay windows** which form part of the **principal building** may project into the **rear yard setback** for a distance of 1.0 m or one-half of the **rear yard**, whichever is the lesser.
8. The minimum **building separation space** is 3.0 m, except that an enclosed area, as described in Section 15.23.6.6, may be located within the **building separation space**.

15.23.7 Permitted Heights

1. The maximum **height** for **principal buildings** is 2 **storeys**, but it shall not exceed the **residential vertical lot width envelope** and the **residential vertical lot depth envelope**. For a **principal building** with a flat roof, the maximum height is 7.5 m.
2. For the purpose of this **zone** only, the **residential vertical lot width envelope** and the **residential vertical lot depth envelope** shall be calculated from the required **flood plain construction level**.
3. Uninhabitable roof elements may project through the envelopes to a maximum of 1.0 m measured vertically for roof dormers and 2.5 m for a roof gable facing a **road**.
4. The maximum **height** for **accessory buildings** is 5.0 m.
5. The maximum **height** for **accessory structures** is 9.0 m.
6. The maximum **height** for a **garage** is 6.1 m.

15.23.8 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 |
|-------------------------|--------------------------|--------------------------|-------------------------|
| 9.0 m | 9.0 m | 24.0 m | 270.0 m ² |

15.23.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0, except that:
 - a) **fences**, when located within 3.0 m of a **side lot line abutting** a public **road** or within 6.0 m of a **front lot line abutting** a public **road**, shall not exceed 1.2 m in **height**; and
 - b) **fences**, when located elsewhere within a required **yard**, shall not exceed 1.83 m in **height**.
2. A private outdoor space with a minimum area of 20.0 m² and a minimum width and depth of 3.0 m shall be provided on the **lot** outside of the **front yard** unoccupied and unobstructed by any **buildings, structures**, projections and on-site parking, except for **cantilevered roofs** and **balconies** which may project into private outdoor space for a distance of not more than 0.6 m.

15.23.10 On-Site Parking

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except that the maximum driveway width shall be 6.0 m.
2. For the purpose of this **zone** only, a driveway is defined as any **non-porous surface** of the **lot** that is used to provide space for **vehicle** parking or **vehicle access** to or from a public **road** or **lane**.

15.23.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “SINGLE DETACHED (ZS23) – STEVESTON”.

P.I.D. 010-249-311

Lot 14 Section 12 Block 3 North Range 7 West New Westminster District Plan 21084

P.I.D. 003-887-111

Lot 13 Section 12 Block 3 North Range 7 West New Westminster District Plan 21084

P.I.D. 010-249-303
Lot 12 Section 12 Block 3 North Range 7 West New Westminster District Plan 21084

P.I.D. 010-249-281
Lot 11 Section 12 Block 3 North Range 7 West New Westminster District Plan 21084

P.I.D. 010-249-273
Lot 10 Section 12 Block 3 North Range 7 West New Westminster District Plan 21084

P.I.D. 010-249-265
Lot 9 Section 12 Block 3 North Range 7 West New Westminster District Plan 21084

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9275”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

| |
|---|
| CITY OF RICHMOND |
| APPROVED by <i>al</i> |
| APPROVED by Director or Solicitor <i>D. P. L.</i> |



To: Planning Committee
From: Wayne Craig
Director of Development

Date: July 9, 2015
File: RZ 15-697230

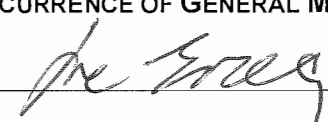
Re: Application by 1006738 BC Ltd. for Rezoning at 11811 Dunford Road from Single Detached (RS1/E) to Single Detached (RS2/A)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9270, for the rezoning of 11811 Dunford Road from "Single Detached (RS1/E)" to "Single Detached (RS2/A)", be introduced and given first reading.


Wayne Craig
Director of Development

CL:blg
Att.

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

Staff Report

| Item | Details | | | | |
|---|---|-----------|---|-----|----|
| Applicant | 1006738 BC Ltd. | | | | |
| Location | 11811 Dunford Road (see Attachment 1) | | | | |
| Development Data Sheet | See Attachment 2 | | | | |
| Zoning | Existing: Single Detached (RS1/E) | | | | |
| | Proposed: Single Detached (RS2/A) | | | | |
| OCP Designation | Neighbourhood Residential | Complies: | X | Yes | No |
| Steveston Area Plan Land Use Designation | Single-Family | Complies: | X | Yes | No |
| Lot Size Policy | Single-Family Lot Size Policy 5470 (see Attachment 3) | Complies: | X | Yes | No |
| Affordable Housing Strategy Response | Consistent with the Affordable Housing Strategy for single-family rezoning applications, the applicant proposes to provide a cash-in-lieu contribution based on \$1.00/ft ² of buildable area (i.e., \$4,770) to the City's Affordable Housing Reserve Fund. | Complies: | X | Yes | No |
| Floodplain Management Implementation Strategy | The proposed redevelopment must meet the minimum requirements of Richmond Flood Plain Designation and Protection Bylaw No. 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw. | | | | |
| Surrounding Development | North: Directly across the existing public walkway that runs within an undeveloped portion of Dunfell Road along the north side of the subject site, is a residential lot zoned "Single Detached (RS1/E)". | | | | |
| | South: Existing residential development on small lots zoned "Single Detached (RS1/A)". | | | | |
| | East: Directly across Dunford Road, is a residential lot zoned "Single Detached (RS1/E)". | | | | |
| | West: Directly across the existing public walkway that runs along the west side of the subject site, are existing low-density townhouses on a site fronting Garry Street, which is under Land Use Contract 005. | | | | |
| Rezoning Considerations | See Attachment 4 | | | | |

Analysis

The proposed rezoning would enable subdivision of the subject property into two (2) lots zoned "Single Detached (RS2/A)" with vehicle access to and from Dunford Road. A survey showing the proposed subdivision plan is provided in Attachment 5. There is an existing dwelling on the subject site that is proposed to be retained.

Existing Legal Encumbrances

There is an existing tri-party statutory right-of-way (SRW) on title for utilities along the south side of the subject site, to which the City, Telus, and BC Hydro are parties. The City's Engineering Department has confirmed that there are no City utilities within the right-of-way and action has been taken to release the City's interest in this right-of-way. The applicant must contact Telus and BC Hydro to obtain permission to encroach into the SRW at development stage.

Proposed Site Access

Access to the proposed lots is to be from Dunford Road. Access to the proposed north lot is to be via the existing driveway. The applicant is responsible for the costs associated with installing a new driveway crossing from the proposed south lot to Dunford Road, through a City Work Order (details are included in Attachment 4).

Tree Retention and Replacement

A Certified Arborist's Report was submitted by the applicant, which identifies on and off-site tree species, assesses their structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one (1) bylaw-sized fruit tree on the subject site (Tree # 9), five (5) undersized Katsura trees in the boulevard on City-owned property along Dunford Road (Trees # 1-5), and three (3) Plum trees on City-owned property within the undeveloped portion of Dunfell Road to the northwest of the subject site (Trees # 6-8).

The City's Tree Preservation Coordinator and the City's Parks Department staff have reviewed the Arborist's Report, conducted visual tree assessment, and provide the following comments:

- The fruit tree on the subject site is recommended for removal due to poor condition resulting from bacterial blight and canker, and is conflict with the driveway on the proposed south lot (Tree # 9).
- Seven (7) of the trees on City-owned property are recommended to be retained and protected due to their condition and location away from any potential construction impacts (Trees # 1, 3, 4, 5, 6, 7, 8,).
- One (1) Katsura tree on City-owned property within the boulevard on Dunford Road is recommended to be relocated to T. Homma Neighbourhood School Park due to its conflict with the driveway crossing on the proposed south lot (Tree # 2).

Tree Protection

A total of seven (7) off-site trees are to be retained and protected adjacent to the subject site, and the off-site Katsura tree is to be relocated to Homma Park. The proposed Tree Retention Plan is shown in Attachment 6.

To ensure protection of the one (1) Katsura tree to be relocated to Homma Park, the applicant must complete the following items prior to final adoption of the rezoning bylaw:

- Submission of contracts with both a Certified Arborist and with a tree relocation company to supervise tree digging, transport, and planting at the new location.
- Submission of a tree survival security in the amount of \$1,300. The security will not be released until an acceptable impact assessment report is submitted by the Arborist and until an inspection has been passed by City staff.

Prior to construction at the subject site, the applicant is required to install tree protection fencing around all trees to be retained (Trees # 1, 3, 4, 5, 6, 7, 8). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin (TREE-03) and must remain in place until construction and landscaping on-site is completed.

Tree Replacement

Consistent with the OCP tree replacement ratio of 2:1, the applicant agrees to plant and maintain a total of two (2) replacement trees on the proposed south lot and to submit a landscaping security in the amount of \$1,000 (\$500/tree) prior to rezoning (minimum 6 cm deciduous calliper or 3.5 m high conifer). The security will not be released until after construction and landscaping on the proposed south lot is completed, and a landscaping inspection has been passed by City staff.

Site Servicing and Frontage Improvements

There are no servicing concerns with the proposed rezoning. At subdivision and development stage, the applicant will be required to:

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees.
- Complete the required servicing works and frontage improvements as described in Attachment 4.

Development Variance Permit Requirement with Subdivision & Future Redevelopment Potential of the Subject Site

The proposed subdivision plan shown in Attachment 5 would create a large lot at the north ("Lot 1") and a small lot at the south ("Lot 2"), which is consistent with the Lot Size Policy and with the minimum lot dimensions of the "Single Detached (RS2/A)" zone.

There is an existing dwelling on the proposed "Lot 1", which the applicant proposes to temporarily retain after subdivision. If the subdivision is approved, the rear yard setback to the existing dwelling will not comply with zoning.

To allow the proposed subdivision, the applicant is required to apply for and obtain a Development Variance Permit from the City to vary the rear yard setback from 6 m to 4.18 m on “Lot 1” to temporarily retain the existing dwelling on the site. All other aspects of the existing dwelling on “Lot 1” comply with zoning.

Staff are supportive of a Development Variance Permit for the rear yard setback on “Lot 1” as it is understood to be an interim condition that will be rectified when “Lot 1” is further redeveloped in the future. Although, the applicant has not established a timeframe for this subsequent phase of development, “Lot 1” has the potential to subdivide further into two (2) lots with a north-south orientation under the proposed “Single Detached (RS2/A)” zone, subject to dedication, design, and construction of Dunfell Road to the City’s standard in place at that time.

The preliminary scope of works required with subsequent redevelopment in the future would include, but is not limited to:

- A 3 m x 3 m corner cut dedication at the northeast corner of “Lot 1”.
- Design and construction of a portion of Dunfell Road to local road standard with the proposed south road curb to be aligned with the existing Dunfell Road approach east of Dunford Road. The frontage improvement on the south side (from south to north) would be a narrow grassed boulevard, a 3 m wide multi-use pathway, a wide grassed boulevard, curb, gutter, and 6 m wide road pavement.

The final road cross-section would be determined as part of the subdivision application review process at that time. Access to the future lots would be permitted only from Dunfell Road.

To reflect that redevelopment of the subject site proceeds consistent with the approach described above, the applicant is required to register restrictive covenants on title prior to rezoning to ensure that “Lot 1” cannot subsequently subdivide unless: a) the lots front, and have access to, a dedicated and constructed Dunfell Road only; and b) the subsequent subdivision addresses the Affordable Housing Strategy requirements in place at that time.

Financial Impact

This rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

This rezoning application complies with the land use designations and applicable policies contained with the OCP for the subject site, and with the Lot Size Policy 5470.

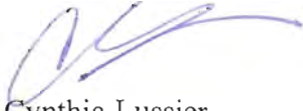
The proposed rezoning would enable subdivision of the subject property into two (2) lots zoned “Single Detached (RS2/A)” with vehicle access to and from Dunford Road.

July 9, 2015

- 6 -

RZ 15-697230
Fast Track Application

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9270 be introduced and given first reading.

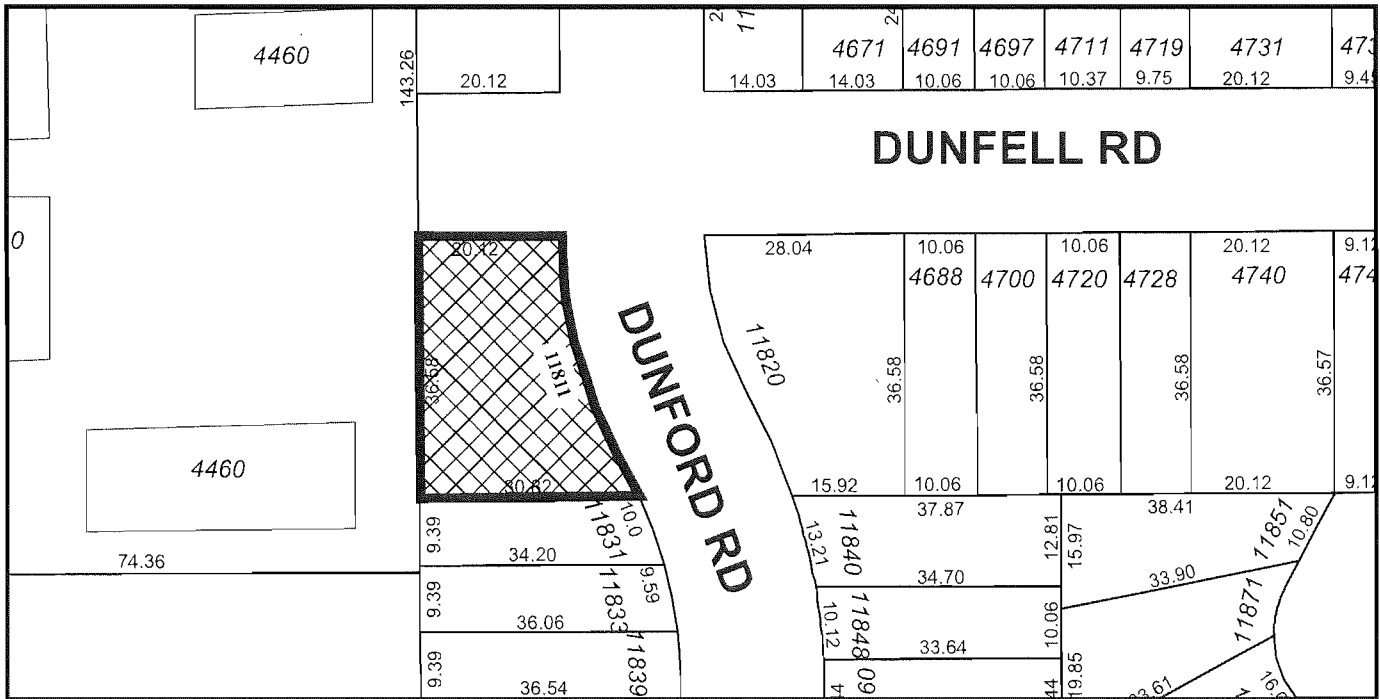
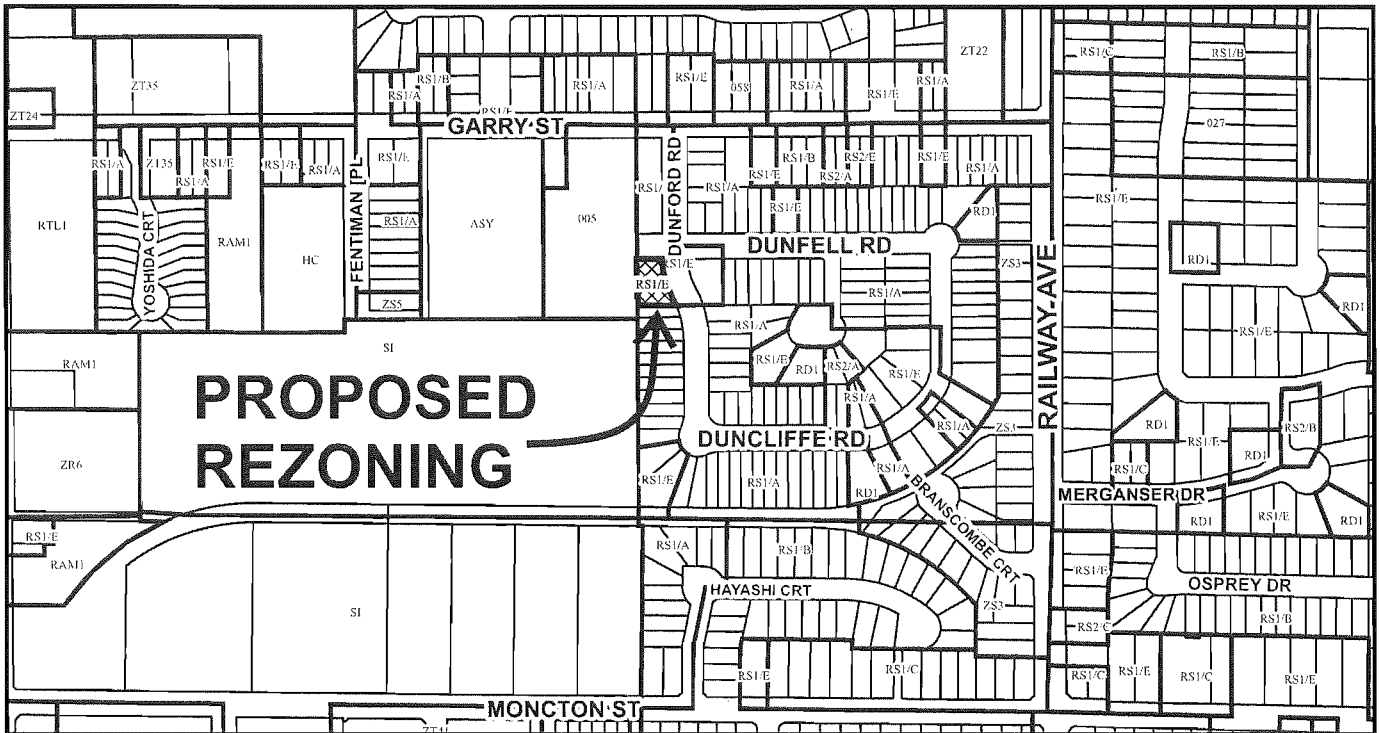


Cynthia Lussier
Planning Technician - Design
(604-276-4108)
CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Single Family Lot Size Policy 5470
- Attachment 4: Rezoning Considerations
- Attachment 5: Proposed Subdivision Plan
- Attachment 6: Proposed Tree Retention Plan



City of Richmond



RZ 15-697230

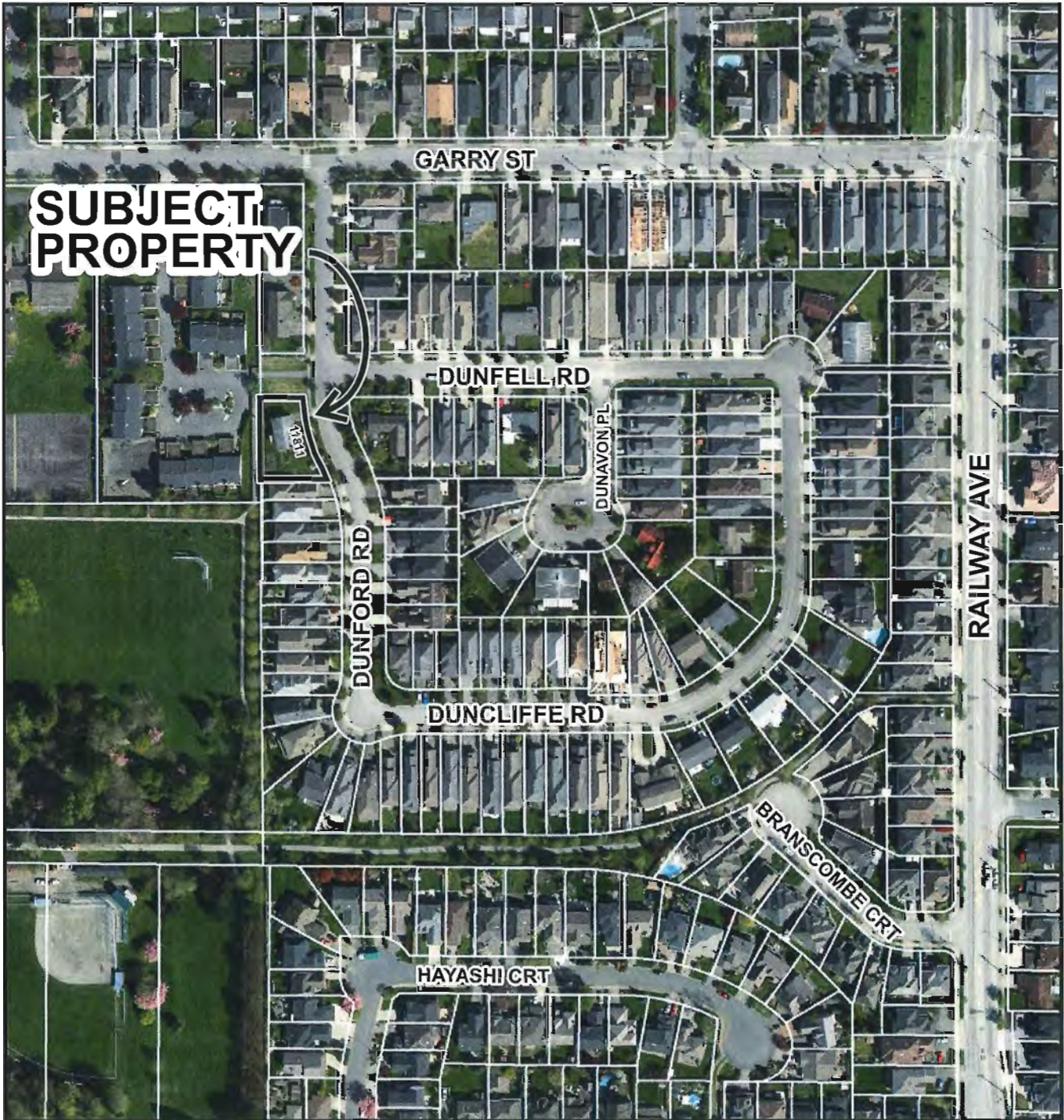
Original Date: 06/26/15

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 15-697230

Original Date: 06/26/15

Revision Date:

Note: Dimensions are in METRES



RZ 15-697230

Attachment 2

Address: 11811 Dunford Road

Applicant: 1006738 BC Ltd.

Date Received: April 10, 2015

Fast Track Compliance: May 31, 2015

| | Existing | Proposed |
|-----------------------------|---|--|
| Owner | Azim Bhimani | To be determined |
| Site Size (m ²) | 865.1 m ² (9,311 ft ²) | Proposed north lot ("Lot 1") – 595.1 m ² (6,405 ft ²) Proposed south lot ("Lot 2") – 270 m ² (2,906 ft ²) |
| Land Uses | Single-family residential | No change |
| Zoning | Single Detached (RS1/E) | Single Detached (RS2/A) |

| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
|---|-------------------------|--|--|
| Floor Area Ratio | Max. 0.55 | Max. 0.55 | none permitted |
| Lot Coverage – Building | Max. 45% | Max. 45% | none |
| Lot Coverage – Building, structures, and non-porous | Max. 70% | Max. 70% | none |
| Lot Coverage – Landscaping | Min. 20% | Min. 20% | none |
| Setback – Front Yard (m) | Min. 6 m | "Lot 1" - 8.02 m | none |
| | | "Lot 2" - Min. 6 m | none |
| Setback – Rear Yard (m) | Min. 6 m | "Lot 1" – 4.18 m | Prior to subdivision, an application to vary the rear yard setback to the existing dwelling from 6 m to 4.18 m is required |
| | | "Lot 2" - Min. 6 m | none |
| Setback – Side Yards (m) | Min. 1.2 m | "Lot 1" 4.84 m (west) 5.61 m (east) | none |
| | | "Lot 2" - Min. 1.2 m | none |
| Height (m) | 2 ½ storeys | Max. 2 ½ storeys | none |
| Lot Size | Min. 270 m ² | "Lot 1" - 595.1 m ² "Lot 2" - 270 m ² | none |
| Lot Width | Min. 9 m | "Lot 1" 23.02 m (average) | none |
| | | "Lot 2" 10.09 m (average) | none |

Other: Tree replacement compensation required for loss of bylaw-sized trees.



City of Richmond

Policy Manual

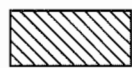
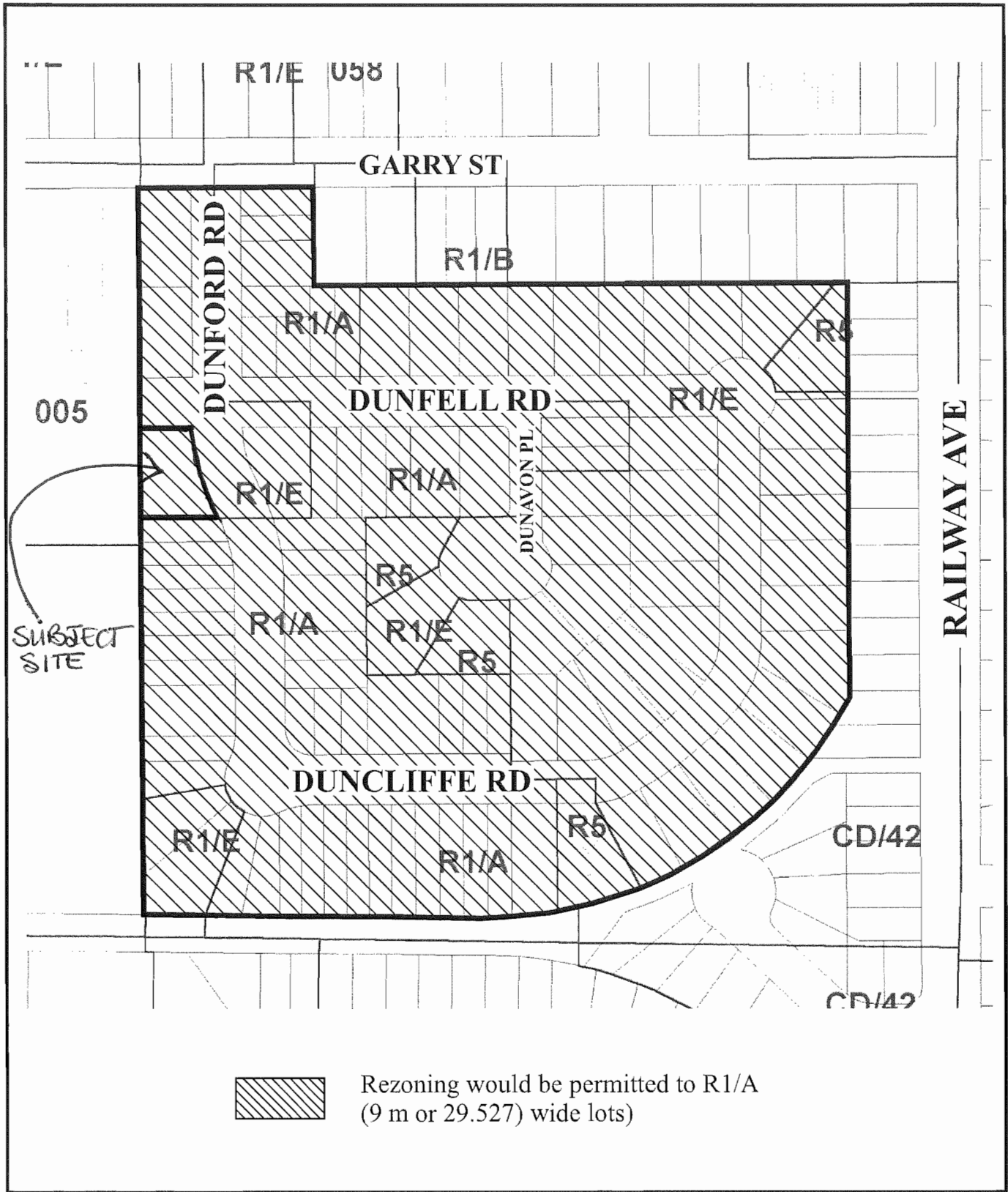
| | | |
|-------------------|--|--------------------|
| Page 1 of 2 | Adopted by Council: July 15, 2002 | POLICY 5470 |
| File Ref: 4045-00 | SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 2-3-7 | |

POLICY 5470:

The following policy establishes lot sizes for properties within the area located along **Dunfell Road, Dunford Road, Duncliffe Road, and Dunavon Place**, in a portion of Section 2-3-7:

That properties located along Dunfell Road, Dunford Road, Duncliffe Road, and Dunavon Place, in the south-east quadrant of Section 2-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area A (R1/A) zoning of the Zoning and Development Bylaw 5300.

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



Rezoning would be permitted to R1/A
(9 m or 29.527) wide lots)



Policy 5470

Section 02, 3-7

Adopted Date: 07/15/02

Amended:

Note: Dimensions are in METRES



City of
Richmond

Rezoning Considerations
Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 11811 Dunford Road

File No.: RZ 15-697230

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9270, the following items are required to be completed:

1. Submission of a Contract entered into between the applicant and both a Certified Arborist and tree relocation company to supervise tree digging, transport, and planting of Tree # 2 to T. Homma Neighbourhood School Park. The contracts should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (at which stages of construction), and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City in the amount of \$1,300 for relocation of Tree # 2 to T. Homma Neighbourhood School Park. The security will not be released until an acceptable impact assessment report is submitted by the Arborist and until an inspection has been passed by City staff.
3. Submission of a Landscaping Security in the amount of \$1,000 (\$500/tree) for the planting and maintenance of two (2) replacement trees on the proposed south lot (minimum 6 cm deciduous calliper or 3.5 m high conifer). The security will not be released until after construction and landscaping on the proposed south lot is completed, and a landscaping inspection has been passed by City staff.
4. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,770) to the City's Affordable Housing Reserve Fund.
Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) proposed lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.
5. Registration of a flood indemnity covenant on Title.
6. Registration of a restrictive covenant on Title to ensure that the proposed north lot ("Lot 1") is not further subdivided unless: a) the lots front, and have access to, a dedicated and constructed Dunfell Road only; and b) the subsequent subdivision addresses the Affordable Housing Strategy requirements in place at that time.

At Subdivision* and Building Permit stage, the following items must be completed:

- Apply for and obtain a Development Variance Permit from the City to vary the rear yard setback from 6 m to 4.18 m on the proposed "Lot 1" to temporarily retain the existing dwelling on the site.

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees.
- Install tree protection fencing around all trees to be retained (Trees # 1, 3, 4, 5, 6, 7, 8). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin (TREE-03) and must remain in place until construction and landscaping on-site is completed.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
- Complete the following servicing requirements:

Water Works

The developer is required to:

- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs. If adequate flow is not available, the developer shall be required to upgrade the existing water system that may extend beyond the development site frontage.
- Retain the existing water service connection to service the proposed north lot ("Lot 1").

At the developer's cost, the City is to:

- Install a new water service connection complete with meter and meter box along the Dunford Road frontage to service the proposed south lot ("Lot 2").

Storm Sewer Works

The developer is required to:

- Retain the existing storm service connection and inspection chamber along Dunford Road to service the proposed north lot ("Lot 1").
- Retain the existing storm service connection at the southeast corner of the subject site to service the proposed south lot ("Lot 2"), upgrade the existing inspection chamber to current City of Richmond standards, and reconnect existing active connections as required. A new statutory utility right-of-way (approx. 1.5 m x 3.0 m) will be required to accommodate the upgraded inspection chamber, to be determined through the subdivision application review process.

At the developer's cost, the City is to:

- Cut and cap the existing storm service connections and remove the existing storm inspection chambers fronting the undeveloped Dunfell Road.

Sanitary Sewer Works

The developer is required to:

- Retain the existing sanitary service connection along the west property line to service the proposed north lot ("Lot 1").
- Grant a 3.0 m wide statutory utility right-of-way along the entire west property line of the subject site.

At the developer's cost, the City is to:

- Verify the existing sanitary inspection chamber location on the proposed north lot ("Lot 1") and relocate it within the new statutory utility right-of-way to be provided along the entire west property line of the subject site, and upgrade as required.
- Install a new sanitary service connection and inspection chamber within the new statutory utility right-of-way to be provided along the west property line of the subject site to service the proposed south lot ("Lot 2").

Frontage Improvements

The developer is required to:

- Install a driveway crossing for the proposed south lot ("Lot 2"), to be 4.0 m wide (plus flare widths of 0.9 m on both sides at the road curb), consistent with Bylaw 7222. The driveway crossing is to be located next to the new north property line (as far away as possible from the existing driveway crossing to the neighbouring lot to the south at 11831 Dunford Road). The existing sidewalk and grass boulevard is to be reinstated after installation of the driveway crossing.

Note: It is expected that the existing driveway crossing for the proposed north lot ("Lot 1") is to remain unchanged. If not, the driveway location and dimensions are to be reviewed as part of the subdivision application review process.

- Coordinate with BC Hydro, Telus and other private utility service providers:
 - To underground Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above-ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus kiosks, etc).

General Items

Additional legal agreements, as determined via the subject development's Servicing Agreements(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Direction of Engineering may be required, including but not limited to: site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Note:

- * This requires a separate application.

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

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

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

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

[Signed original on file]

Signed

Date

**SURVEY PLAN OF LOT 34 SECTION 2 BLOCK 3 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT PLAN 21419**

ATTACHMENT 5

PARCEL IDENTIFIER (PID): 004-091-710
FOR SUBDIVISION APPLICATION PURPOSES

CURRENT CIVIC ADDRESS:
11811 DUNFORD ROAD
RICHMOND, B.C.

SCALE 1:125



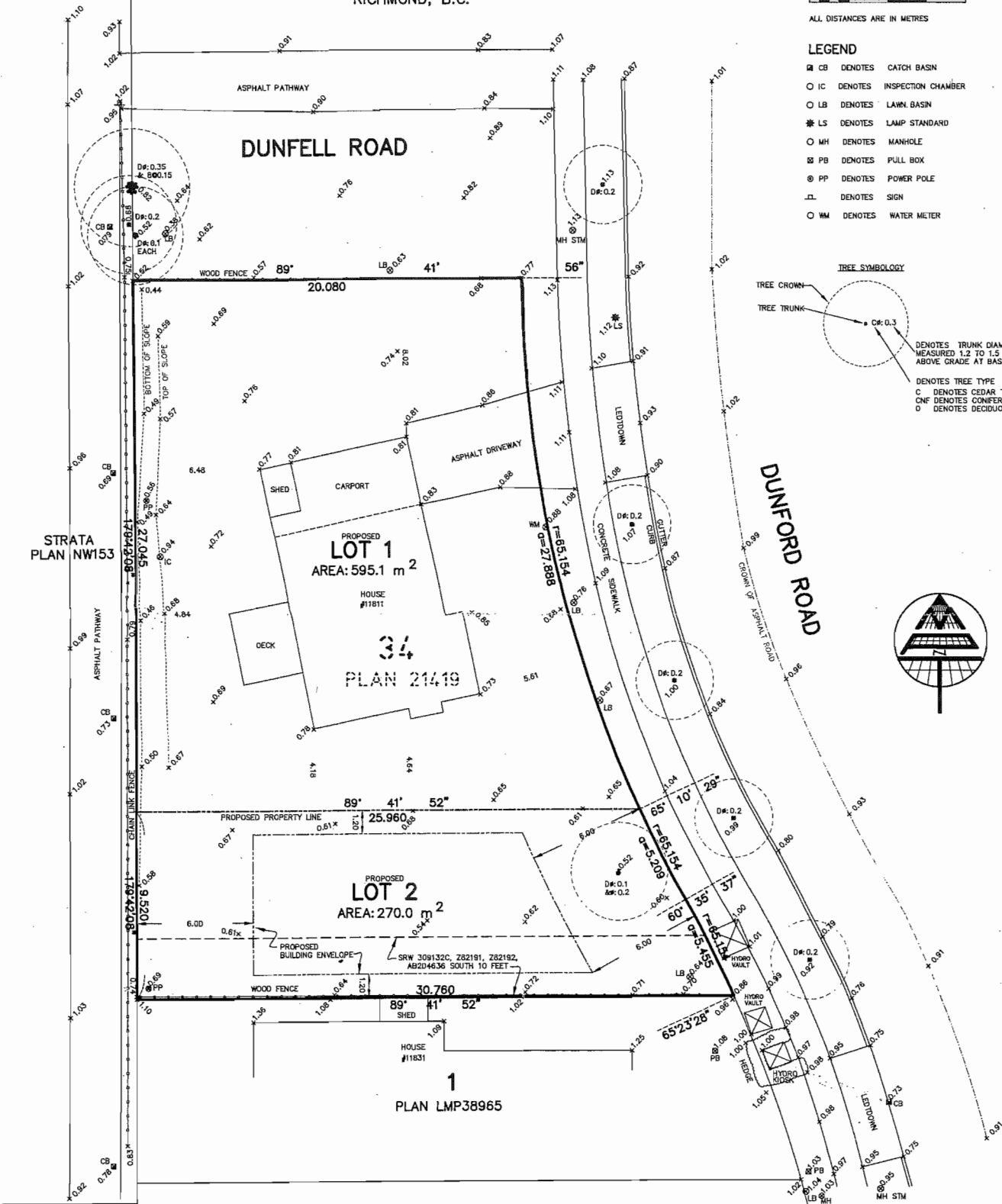
ALL DISTANCES ARE IN METRES

LEGEND

- CB DENOTES CATCH BASIN
- IC DENOTES INSPECTION CHAMBER
- LB DENOTES LAWN BASIN
- LS DENOTES LAMP STANDARD
- MH DENOTES MANHOLE
- PB DENOTES PULL BOX
- PP DENOTES POWER POLE
- △ DENOTES SIGN
- WM DENOTES WATER METER

TREE SYMBOLOGY

- TREE CROWN
- TREE TRUNK
- DENOTES TRUNK DIAMETER MEASURED 1.2 TO 1.5 METRES ABOVE GRADE AT BASE OF TREE
- DENOTES TREE TYPE
- C DENOTES CEDAR TREE
- CNF DENOTES CONIFEROUS TREE
- D DENOTES DECIDUOUS TREE



NOTES:

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPN MONUMENT #205 (77H4827) WITH AN ELEVATION OF 1.044 METRES.
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE PLAN RECORDS AND LEGAL FIELD SURVEY.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW NO. B057, ARE SHOWN HEREON.

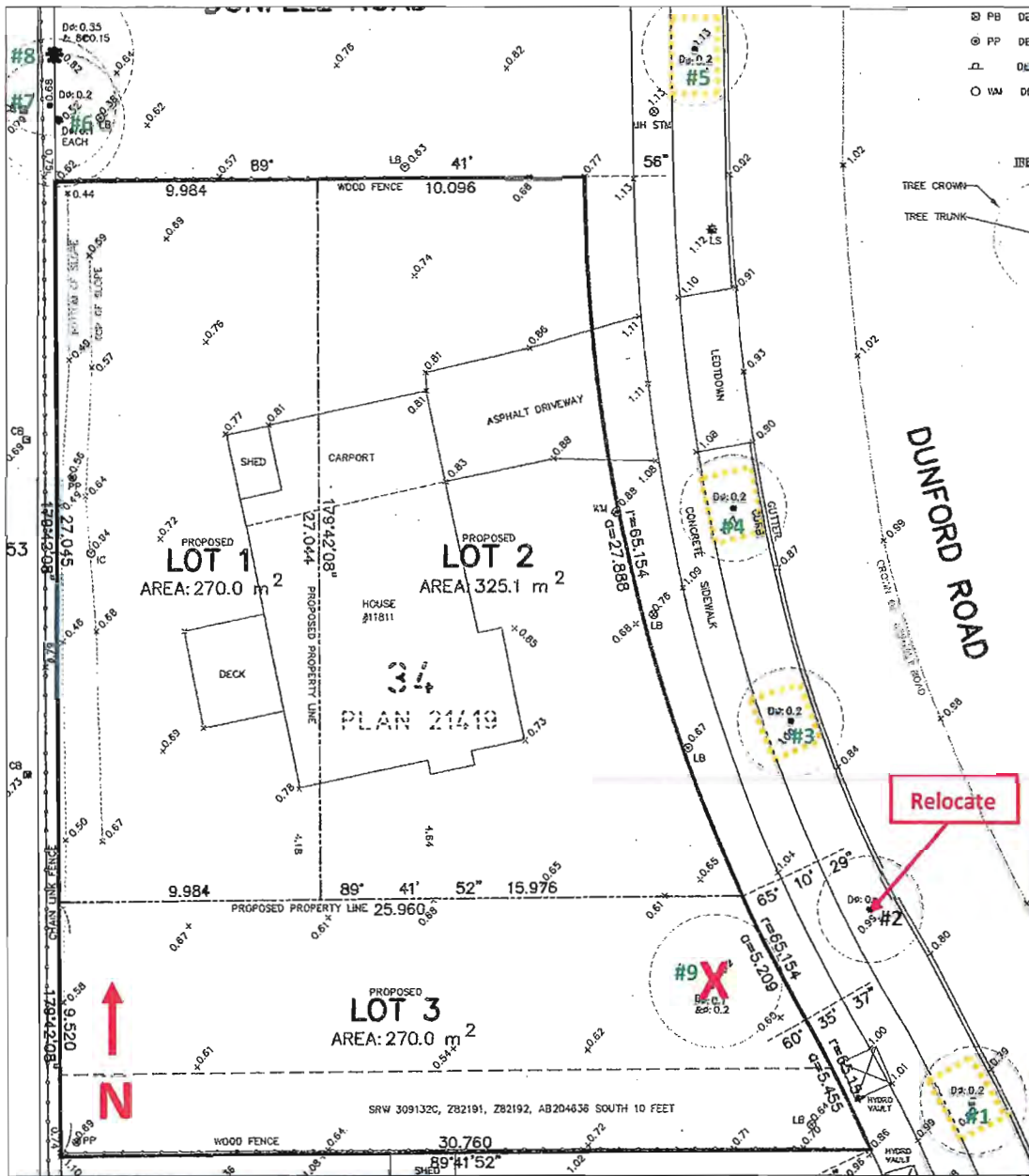
© COPYRIGHT
MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#320 - 11120 HORSESHOE WAY
RICHMOND, B.C. V7A 5H7
PH: 604.270.9331
FAX: 604.270.4137
CADFILE:17823-TPG.DWG

CERTIFIED, CORRECT
THIS 6TH DAY OF APRIL, 2015

[Signature]
B.C.L.S.

DATE OF SURVEY: MARCH 25, 2015

R-15-17823-TPG



Tree Retention & Removal Plan. Scale 1:250

| SUITABLE REPLACEMENT TREES (Botanical name) |
|--|
| Stewartia (<i>Stewartia pseudocamellia</i>) |
| Serbian Spruce (<i>Picea omorika</i>) |

| TREE # | TREE SPECIES (Botanical name) | DBH (cm) | SPREAD (M) Radius | RECOMMENDATION |
|--------|---|----------------|----------------------|----------------|
| 1 | Katsura (off-site) (<i>Cercidiphyllum Japonicum</i>) | 17 | 1 | Retain |
| 2 | Katsura (off-site) (<i>Cercidiphyllum Japonicum</i>) | 18 | 1.1 | Relocate |
| 3 | Katsura (off-site) (<i>Cercidiphyllum Japonicum</i>) | 15 | 1 | Retain |
| 4 | Katsura (off-site) (<i>Cercidiphyllum Japonicum</i>) | 16 | 1 | Retain |
| 5 | Katsura (off-site) (<i>Cercidiphyllum Japonicum</i>) | 16 | 1 | Retain |
| 6 | Plum (off-site) (<i>Prunus sp.</i>) | 52 combined | 2.3 | Retain |
| 7 | Plum (off-site) (<i>Prunus sp.</i>) | 19 | 1.2 | Retain |
| 8 | Plum (off-site) (<i>Prunus sp.</i>) | 35 combined | 2.2 | Retain |
| 9 | Pear (on-site) (<i>Pyrus sp.</i>) | 30 | 2.3 | Remove |

CNCL 228



Richmond Zoning Bylaw 8500
Amendment Bylaw 9270 (RZ 15-697230)
11811 Dunford 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/A)".

P.I.D. 004-091-710

Lot 34 Section 2 Block 3 North Range 7 West New Westminster District Plan 21419

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9270".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Horizontal lines for recording dates and requirements.

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

MAYOR

CORPORATE OFFICER



To: Public Works and Transportation Committee **Date:** June 17, 2015
From: Victor Wei, P. Eng.
Director, Transportation **File:** 01-0154-04/2015-Vol
01
Re: Southwest Area Transport Plan – Structure and Process

Staff Recommendation

That a member of Council be appointed to TransLink's Southwest Area Transport Plan Senior Advisory Committee to provide input into the development of the Southwest Area Transport Plan.

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

| REPORT CONCURRENCE | | |
|--|--|---|
| ROUTED TO: Community Social Development Policy Planning | CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | CONCURRENCE OF GENERAL MANAGER |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS: | APPROVED BY CAO |

Staff Report

Origin

This report provides information on the update of the Richmond Area Transit Plan, now renamed to the Southwest Area Transport Plan. This report supports Council's priorities for Term Goal #3 A Well-Planned Community:

3.3 *Effective transportation and mobility networks.*

Analysis

Transition to Area Transport Plan

The original Richmond Area Transit Plan, completed in 2000, focused on Richmond only and established a long-term vision and near-term transit priorities for Richmond. TransLink is now transitioning to new Area Transport Plans (ATPs) that are multi-modal (i.e., beyond transit, and now include walking, cycling, driving, goods movement, and transportation demand management (TDM)). The Southwest Area Transport Plan (SWATP) includes Richmond, South Delta (Ladner and Tsawwassen), and Tsawwassen First Nation and will be the first of these broader plans that review the entire transportation network within the identified sub-area of the region.

Area Transport Plans recently completed by TransLink for other sub-areas in the region include: North Shore (North Vancouver City and District, West Vancouver, Lions Bay, Bowen Island) approved in Fall 2012; and Northeast Sector (Coquitlam, Port Coquitlam, Port Moody, Anmore and Belcarra), which is nearing completion.

Project Structure & Approvals

The project is being led by TransLink staff with that agency's senior management providing oversight and approval. Input from local governments (staff and elected officials) and other relevant external stakeholders (e.g., Ministry of Transportation & Infrastructure (MoTI), Vancouver Airport Authority, Port Metro Vancouver) will be received via three advisory committees as described in Table 1 below.

Table 1: Proposed SWATP Advisory Committees

| Committee | Composition | Role |
|------------------------------|--|--|
| Senior Advisory Committee | <ul style="list-style-type: none"> TransLink: Senior strategic and system planning staff Local Government: CAO and/or senior land use and transportation staff Elected Officials: Councillors MoTI: Director | <ul style="list-style-type: none"> Champion the project and provide overall strategic direction Ensure appropriate communication between elected officials and senior staff of jurisdictions participating in the ATP Ensure appropriate communication within respective jurisdictions to keep other elected officials and other departments informed |
| Technical Advisory Committee | <ul style="list-style-type: none"> TransLink: System planning staff Local Government: Land use and transportation staff MoTI: Senior planner Stakeholders: Attend as required | <ul style="list-style-type: none"> Provide expertise and advice on technical aspects of the ATP Inform TransLink staff of local issues pertinent to ATP development Provide oversight from an agency perspective |

| Committee | Composition | Role |
|---------------------------|--|---|
| Public Advisory Committee | <ul style="list-style-type: none"> TransLink: Stakeholder relations staff Diverse municipal and external stakeholder representatives | <ul style="list-style-type: none"> Provide input on public-facing materials and engagement Provide local perspective on the ATP planning process and scope Identify local and stakeholder issues |

Currently, TransLink is developing draft terms of reference for the Senior Advisory Committee (SAC) and the Public Advisory Committee (PAC), which will include the proposed mandate and scope of authority, composition (i.e., number of members, and member and chair selection process), reporting responsibility, and any staff and resource support required.

With respect to membership of the SAC, TransLink's preference is to include one elected representative and senior municipal and First Nation staff from each community. As there is an opportunity for an elected official to be a member of the SAC, staff recommend that a member of Council be appointed to the Committee in order to provide a valuable perspective on both City and community priorities with respect to transportation. At this time, the SAC is anticipated to meet a total of three times during the process (i.e., once during each phase, which are further described below).

With respect to membership of the PAC, staff will propose to TransLink that key community groups such as Richmond Centre for Disability, Richmond Chamber of Commerce, Richmond School District, and Community Associations be invited to appoint a member while individual members be appointed via an open application process to enable the Richmond community to be broadly represented in the most effective manner.

Schedule and Process

An initial meeting of TransLink and staff to provide a briefing on the new Area Transport Plan process was held in February 2014 followed by a second meeting in February 2015 to initiate the SWATP process. The process is anticipated to take 18 to 24 months to complete from February 2015. The draft schedule defined by TransLink as shown in Table 1 below includes two windows for public consultation.

Table 2: Draft Schedule and Process for SWATP

| Phase | Focus | Timing | Key Activities & Deliverables |
|-------|------------------------|-------------------------|--|
| 0 | Research | Spring-Winter 2014 | <ul style="list-style-type: none"> Review ATP program and gather background data |
| 1 | Issues & Opportunities | Winter 2014-Summer 2015 | <ul style="list-style-type: none"> Identify issues and opportunities via analysis of land use, transportation system performance, travel market, customer feedback <i>1st Public Consultation Window</i> (to be held after plebiscite in Summer 2015): confirm issues and opportunities, and community values Deliverables: technical report and public report summarizing the public engagement |
| 2 | Strategies | Fall 2015-Spring 2016 | <ul style="list-style-type: none"> Develop draft strategies and conceptual network to support draft strategies |

| Phase | Focus | Timing | Key Activities & Deliverables |
|-------|------------------------|----------------------|---|
| 3 | Priority Actions | Spring-Summer 2016 | <ul style="list-style-type: none"> Develop and evaluate potential actions to support strategies, identify priority actions <i>2nd Public Consultation Window</i> (Summer 2016): confirm strategies, actions and priorities Deliverables: technical report and public report summarizing the public engagement |
| 4 | Monitoring & Reporting | Summer 2016-On-going | <ul style="list-style-type: none"> Track implementation, review relevancy of strategies and actions, assess performance Deliverable: final public report |

Based on the structure of TransLink's Regional Transportation Strategy and the Mayors' Council 10-Year Plan, the SWATP will identify priority strategies and actions related to the themes of invest, manage and partner. Recent work undertaken by the City to define Richmond's long-term transportation network and priorities will be used to guide the SWATP process; namely, the Mobility and Access sections of the *City Centre Area Plan* and the *Official Community Plan* (adopted in September 2009 and November 2012, respectively) and the identification of Richmond's transportation improvement priorities as part of the development of the Mayors' Council 10-Year Vision. These key priorities for the enhancement of the transportation system in Richmond include:

- *Transit Service*: Canada Line service and station capacity improvements, implementation priorities of frequent transit network including City Centre-Metrotown B-Line, improved bus service on Sea Island (including Burkeville) and to Fraserport (Richmond properties site of Port Metro Vancouver), more local bus routes that do not necessarily travel through the City Centre, new bus service to employment areas lacking transit services including Mitchell Island and other transit service enhancements.
- *Transit Facilities*: off-street bus exchanges at Richmond-Brighouse Station and in Steveston to improve connectivity and reduce empty bus circulation/layovers on public streets.
- *Road-Goods Movement*: new additions to the Major Road Network (e.g., Nelson Road, Blundell Road east of No. 7 Road, River Parkway, No. 6 Road north of Westminster Hwy, surrounding roadways near new Brighouse busmall) to secure capital and maintenance funding.
- *Cycling*: expansion of major street and local connecting paths for cycling.
- *Walking-Rolling*: expansion of network of neighbourhood links on local roads and the completion of gaps in sidewalks on arterial roads.
- *TDM*: work with TravelSmart on school- and employer-based activities to improve transportation choices and reduce vehicle trips.

Plebiscite on Funding to Support Mayors' Council 10-Year Plan

Development of the SWATP will be undertaken independent of the outcome of the plebiscite. The SWATP will identify priority projects for a sub-region and will not provide an implementation plan or timeline, which provides TransLink with flexibility as to when projects get implemented. The SWATP will not supersede any projects in the Mayors' Council 10-Year Plan and implementation will be based on available resources. TransLink staff advise that most priority projects identified in an ATP could likely be implemented if the plebiscite is successful, but only a small set of the priority projects if it is unsuccessful. In the absence of additional new funding, other processes, such as service optimization, could be used to implement some projects (e.g., increased frequencies on some transit routes).

Next Steps in Preparation of SWATP

TransLink's project team has begun work related to identifying issues and opportunities for the transportation network for the Southwest Area sub-region. After the close of the plebiscite period in June 2015, a Technical Advisory Committee meeting will be held to discuss the preliminary findings with municipal and First Nation staff. Staff anticipate presenting a status update report following the completion of the first round of public consultation, which is expected to be held in Fall 2015.

Financial Impact

None.

Conclusion

The Southwest Area Transport Plan (SWATP), which includes Richmond, South Delta (Ladner and Tsawwassen), and Tsawwassen First Nation, will be the first of TransLink's new, broader multi-modal plans that will identify priority projects for the entire transportation network within the sub-area, not just transit service improvements. To support development of the Plan and help ensure that City and community priorities are articulated, staff recommend that a member of Council be appointed to the Senior Advisory Committee for the SWATP.



Joan Caravan
Transportation Planner
(604-276-4035)

JC:jc



To: Public Works and Transportation Committee **Date:** July 10, 2015
From: Victor Wei, P. Eng.
Director, Transportation **File:** 01-0150-20-
THIG1/2015-Vol 01
Re: **Update on George Massey Tunnel Replacement Project**

Staff Recommendation

1. That the staff report titled "Update on George Massey Tunnel Replacement Project" dated July 10, 2015 from the Director, Transportation, be forwarded to the Ministry of Transportation & Infrastructure's George Massey Tunnel Replacement project team for consideration in the development of the Project Definition Report.
2. That a letter be sent to BC Hydro advising that, should the George Massey Tunnel be decommissioned, the City's preferred options for the relocation of the BC Hydro transmission line from the tunnel would be either an underground crossing of the Fraser River or attached to the new bridge.

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

Att. 1

| REPORT CONCURRENCE | | |
|--|-------------------------------------|--------------------------------|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Engineering | <input checked="" type="checkbox"/> | |
| Intergovernmental Relations & Protocol Unit | <input checked="" type="checkbox"/> | |
| Parks Services | <input checked="" type="checkbox"/> | |
| Sustainability | <input checked="" type="checkbox"/> | |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS: | APPROVED BY CAO |

Staff Report

Origin

At the June 23, 2014 Council meeting, staff presented a report that provided a status update on the George Massey Tunnel Replacement (GMTR) Project and identified proposed project objectives. Since that time, staff have provided a further update to Council on the project via a memorandum dated October 10, 2014. This report provides the status and topics of discussion regarding the project since the last staff report and also responds to the following referral made at the April 22, 2015 meeting of the Public Works & Transportation Committee:

That the materials related to Port Metro Vancouver's advocacy for the replacement of the George Massey Tunnel be referred to staff for analysis and report back.

Analysis

Technical planning work for the project by Ministry of Transportation and Infrastructure (MoTI) remains ongoing including data collection, traffic modelling and preliminary studies (e.g., potential environmental impacts). Staff continue to have regular meetings with the MoTI GMTR project team members every two weeks. Key aspects of the project discussed to date between City and the GMTR team are noted below.

Number of Lanes on Bridge

Although no formal announcement has been made to date, MoTI has stated to staff and at various stakeholder meetings that the bridge will be a ten-lane crossing comprised of the following lanes in each direction:

- three general purposes lanes (as in existing peak hour conditions);
- one transit/HOV lane; and
- one special purpose lane potentially for trucks (i.e., climbing lane) or provision for future rapid transit.

The potential impacts of the wider crossing and highway on adjacent farmland are not known at this time. Staff continue to reiterate to MoTI that the project should ensure a net zero or positive impact to agricultural land.

Origin-Destination Survey of Tunnel Traffic

Preliminary findings of field data collected by MoTI via Bluetooth technology regarding northbound morning peak period traffic volumes through the George Massey Tunnel suggest that:

- 60 per cent of the vehicles are destined for Richmond and of this 60 per cent, approximately one to two per cent is destined for the Bridgeport park-and-ride facility with the occupants continuing on to Vancouver via the Canada Line.
- Of the 40 per cent continuing on to Vancouver, 30 per cent use the Oak Street Bridge, ten per cent use the Knight Street Bridge and less than one per cent use the Arthur Laing Bridge.

Given that a new 10-lane bridge may induce higher traffic volumes on Highway 99 into Vancouver and MoTI analysis has indicated that the Oak Street-70th Avenue intersection may be a bottleneck in terms of traffic congestion, staff have requested that MoTI and City staff from both Richmond and Vancouver meet to proactively identify potential measures (e.g., signal timing changes) that could be implemented to mitigate any impacts. MoTI staff expect that this increased traffic heading towards Oak Street Bridge in the initial period after the opening of the new bridge will taper off once the new traffic patterns are stabilized.

Interchanges at Steveston Highway and Blundell Road

MoTI anticipates construction of a new interchange at Steveston Highway rather than an upgrade of the existing interchange. MoTI is examining options that would improve traffic flows for some of the key movements (e.g., northbound Highway 99 to westbound Steveston Highway and eastbound Steveston Highway to northbound Highway 99), by shifting the existing northbound Highway 99 off-ramp to the north side and re-configuring it as a cloverleaf. With respect to this option, staff have identified the impacts to farmland of a new cloverleaf ramp on the north side of Steveston Highway and have stated that the design should, at a minimum, have no net loss of farmland and strive for a positive impact given that the existing cloverleaf ramp on the south side of Steveston Highway would be eliminated under this option and that area could be returned to farmland.

The GMTR team is also modelling the effect on traffic patterns of a new interchange at Blundell Road. To date, the analysis indicates there are more disbenefits than benefits to Richmond, as traffic is diverted to rural roads east of Highway 99 (e.g., Sidaway Road). MoTI staff are continuing further analysis using more up-to-date traffic forecast modelling data and will report on the outcome of this analysis in the Project Definition Report (PDR). Should the PDR conclude that a new interchange at Blundell Road is not warranted as part of this project, then staff will re-assess the need to retain this proposed interchange in the City's long-term transportation plans as identified in the *Official Community Plan*.

Decommissioning of Tunnel

MoTI has consistently stated that the core project includes decommissioning of the tunnel as the new crossing will be more cost-effective due to on-going maintenance expenses associated with the tunnel. MoTI has not, however, elaborated on what decommissioning would entail (i.e., the extent of physical removal). The proposed decommissioning of the tunnel will trigger a BC Environmental Assessment Office (BCEAO) process and MoTI has stated that the scope of the decommissioning will be subject to this BCEAO process. To date, MoTI has not shared any business case to justify this decision.

Staff continue to assert concerns related to tunnel decommissioning and related potential impacts to City dike infrastructure, bank stability, sediment transport, fish habitat including foreshore habitat, sloughs, and the South Arm Wildlife Management Area. As past Council discussions regarding the decommissioning of the tunnel have indicated sensitivity to potential impacts such as enabling increased shipping traffic on the Fraser River, staff will continue to seek further details and advise Council accordingly when new information becomes available.

Height of New Bridge and Committee Referral re PMV Correspondence

MoTI has stated that the height of the new bridge is currently planned to be the same as that of the Alex Fraser Bridge, which is 57 m above the high water mark based on two ships passing together underneath the bridge (i.e., 200 m wide navigational envelope). This height is favoured by MoTI as it would preclude any need to shift the existing interchange locations at either end (i.e., a higher span would require longer access ramps) while allowing the grade to remain at a maximum of five per cent, which is preferred for accessibility for pedestrians and cyclists as well as for truck movements.

Staff have reviewed the referred material (dated between January 2012 and August 2014) that was obtained via freedom-of-information requests by Voters Taking Action On Climate Change (VTACC) and tabled at the April 22, 2015 meeting of the Public Works & Transportation Committee. The material comprises internal emails within PMV as well as external correspondence with MoTI regarding PMV's preferred "air draft" for the new bridge, which is the clearance for a ship between the water line and the bottom of the bridge deck. The correspondence indicates that PMV at that time preferred that the new bridge have a higher air draft of 65 m (height of navigational envelope) to provide the greatest flexibility to accommodate the potential size of ships that would sail up the lower Fraser River.

PMV has since confirmed to the City on June 12, 2015 that the height of the new bridge recommended to MoTI is 59.6 m above the high water mark based on a single ship passing underneath the bridge (i.e., 130 m wide navigational envelope as opposed to a 200 m wide envelope noted above). Based on the GMTR team's assessment, this height is essentially equivalent to the overall navigational envelope favoured by MoTI under an arc-shaped bridge span (similar to Alex Fraser Bridge) – i.e., a narrower navigational envelope (59.6 m high measured at the centre highest point) required by a single ship or a wider envelope (57 m high measured at the side sloping points) required by two opposing ships.

The GMTR team have indicated that the potential height of the new bridge would not be the only impediment to accommodating larger ships. According to information in the material obtained by the VTACC, other existing navigational constraints include:

- the depth at the top of the existing George Massey Tunnel (11.9 m at low water), which prevents larger ships that sit deeper in the water from passing upstream;
- the width of the river, which impacts the ability of larger ships to turn around in the river;
- the presence of underground utilities (i.e., Metro Vancouver water main); and
- the on-going requirement for annual dredging to maintain the navigational channel.

Under current channel conditions, the Fraser River can accommodate vessels that are 270 m in length, 32.2 m beam, and 11.5 m draft (with tidal assist). To enable their passage, larger cargo vessels with a deeper draft that already use the Fraser River are not fully loaded. Removal of the tunnel plus additional dredging to enable a draft of 13.5 m would allow these vessels to be fully loaded. In light of recent Council discussions regarding the potential industrialization of the river, staff will monitor any plans or actions towards removing the above navigational constraints and inform Council accordingly.

Environmental Impacts

City-designated Riparian Management Areas (RMAs) and Environmentally Sensitive Areas (ESAs) are comprised within the project footprint. These areas include Fraser River foreshore ESA habitat (afforded a 30 m setback from highwater mark landward and seaward) and inland watercourses (afforded 5 and 15 m setbacks) in the City's *Official Community Plan (OCP)*. Staff have advised MoTI that it is expected that the City's RMAs and ESAs will be respected and compensated for any areas impacted by the project. Staff have also identified the potential presence of species at risk within this corridor including barn owls, stream bank lupine and Northern watermeal. All environmental values within the project footprint will be addressed through the BCEAO process.

Height of Highway 99 and Dike under New Bridge

The dike in the vicinity of the tunnel is currently 3.5 m geodetic, as per the provincial standard. Where dikes are upgraded in Richmond, 4.7 m geodetic expandable to 5.5 m geodetic is the new standard height that accounts for climate change induced sea level rise. Accordingly, as part of the City's Flood Management Strategy is to ultimately utilize Highway 99 as a mid island dike, the City has requested that the area under the new bridge on Lulu Island be raised to 4.7 m geodetic and, where practical, to raise Highway 99 to 4.7 m geodetic.

Relocation of BC Hydro Transmission Line

BC Hydro has a 230 kilovolt (kV) transmission line running underground through the George Massey Tunnel and overhead on either side of the tunnel adjacent to Highway 99. The transmission line must be relocated out of the tunnel prior to decommissioning and other segments of the transmission line must be relocated prior to construction of the new bridge. BC Hydro met with City staff on March 30, 2015 and identified the following three options for the relocation of the transmission line:

- Alternative 1: an overhead crossing of the Fraser River;
- Alternative 2: an underground crossing of the Fraser River using horizontal directional drilling; and
- Alternative 3: a transmission line attached to the new bridge.

BC Hydro intends to determine the preferred alternative by Fall 2015 and is currently seeking input from stakeholders (i.e., Richmond, Delta, Metro Vancouver, and First Nations). Metro Vancouver staff will be presenting a report on this topic to its Climate Action Committee on July 15, 2015.

BC Hydro has indicated that, based on analysis to date, Alternative 1 (overhead crossing) is the leading option based on considerations of cost and ease of construction and maintenance. The agency is therefore currently proceeding with preliminary design of this alternative. Detailed design of the preferred alternative is scheduled to commence in late 2015 with construction in 2016-2017 such that the relocated transmission line is in operation in 2017 prior to construction of the new bridge.

BC Hydro will be meeting with City staff on July 20, 2015 to provide an update on the common works sections of the relocation (that runs alongside the highway) as well as the plans for public consultation; staff will provide a verbal update on the discussions of this meeting when this report is presented at the July 22, 2015 Public Works & Transportation Committee meeting. At this time, staff recommend that BC Hydro be formally advised that the City's preferred options are either Alternative 2 or 3, given that these options are aesthetically similar to the existing installation and therefore avoid the negative visual impacts of the proposed overhead system.

Potential Connection to Rice Mill Road

MoTI is investigating the technical feasibility of a direct connection between Highway 99 and Rice Mill Road. Such a connection could allow traffic travelling from No. 5 Road south of Steveston Highway (e.g., Riverside Industrial Park) to northbound Highway 99 to bypass the No. 5 Road-Steveston Highway intersection and vice versa. Further analytical work as well as a business case is required to determine the viability of the proposal including:

- quantification of the net benefit to Richmond, the region and the province;
- cost and property impacts of this connection;
- modelling of the operation (e.g., level of service) of the No. 5 Road-Steveston Highway intersection and the new Highway 99-Steveston Highway interchange with the new bridge open, which will inform development of a business case as to whether or not a separate connection to Rice Mill Road is needed;
- technical feasibility including increased traffic weaving and whether or not the connection to Rice Mill Road would need to be grade-separated; and
- any upgrades to Rice Mill Road needed to accommodate the increased traffic volume as well as pedestrians and cyclists.

Pedestrian & Cycling Connections

MoTI has stated that the new bridge will accommodate pedestrians and cyclists but the scope of the facilities has not yet been determined. The GMTR team has indicated that a multi-use path on only one side of the bridge is favoured due to lower costs and has not confirmed if a sidewalk would be present on the opposite side. Staff have expressed a preference for a sufficiently wide (e.g., 4 m) shared multi-use path on each side of the bridge to better:

- integrate with existing and planned local cycling and pedestrian facilities and avoid circuitous connections;
- tie in with the ultimate destinations of users on both sides of the river and the new bridge;
- accommodate anticipated user volumes by providing adequate capacity; and
- allow a driver of a disabled vehicle to safely access an adjacent walkway without having to cross opposing lanes of traffic.

Potential Funding Strategy

To date, staff meetings with the GMTR team have focussed on the technical aspects of the new bridge and interchange; little information has been offered regarding potential funding strategies for the construction and maintenance of the bridge (e.g., tolling). The Mayor has recently

requested information on this topic from the Minister of Transportation & Infrastructure in a letter dated July 8, 2015 (Attachment 1).

Release of Project Definition Report

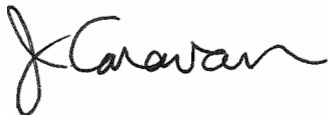
The Project Definition Report (PDR), which will formally confirm the scope of the project, is currently anticipated to be submitted to the BCEAO in Fall 2015. Staff have consistently requested to review a draft of the PDR so that staff may provide Council with an opportunity to relay comments to MoTI on the draft report prior to its finalization. MoTI has so far acknowledged the City's request for this review period but has not explicitly committed to it. This request for early sharing of the report with the City was also reiterated in the Mayor's letter to Minister Stone.

Financial Impact

None.

Conclusion

The Ministry of Transportation & Infrastructure continues to work towards the release of a project definition report and business case for the George Massey Tunnel Replacement Project in Fall 2015, which will be followed by an environmental assessment application that will include public consultation. Concurrently, BC Hydro has developed three alternatives for the required relocation of its transmission line that runs underground through the tunnel and overhead adjacent to Highway 99. Staff recommend that BC Hydro be advised of the City's preferred alternatives that do not involve new overhead power lines spanning across the river (Alternative 2 or 3) in order to minimize environmental and visual impacts.



Joan Caravan
Transportation Planner
(604-276-4035)

Att. 1: Letter from Mayor to Minister Todd Stone

JC:jc



City of
Richmond

Malcolm D. Brodie
Mayor

6911 No. 3 Road
Richmond, BC V6Y 2C1
Telephone: 604-276-4123
Fax No: 604-276-4332
www.richmond.ca

July 8, 2015

The Honourable Todd Stone
Minister of Transportation and Infrastructure
PO Box 9055 Stn Prov Govt
Victoria, BC V8W 9E2

Dear Minister Stone:

Re: George Massey Tunnel Replacement Project

Members of Richmond City Council appreciated the opportunity to attend the luncheon hosted by the Richmond Farmers Institute held July 7, 2015 at Mayfair Lakes Golf and Country Club at which you spoke of transportation and infrastructure improvements in Richmond.

As you know, the City of Richmond, as one of two host municipalities of the new proposed bridge crossing to replace the George Massey Tunnel, has a strong interest in obtaining more details about this bridge project sooner rather than later. In addition, I have three specific follow-up requests regarding this highway improvement initiative for your consideration:

- May we have a draft copy of the Project Definition Report as soon as possible? There needs to be sufficient time for Richmond City Council to review and comment on the Report before it is finalized later this year.
- May we have your advice regarding the Ministry's plan on the funding strategy for the construction and operation of the new bridge?
- What can be done to assure the preservation of the Tunnel?

The early sharing of the above information would allow the City of Richmond to further analyze the project. The Tunnel Replacement Project needs to address any issues or concerns raised by our community.

I look forward to your reply.

Yours truly,

A handwritten signature in black ink, appearing to read "Malcolm D. Brodie".

Malcolm D. Brodie
Mayor

pc: Members of Council
SMT
Victor Wei – Director, Transportation





City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** June 22, 2015
From: John Irving, P.Eng. MPA **File:** 10-6125-07-02/2015-
Director, Engineering Vol 01
Re: **Pilot Multifamily Condominium Energy Advisor Program**

Staff Recommendation

That the development and implementation of a Pilot Multifamily Condominium Energy Advisor Program, as outlined in the staff report dated June 22, 2015 from the Director, Engineering, be endorsed.

John Irving, P.Eng. MPA
Director, Engineering
(604-276-4140)

| REPORT CONCURRENCE | |
|--|---------------|
| CONCURRENCE OF GENERAL MANAGER | |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS: |
| APPROVED BY CAO | |

Staff Report

Origin

This report proposes a pilot program to provide an Energy Advisor to multifamily condominiums as part of City efforts to reduce energy, emissions, and water consumption in Richmond.

This report supports Council's 2014-2018 Term Goal #4 Leadership in Sustainability:

Continue advancement of the City's sustainability framework and initiatives to improve the short and long term livability of our City, and that maintain Richmond's position as a leader in sustainable programs, practices and innovations.

4.2. Innovative projects and initiatives to advance sustainability.

Analysis

Background

Richmond's Climate & Energy Action

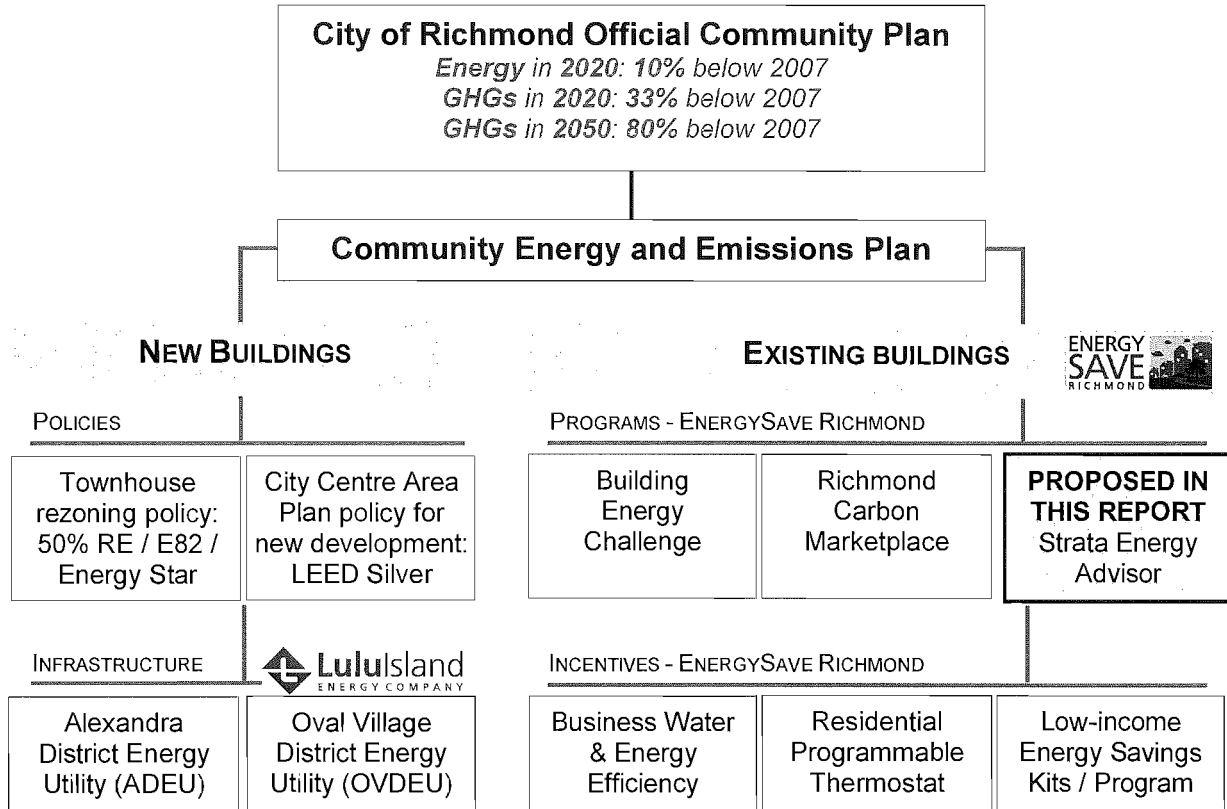
Richmond's 2041 OCP includes aggressive targets to reduce community GHG emissions 33 percent by 2020 below 2007 levels, and 80 percent by 2050. Additionally, the City has a target to reduce energy use 10 percent by 2020. The 2014 Community Energy and Emissions Plan (CEEP) identifies that deep energy improvements to most existing buildings are necessary for Richmond to meet these targets. Accordingly, Strategy #3 in the CEEP is to "Improve the Performance of the Existing Building Stock," and includes the following actions:

- Action 7: Promote building efficiency through outreach and education
- Action 8: Provide incentives for building retrofit action
- Action 9: Develop a residential energy conservation program to support housing affordability

Additionally, as a signatory to the Climate Action Charter, the City has committed to being "carbon neutral" in its corporate operations. Carbon neutrality is achieved by reducing emissions, and balancing remaining emissions with carbon credits. The Joint Provincial-UBCM Green Communities Committee has established protocols for how local governments can generate carbon balancing credits by supporting energy projects in their communities.

Elements of Richmond's climate and energy actions diagrammed in Figure 1 below.

Figure 1: Richmond’s Climate and Building Energy Actions Summary



The “EnergySave Richmond” Suite of Programs

The City has established “EnergySave Richmond” as an umbrella initiative (see logo in Figure 2), encompassing multiple different city energy programs. These programs are intended to help households and businesses save on energy costs, while reducing the community’s greenhouse gas emissions. Programs promoted under the EnergySave Richmond umbrella include the Building Energy Challenge, the Smart Thermostats pilot program, water and energy programs for households and businesses, and the Richmond Carbon Marketplace (see Figure 1). Additionally, the City communicates programs and opportunities provided by other partners through EnergySave Richmond, including: BC Hydro and FortisBC’s energy efficiency programs, and Metro Vancouver’s “Emotive: The Electric Vehicle Experience.” Staff intend to bring forward further programs under the auspices of EnergySave Richmond in the future for Council’s endorsement. Households and businesses can learn about and access these programs by visiting www.energy.richmond.ca. The Pilot Multifamily Condominium Energy Advisor Program is proposed as part of the EnergySave Richmond family of programs.



Figure 2: EnergySave Richmond Logo

Energy Upgrade Opportunities in Multifamily Stratas

Multifamily condominiums present an important energy savings opportunity for Richmond. Mid-rise and high-rise buildings constructed in Southwest British Columbia are estimated to be 37 percent more energy intensive than single family buildings, and present multiple opportunities for cost-effective energy efficiency. Almost half of all residences in the City belong to a strata, so deep improvements to existing stratas will be required if Richmond is to achieve its climate and energy targets.

Major building systems renewals present a unique opportunity for deep energy efficiency improvements. Renewals and replacements of roofing, cladding, exterior doors and windows, and/or heating, ventilation and cooling systems are often required when buildings reach 25 to 40 years of age. When such systems are being replaced, the incremental cost of implementing energy efficiency opportunities can decrease substantially and significant energy savings are possible. Moreover, in many cases, upgrades can improve indoor air quality and health outcomes. For example, a recent demonstration project undertaken as part of BC Hydro's Deep Multi Unit Residential Building Upgrade Project is piloting retrofit strategies for stratas at time of renewals; it is anticipated to achieve heating energy savings of 44 percent, realizing a return on investment of 19 percent (an approximately 5 year simple payback), while addressing ventilation deficiencies and improving indoor air quality.

It is estimated that more than 35 percent of strata units in Richmond are in buildings constructed before 1990, and many will commence renewals in coming years. Opportunities for energy improvements at time of renewal can be identified during the development of a depreciation report. A depreciation report is a legislated planning requirement for strata corporations in British Columbia (strata corporations with fewer than 5 strata lots, and those strata corporations who pass an annual three quarter vote, are exempt from the requirement). Depreciation reports involve an inventory and assessment of common property, and are used to establish long term planning and budgeting for renewals of common property. Stratas may choose to integrate assessments of energy efficiency and renewable energy opportunities into their depreciation reports, to inform energy upgrade opportunities at time of renewals.

In addition to major energy upgrades that are most cost-effective at time of renewals, many relatively simple, lower-cost energy improvements can be made at any time. These improvements can include common area and in-suite lighting retrofits, water fixture replacements, and re-commissioning or "retuning" of building mechanical systems. Simple energy efficiency opportunities exist in almost all multifamily condominiums, even those that are quite new.

Challenges Facing Multifamily Stratas

Multifamily stratas face unique challenges to implementing energy upgrades both at time of major renewals as well as lower-cost short-term measures. Frequently, strata councils do not have the expertise to recognize energy efficiency opportunities, and property management companies may not have sufficient incentive to develop and implement energy saving projects. Moreover, decision-making processes involving strata councils, management companies and individual strata owners are often complex, which often extends decision-making timeframes and

can delay or prevent building upgrades from taking place. Energy service providers note that the complicated decision-making processes and long lead times for projects can make it challenging for the private sector to provide stratas with energy services. Additionally, owners who consider their suite a shorter-term investment often believe that the market will not recognize the added value of upgrade measures, and may be hesitant to invest in the building for these reasons. Lastly, integrating energy considerations and costs into depreciation reports is not currently standard practice. For these reasons, far fewer energy upgrade projects occur in multifamily stratas than is economically rational.

Other regional initiatives

Many organizations across British Columbia and within the Metro Vancouver region recognize the need for programs to educate multifamily stratas on energy upgrade opportunities, and assist them in developing and implementing energy upgrade projects. The Condominium Home Owners Association (CHOA) has proposed to implement a British Columbia-wide outreach and education program, encompassing the following program elements:

- Case studies and guidelines for strata energy retrofit projects.
- A marketing campaign promoting the idea of energy upgrades.
- Public forums and consultations with strata corporations, strata managers, consultants, depreciation planners and local governments.
- A system to identify and track stratas interested in energy upgrades.

Correspondingly, Metro Vancouver has allotted funding for a multifamily strata program from 2015 to 2017 through its Sustainability Innovation Fund, and energy utilities currently offer incentives for many upgrades to stratas.

Proposed City of Richmond Pilot Strata Energy Advisor Program

It is proposed that the City develop a pilot Strata Energy Advisor Program. The pilot program will match candidate stratas with an Energy Advisor who will help stratas evaluate, decide on, and implement energy upgrade projects. The Energy Advisor will be delivered through staff and supporting agencies augmented by consulting support. Services may include:

- Screening and building assessment tools to identify energy opportunities in existing multifamily strata buildings.
- Assistance integrating energy upgrade considerations and energy analysis into depreciation reports and stratas' capital planning.
- Assist with evaluation and preparation of business cases for energy saving options.
- Engaging with strata councils and their members in their decision-making regarding energy upgrade projects.
- Providing advice on procuring and evaluating proposals for professional and construction services to perform energy upgrade work.
- General outreach and presentations.
- Other energy and emissions related advice.

The City will work closely with the Condominium Homeowners Association, Metro Vancouver, and energy utilities BC Hydro and FortisBC to maximize the value that the participating stratas will realize. The Condominium Homeowners Association's program is envisioned as a separate suite of educational and "culture change" services that can help recruit stratas into more detailed energy advising services offered by the City and Metro Vancouver. It is anticipated that the City's pilot will offer an opportunity to test and develop the strata energy advisor model, and subsequently inform future programs.

Staff anticipate the program initially engaging with multiple stratas, and subsequently screening those stratas with good opportunities for upgrades. Ultimately, the pilot program is intended to provide deeper Energy Advisor services to a cohort of approximately two to four stratas, and to thereby assess the viability of strata energy upgrades and the energy advisor program model. Staff will subsequently report back to Council with a recommendation on whether to expand the pilot, and/or other opportunities to enhance energy performance in multifamily stratas.

Financial Impact

The project will involve staff time and minor related costs already approved in the operating budget.

Conclusion

This report proposes that a Multifamily Condominium Energy Advisor Pilot Program be developed and implemented. The proposed program will benefit from other related initiatives and is intended to address the unique barriers facing strata corporations in undertaking energy upgrade projects in Richmond.



Brendan McEwen
Manager, Sustainability
(604-247-4676)

BM:bm

Staff Report

Origin

The Engineering Department previously reported to Council the estimated long-term capital requirements for age-related infrastructure renewal in July 2001, March 2006, June 2011 and August 2013. This report updates those estimates to reflect current inventory, evolving theory on infrastructure service life and changing infrastructure replacement pricing.

Background

This report supports Council's 2014-2018 Term Goal #6 Quality Infrastructure Networks:

Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.

6.1. *Safe and sustainable infrastructure.*

6.2. *Infrastructure is reflective of and keeping pace with community need.*

This report supports Council's 2014-2018 Term Goal #7 Strong Financial Stewardship:

Maintain the City's strong financial position through effective budget processes, the efficient and effective use of financial resources, and the prudent leveraging of economic and financial opportunities to increase current and long-term financial sustainability.

7.2. *Well-informed and sustainable financial decision making.*

This report outlines the current and long-term financial requirements for maintaining and replacing the City's ageing infrastructure. The goal is to ensure the City has capacity to meet the financial challenges of today and the future, while maintaining current level of service.

Existing Infrastructure

In managing the City's extensive network of infrastructure services, staff have developed sanitary, drainage, water and pavement management computer models to predict infrastructure performance, upgrade needs, replacement cycles and replacement costs. Coupled with field verified condition inspection and performance review, model data plays a key role in determining the City's infrastructure replacement and upgrade programs.

Table 1 is a summary of the City's inventory of water, sanitary, drainage, and roads infrastructure. The replacement value assumes that infrastructure will be replaced using the existing size or upgraded where current infrastructure does not meet the City's current minimum size requirement.

Staff has reported ageing infrastructure assessments to Council in 2001, 2006, 2011 and 2013. The 2001 and 2006 reports to Council identified that infrastructure replacement funding levels

were insufficient to maintain existing service levels over the long-term. The 2006 report proposed a number of strategies to address funding shortfalls, and a strategy of gradual rate increases to close the identified funding gaps was adopted. Substantial progress has been made since 2006. The funding gap in the Water utility was closed in 2011 and the Drainage utility funding entered the target range in 2015. The funding gap in road paving (non-Major Road Network) has remained constant since the 2013 Ageing Infrastructure report but the Sanitary funding gap has widened by the construction price index inflation rate. Going forward, staff will continue to present annual budget options that continue to close the existing funding gaps and ultimately maintain utility funding within an identified target range.

Table 1: Infrastructure Inventory

| Infrastructure | Total Length | Other Features | Funding Source | Replacement Value (2015 \$) |
|--------------------------------|---------------------|---|-----------------------|------------------------------------|
| Water | 629 km | 13 PRV Chambers 59 Valve Chambers | Water Utility | \$563 M |
| Sanitary | 565 km | 152 Pump Stations | Sanitary Utility | \$532 M |
| Drainage | 622 km | 39 Pump Stations 43 km Culverts 178 km Watercourses | Drainage Utility | \$1,080 M |
| Dike | 49 km | | Drainage Utility | \$200 M |
| Bridges | To Be Determined | | To Be Determined | To Be Determined |
| Road Pavement (non-MRN) | 1285 lane km | 212,000 m ² Parking Lots | General Revenue | \$598 M |
| Total Replacement Value | | | | \$3,046 M |

Table 2: Annual Capital Infrastructure Funding and Reserves

| Infrastructure Type | 2015 Funding | Funding Source | Reserve Balance¹ (Dec 31, 2014) |
|------------------------------|---------------------|-----------------------|---|
| Water | \$7.5 M | Water Utility | \$46.4 M |
| Sanitary | \$4.3 M | Sanitary Utility | \$39.5 M |
| Drainage and Dikes | \$10.4 M | Drainage Utility | \$44.5 M |
| Road Paving (non-MRN) | \$3.5 M | General Revenue | N/A |
| Total | \$25.7 M | | \$130.4 M |

¹ Includes committed funds.

Achieving the necessary funding levels to meet the City’s drainage needs was completed through the annual utility rates review process, where infrastructure funding gaps were considered when establishing utility rates. Roads are not part of a utility and the paving budget is funded from the City’s General Revenue. Road improvement requirements are addressed through the City’s capital prioritization process.

Short-term and long-term infrastructure replacements and upgrades are planned utilizing asset management and capacity computer models developed for Richmond’s extensive water, sanitary, drainage and roadway systems. This ensures that when ageing infrastructure deteriorates to the point where it is no longer economical to maintain, or it fails, it is replaced with infrastructure of sufficient size to meet the City’s long-term needs.

Analysis

Total Replacement Value and Schedule

Attachments 1 to 4 show estimated infrastructure replacement costs for the City’s water, sanitary, drainage, and road infrastructure over the next 75 years. The charts also show the estimated long-term average annual funding levels (in 2015 dollars, excluding inflation) that are required to perpetually replace assets as well as the current 2015 funding levels. The Funding Requirement Range represents the estimated level of uncertainty in the long-term annual funding levels, which is due to a number of variables including:

- potential overlap between capacity based improvements due to development or climate change;
- variability in the potential service life of the infrastructure;
- variability in the economy and the cost of infrastructure replacement; and

- unanticipated or emergency events that initiate early infrastructure replacement or repairs in excess of operating budget provisions.

Water

The City is meeting its long-term funding target for water infrastructure replacement. *Attachment 1* predicts a long-term annual water infrastructure funding requirement of \$7.4 million. Current funding levels are \$7.5 million and are within the target range. Staff recommends that funding levels be maintained in the target range.

Approximately 50% of the City's watermain inventory is asbestos cement pipelines (AC). AC pipelines will be the focus of the City's watermain replacement programs for approximately the next 30 years. Engineering utilizes the combined results of pipe testing, watermain break rate statistics, leak detection, and literature review to estimate the useful life of the watermain inventory. Replacement watermain sizing is determined utilizing a computerized hydraulic model of the City's water system that incorporates future zoning and population densities identified in the 2041 Official Community Plan.

Between 2025 and 2040 replacement costs may exceed the long-term required funding level and, as a result, may require utilization of reserves and borrowing. In the long-term (75 year horizon), the required funding level will repay debts incurred and allow for continued water infrastructure renewal.

Water pressure management and other innovative measures are being implemented to extend AC watermain service life, which could yield significant benefits in the long run. An east-west water transmission system could facilitate an overall reduction in water pressure that maintains current levels of service including fire flow. Staff are reviewing the costs and benefits of implementing an east-west transmission system and will report the findings to Council in a subsequent report.

Sanitary

Attachment 2 predicts a long-term annual funding requirement of \$6.8 million for the sanitary utility and identifies \$4.3 million in sanitary replacement funding. Funding needs in 2030 and beyond will exceed current funding levels and, unless current funding levels are increased, the long-term annual funding level will increase beyond that caused by regular construction cost inflation factors.

The City has performed closed-circuit television (CCTV) inspection of 90% of the City's sanitary sewers and will CCTV inspect the remaining 10% in 2015. The results of the video inspection indicate that the gravity sewer system is in good condition, and *Attachment 2* indicates that the long-term replacement of these sewers will begin in earnest in approximately 25 years. Current funding levels are insufficient to fund these long-term renewal needs. Bridging this funding gap will be an objective of future budgets.

Although there is no imminent backlog for the replacement of sanitary gravity sewers, the City's older sanitary forcemains and pump stations will soon need to be rehabilitated or replaced to prevent infrastructure failure and maintain current service levels. This is particularly a focus for

areas of the City where housing density is increasing, such as the City centre, and where older sanitary pump stations exist with only a single pump arrangement (opposed to a modern pump station containing two pumps that provides redundant capacity in the case of pump failure). Following the Lansdowne Road sanitary forcemain failure due to a grease blockage, capital funds were used to install pressure sensors throughout the sanitary system that assist in monitoring grease build and identifying costly infrastructure failures before they occur.

Drainage

The City is in the target range for long-term funding of drainage infrastructure replacement. *Attachment 3* predicts a long-term annual funding requirement of \$11.0 million for the drainage utility and identifies current annual funding of \$10.4 million. The City achieved the necessary long-term funding level for drainage infrastructure by increasing the Drainage Utility rate by \$10 per year since 2003. While the current level of funding is adequate, on-going focus is required to maintain this position against construction cost inflation factors and as the City's drainage needs evolve. As part of the 2016 utility rate setting process, staff will bring forward for Council's consideration alternate rate strategies that improve the overall equity of the Drainage Utility rate and maintain funding levels in the target range through rate increases to sectors that may not be paying an equitable share.

Staff have identified new Drainage utility ageing infrastructure challenges that include joint failures in some of the City's box culverts that manifest themselves as sink holes in road surfaces. The box culverts themselves are still structurally sound and are not at the end of their estimated service life; however, the failing joints are problematic. In 2015, an individual box culvert joint repair cost in excess of \$250,000. As failing joints are becoming an increasing problem, this cost is unsustainable under current operating levels and will increase short-term capital spending. In 2015, staff will trial a slip lining project on the No. 1 Road box culvert as part of the approved 2015 capital plan. Staff will report on the success of this trial in a subsequent report to Council.

In the last 12 years, the City has rebuilt 15 of its 39 drainage pump stations and has performed significant upgrades on a further 5 in order to meet the City's long-term needs. Over the next 20 years the remaining Lulu Island drainage pump stations will be rebuilt or receive significant upgrades provided the funding levels are maintained or improved. The City's drainage system computer hydraulic model has identified pumping deficiencies and the rebuilt stations have significant pumping capacity upgrades that are based on model results. Since 2008, the City has obtained \$12.1 million of provincial and federal grant funding that substantially offset drainage pump station upgrade costs. In addition to pump station upgrades, drainage program priorities relate to upgrading the City's major storm sewers leading to box culverts, laneway drainage, agricultural drainage, agricultural irrigation and implementation of stormwater retention infrastructure to mitigate the impact of intense storms.

Dikes

The 2008-2031 Richmond Flood Protection Strategy identifies climate change induced sea level rise as a future threat to be mitigated. Staff estimate conventional dike upgrade costs to address the predicted 100-year sea level rise scenario to be in the order of \$300 million.

Phase 1 of the Dike Master Plan was completed in 2103 and addresses a strategy for future dike improvements for Steveston and the Southern West Dike. The Phase 1 report indicates that diking improvements required to protect Steveston will be in the order of \$55 million over next 50 years, which is 18% of the estimated overall Lulu Island dike improvement cost. The Phase 1 plan was endorsed by Council at the regular Council Meeting on April 22, 2013.

Staff are in the process of developing Phase 2 of the Dike Master Plan to identify the specific long-term dike upgrades for North Dike and the northern West Dike. Financial requirements from the Phase 2 study will be reported through subsequent reports to Council as this information is developed.

Roads

The non-MRN long-term annual re-paving funding requirement is estimated at \$4.7 million (see *Attachment 4*). Annual funding levels for non-MRN roads is \$3.5 million, \$1.2 million below the identified long term requirement. Paving prices are heavily influenced by oil prices, which have had significant fluctuations over the past nine years. The fluctuating price of paving has a significant impact on the long-term funding requirements identified in this report. *Attachment 5* documents the fluctuating cost of asphalt paving between 2006 and 2014. Average paving prices identified in *Attachment 5* were applied to road pavement need predictions from the computerized City's Pavement Management System to determine the long-term funding requirements. The Pavement Management System indicates that current funding levels will be adequate to maintain the roadways at the current service level for the next five years; however, there will be a significant shortfall over the subsequent five years unless funding levels are improved. Staff will provide further updates as part of future capital programs.

Bridges

The City has a number of bridges and overpasses that range in size and use from pedestrian bridges in parks to the No. 2 Road Bridge. Staff completed assessment of eight of the City's bridges and overpasses over the last two years. Further assessment and valuation of City-owned bridges will be completed by the end of 2015.

The No. 2 Road Bridge is a significant piece of municipal infrastructure with an estimated replacement value of \$73 million. As the No. 2 Road Bridge is situated within the region's Major Road Network (MRN) it is eligible for regional maintenance and replacement funding. The City currently receives regional funding to operate, maintain and rehabilitate the bridge deck, which includes an allowance for re-paving. It does not, however, receive funding to maintain the bridge structure. This is a regional issue that has been a concern since Translink's establishment. Alongside the region's other municipalities, City staff are participating on Translink's Operation, Maintenance and Rehabilitation Sub-Committee to secure adequate bridge maintenance and rehabilitation funding.

Detailed assessment of the No. 2 Road bridge's condition was completed in 2013 by visual inspection and non-destructive testing to identify a long-term maintenance program. No

immediate safety issues were identified during inspection; however, several maintenance issues were addressed.

The Bridgeport overpass was inspected in 2014 and it was identified that the bridge deck is in need of repair. Council approved a \$1.1 million budget funded by the MRN Provision to repair the bridge deck and the project is scheduled for completion by the end of 2015.

The Cambie overpass was inspected in 2014 and it was identified that the bridge ramps are settling. A project will be brought forward in the 2016 Capital Plan for Council's consideration to replace some of the abutment material with light-weight fill to remedy this issue. Translink does not recognize this bridge to be part of the MRN, but as the bridge exists due to Cambie Road crossing Knight Street, an MRN route, staff will liaise with Translink to try and change this status.

Street Lighting

The City's street lighting system is growing and has become a significant asset. Approximately 200 street light poles in the Seafair and Richmond Gardens sub-divisions have reached the end of their service life, and in 2015 Council approved \$132,000 as phase one of a 5-year program to replace ageing poles. Pole failures have also been identified on the No. 2 Rd Bridge. A comprehensive evaluation of the street lighting inventory is in progress and street lighting condition will be included in subsequent ageing infrastructure reporting.

Required Funding Levels

Table 3 summarizes current and required annual infrastructure replacement funding levels, in 2015 dollars, as well as the current ageing infrastructure funding gaps. The City has made considerable infrastructure funding gains since initiating its strategy to close the funding gap in 2006.

Table 3: Infrastructure Funding Levels

| Infrastructure Type | 2015 Actual Annual Funding Level | Required Annual Funding Level | Funding Range | Funding Source | Estimated Additional Funding Required |
|------------------------|----------------------------------|-------------------------------|-------------------|---------------------------|---------------------------------------|
| Water | \$7.5 M | \$7.4 M | \$6.8 M - \$8.6 M | Water Utility | No Shortfall |
| Sanitary | \$4.3 M | \$6.8 M | \$6.2 M - \$7.5 M | Sanitary Utility | \$2.5 M |
| Drainage* | \$10.4 M | \$11.0 M* | \$10.2 M - 12.7M | Drainage Utility | \$0.6 M |
| Road Paving (non -MRN) | \$3.5 M | \$4.7 M | \$3.9 M - \$5.6 M | Primarily General Revenue | \$1.2 M |
| Totals | \$25.7 M | \$30.3 M | | | \$4.3 M |

*Long-term dike replacement costs are yet to be determined and are excluded

Funding Strategies

Adequate annual funding levels will allow the City to implement proactive and sustainable infrastructure replacement programs. The proactive replacement of infrastructure enables the City to smart sequence utility replacement and use competitive bidding to ensure the best value for money. Replacing infrastructure at its time of failure has proven to be considerably more expensive than proactive replacement and is more disruptive to residents, City services and programs.

Closing the current \$4.3 million funding gap is achievable within the next decade or sooner. Putting this amount into rate-payer terms, Richmond has approximately 70,000 businesses and households that pay utility rates. An annual increase of \$10 to each rate-payer would close the gap in approximately 6 years. An annual increase of \$20 to each rate-payer would close the gap in approximately 3 years.

Staff have pursued available federal and provincial grants from programs such as the Building Canada Plan and BC's Flood Protection Program and will continue to do so. While grant funding has been helpful over the last few years, as a funding source, grants will always be unpredictable and therefore non-sustainable.

Development also facilitates significant infrastructure replacement that has a positive impact on the City's overall ageing infrastructure picture. However, development is subject to external forces such as the economy and does not always coincide with infrastructure that is beyond its useful life. Therefore, development is not considered a sustainable resource for ageing infrastructure replacement.

Staff will present funding options and make a recommendation to Council as part of the annual utility rate review and capital program process. Significant progress has been made over the last decade in closing the funding gap, and continuation on this path will allow the City to effectively mitigate the challenge of ageing infrastructure.

Financial Impact

None.

Conclusion

Staff will continue to gather information to better predict infrastructure replacement schedules and funding peaks and will continue to explore new technologies and best practices. Staff will also continue to recommend that the utility funding gaps between current and required funding levels be closed over time through the annual budgeting process. The rate of increase and timeframe to close the funding gaps will be impacted by Metro Vancouver's regional Solid and Liquid Waste Management plans, which are non-discretionary costs imposed on the City. The funding shortfalls outlined in this report should be considered in conjunction with the City's Long-Term Financial Management Strategy.



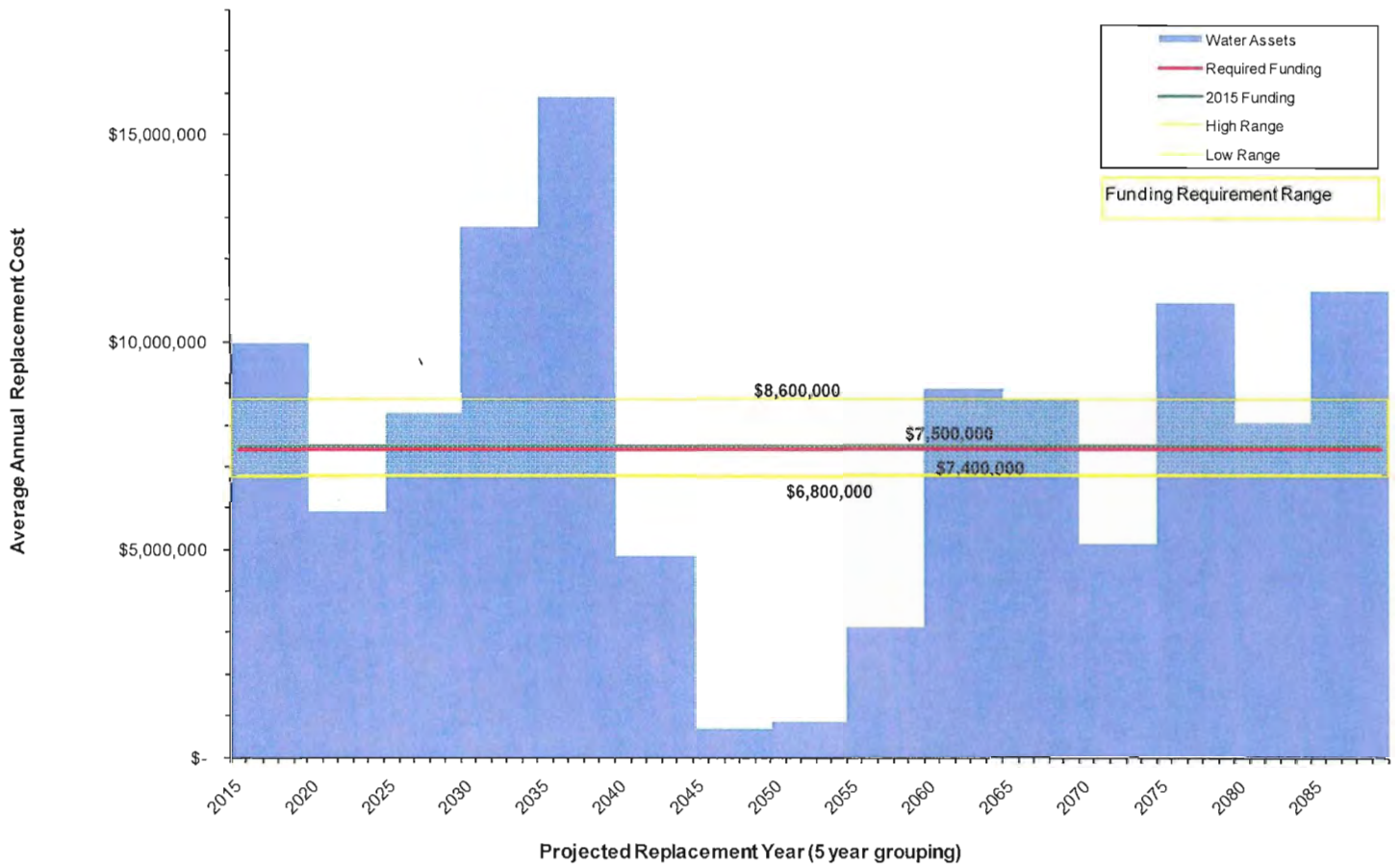
ACTING FOR
Lloyd Bie, P.Eng.
Manager, Engineering Planning
(604-276-4075)

LB:lb

- Att.1: Ageing Infrastructure Report – Water Assets
- Att.2: Ageing Infrastructure Report – Sanitary Assets
- Att.3: Ageing Infrastructure Report – Drainage Assets
- Att.4: Ageing Infrastructure Report – Non MRN Road Assets
- Att.5: Historical Costs for Capital Paving Program (2006 – 2014)

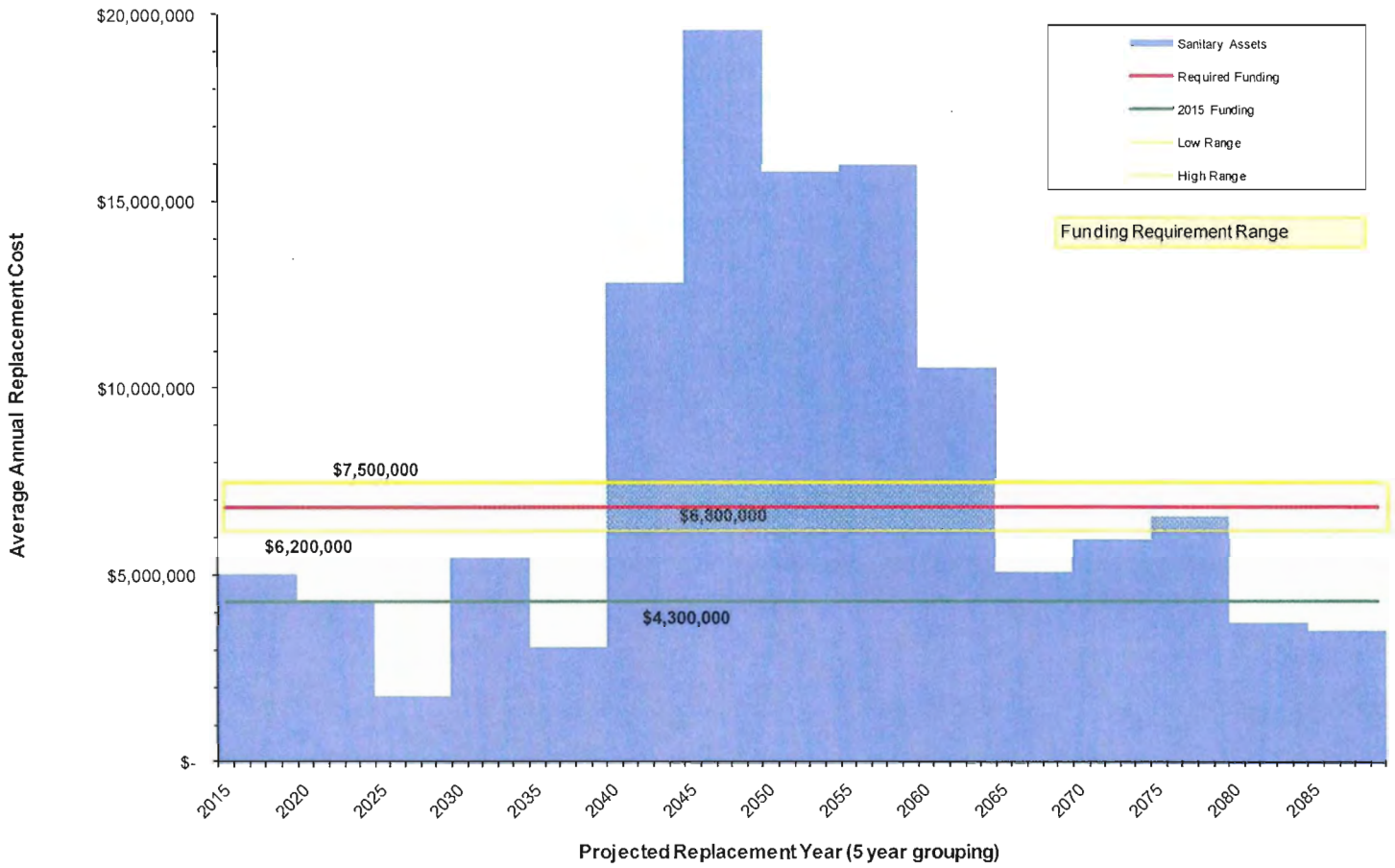
Attachment 1

2015 Ageing Infrastructure Report - Water Assets



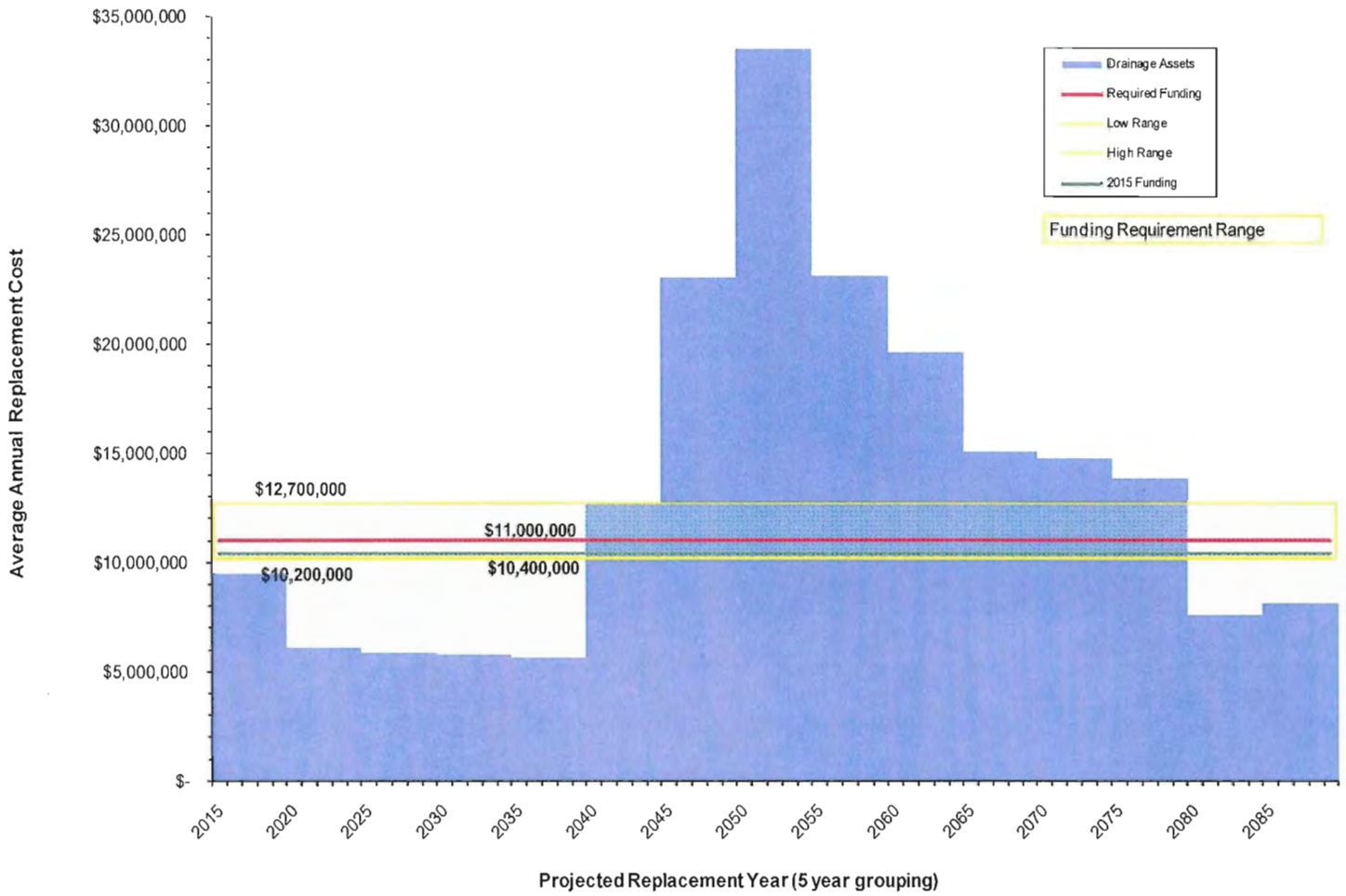
Attachment 2

2015 Ageing Infrastructure Report - Sanitary Assets



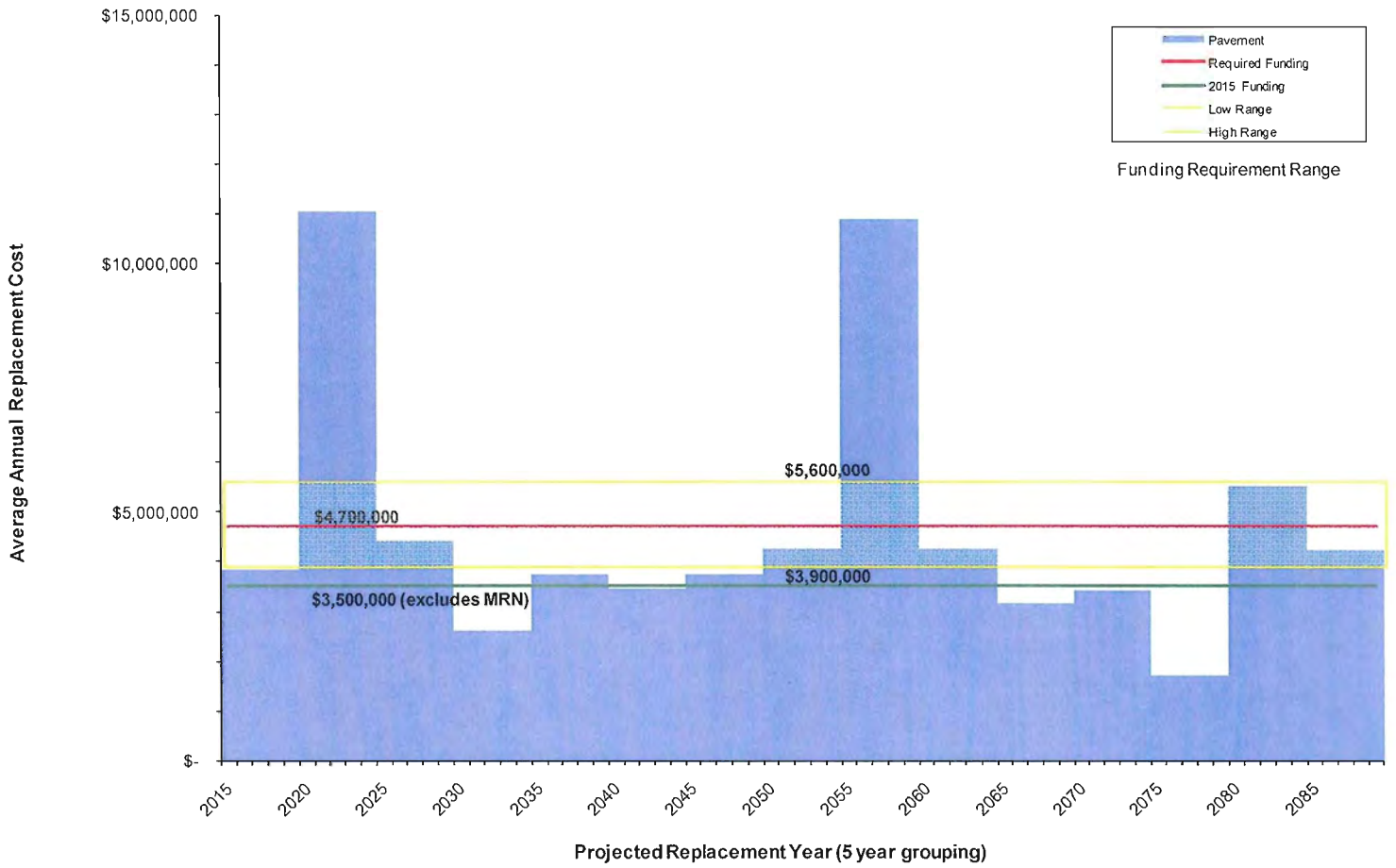
Attachment 3

2015 Ageing Infrastructure Report - Drainage Assets



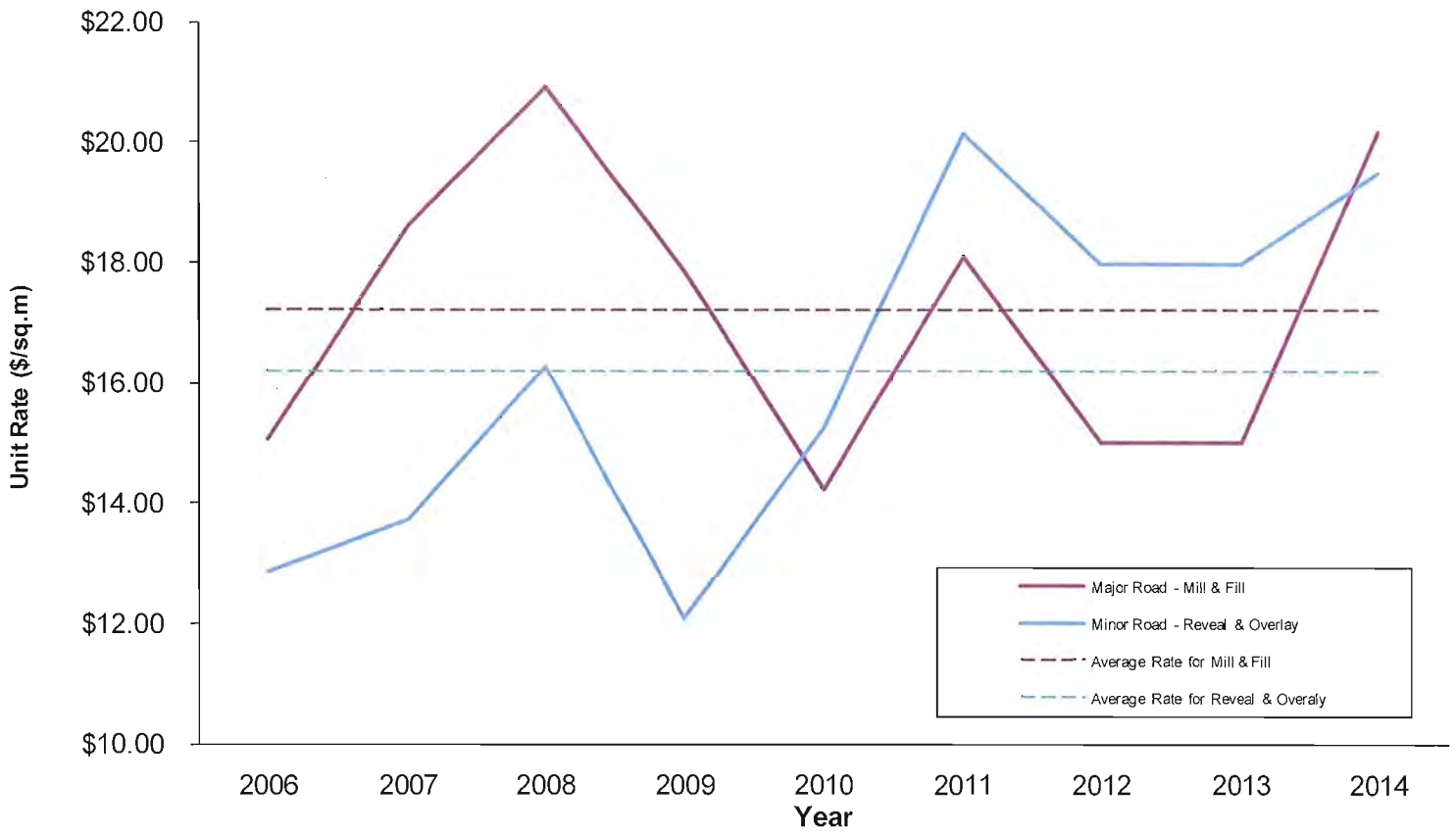
Attachment 4

2015 Aging Infrastructure Report - Non-MRN Road Assets



Attachment 5

Historical Costs for Capital Paving Program (2006 - 2014)





To: Public Works and Transportation Committee
From: John Irving MPA, P. Eng.
Director, Engineering
Re: Ageing Facility Infrastructure - Update

Date: June 15, 2015
File: 06-2050-01/2013-Vol
01

Staff Recommendation

That staff utilize the attached “Ageing Facility Infrastructure – Update” report dated June 15, 2015 from the Director, Engineering, as input in the annual capital and operating budget preparation process.

John Irving MPA, P. Eng.
Director, Engineering
(604-276-4140)

Att.1

| REPORT CONCURRENCE | | |
|--|---|---|
| ROUTED TO: Finance Division | CONCURRENCE <input checked="" type="checkbox"/> | CONCURRENCE OF GENERAL MANAGER |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS: | APPROVED BY CAO |

Staff Report

Origin

On March 24, 2014 staff submitted an ageing facility infrastructure report to Council for information. The report provided a facility condition summary and options to better maintain the City's inventory of 150 buildings, currently comprising approximately 1,610,000 square feet of total building area.

This report provides an update to the overall condition of City facilities and building maintenance and replacement programs currently in place.

Background

The City's general buildings and leased facilities inventory consists of 150 buildings.

City facilities are critical to the delivery of a broad range of services to the public. Several of the facilities are unique to Richmond and establish an important and positive cultural or iconic identity, such as those with heritage status (i.e., Branscombe House, Seine Net Loft, etc.) and the Richmond Olympic Oval.

Construction of City owned facilities is accomplished through Council approved capital programs and/or agreements with developers. For capital projects, staff define a scope of work in consultation with the user groups and the public leading to construction through the public procurement process. A similar process is followed with developer related facilities, whereby the developer often assumes the role of design/construction lead and City staff assumes a review/approval role.

It is necessary to fund and perform day-to-day operations and maintenance activities at all facilities to enable their intended uses including janitorial services and minor repairs/replacements such as light bulb replacements. It is also necessary to fund and complete preventative maintenance programs which may include items such as roof replacement, boiler replacement, new paint for the building interior/exterior, etc., to ensure continuity of service.

The functional life of a facility is generally 45 years or more, provided regular preventive maintenance is completed. The City currently has funded operations/maintenance, preventative maintenance and capital replacement programs in place as approved by Council. The Capital Building and Infrastructure Reserve has been built to fund facility capital repair and replacement.

On an ongoing basis, staff develop and update a comprehensive plan for capital repair and improvements. This plan considers the condition of all current infrastructure assets such as buildings and equipment, and is used to plan infrastructure replacement and repair needs in the future within available capital and operating funding levels.

Analysis

The City currently has Council approved annual funding of \$3.6M for preventative maintenance programs. For 2015, the City received a one-time facility related funding of \$4.9M through the capital program, to complete major repair/restorations buildings such as the Seine Net Loft, Gateway Theatre and South Arm Community Centre.

The City generally completes annual physical audits of 20% of City facilities through detailed site visits. The findings are used to update past information in the City's facility condition assessment computer model, Vanderwell Facility Advisors (VFA), to develop a Facility Construction Index (FCI) which has become an evaluation tool used by Cities internationally.

FCI is an industry standard designation of facility condition where 0.00 to 0.05 is good, 0.06 – 0.10 is fair, and higher than 0.10 is considered poor. While this index is an excellent facility management tool, it is not a direct measure of user experience in the building. For example, a boiler that is old, inefficient and at risk of failure, will generate a poor condition score, but it may still be providing adequate heat in a building, so a building user today would not be impacted by that poor condition.

The current FCI average for all City facilities is 0.05, indicating an overall good condition. Attachment 1 provides a graphical representation of the City's current building inventory and condition as well as a 2017 projection which considers completion of the Phase I Major Facilities program (Minoru Complex, Firehalls No. 1 and 3 and City Centre Community Centre). The 2017 projection highlights the effectiveness of Council's proactive approach concerning the City's building infrastructure replacement.

A large portion of City buildings were constructed in the last 35 years and this later building stock is entering a phase of accelerated ageing. This is highlighted in particular in the 1980's and older buildings in Attachment 1. As a result, maintaining the current good condition score will require continued support for Capital and Operations Maintenance funding programs as outlined in the City's 5 Year plan, including possible increases as facilities enter the phase of accelerated ageing.

Consequence of Facility Deterioration

A generally accepted industry observation related to facilities is that it costs five times as much to repair a facility as compared to having a preventative maintenance program, and that it costs five times as much to replace a facility than what it would cost to complete repairs, notwithstanding the impacts related to service disruption. While facility replacement is an excellent solution to address growth needs and implement modern systems and design, those facilities that are intended for long term use greatly benefit from the City's preventative maintenance programs.

Significant deficiencies would be anticipated should City facilities be allowed to deteriorate over the next 20 years. An example that may be typical of non-functional facility infrastructure after 20 years includes failure of roofs, boilers, HVAC systems etc. The consequence of these items no longer functioning are significant and could lead to facility closure, service level interruption, loss of City revenue, and incurrence of significant costs to react to emergency conditions.

The current service level can be maintained through preventative maintenance funding and capital funding for building rehabilitation and replacement as follows.

Capital Replacement

The Council approved Major Facilities Phase 1 projects represent over \$130M in capital investment for the replacement of Minoru Aquatics, Older Adults Centre, City Centre Community Centre, Firehall No. 1 and Firehall No. 3. The new facilities will provide medium

term relief from the increasing cost of maintaining the old facilities and introduce service level improvements. Investing in the capital replacement of buildings is a key strategy for maintaining overall facility condition and addressing growing service level demands.

Capital Repair/Rehabilitation

In 2015, Council approved \$24.9M through the 5 Year capital program to complete major repairs and rehabilitation. The 2015 program includes approximately \$4.9M funding to complete major repairs and upgrades to City facilities. Staff will continue to prepare 5 Year capital programs with required levels of funding for Council approval.

Operating Maintenance and Minor Capital

Current facility infrastructure replacement, improvement and annual maintenance funding is approximately \$3.6M. Going forward, it is estimated that this level of funding would need to increase by approximately \$1M annually to keep pace with inflation and to maintain the current facility condition index score.

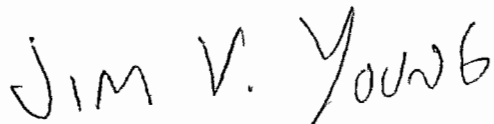
It is recommended that staff utilize the preceding analysis and information outlined in preparation of future operating and capital budgets with the objective of maintaining the current level of overall facility condition.

Financial Impact

None at this time.

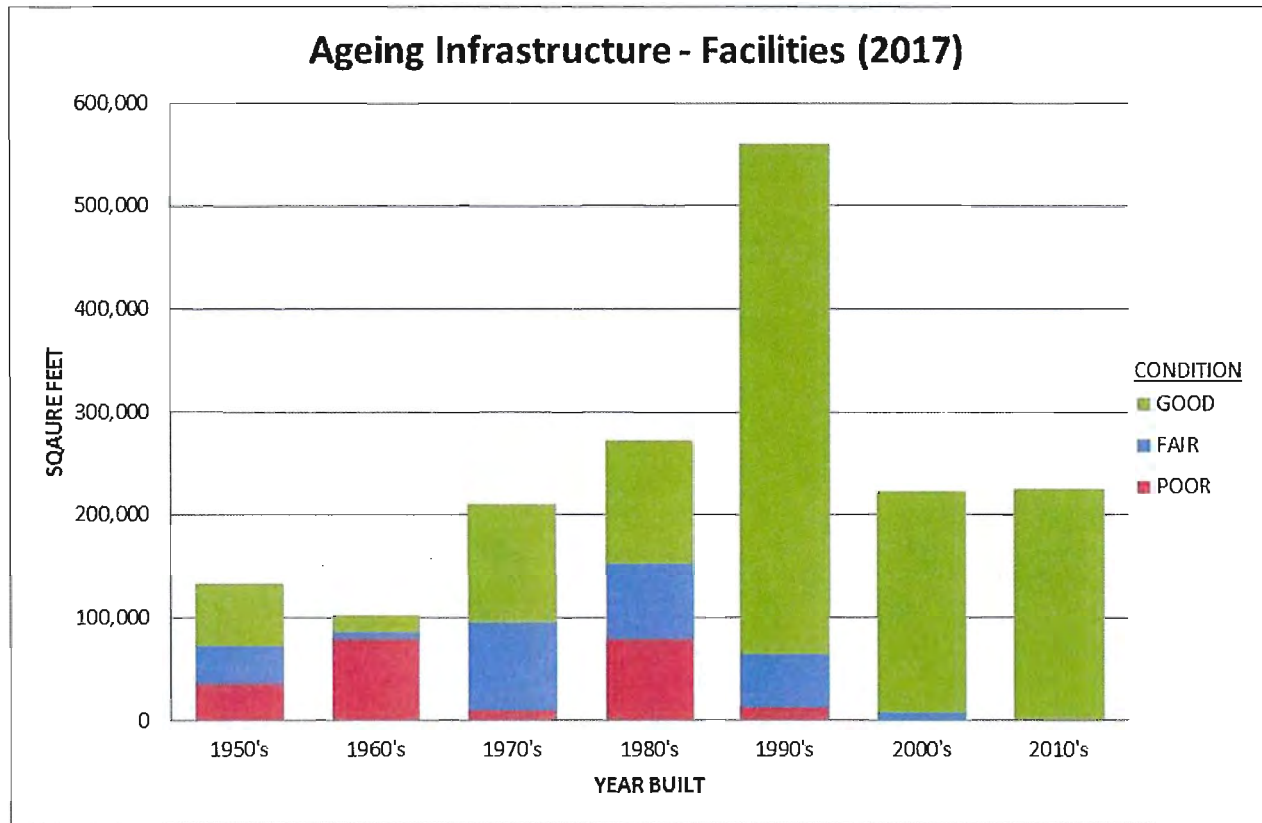
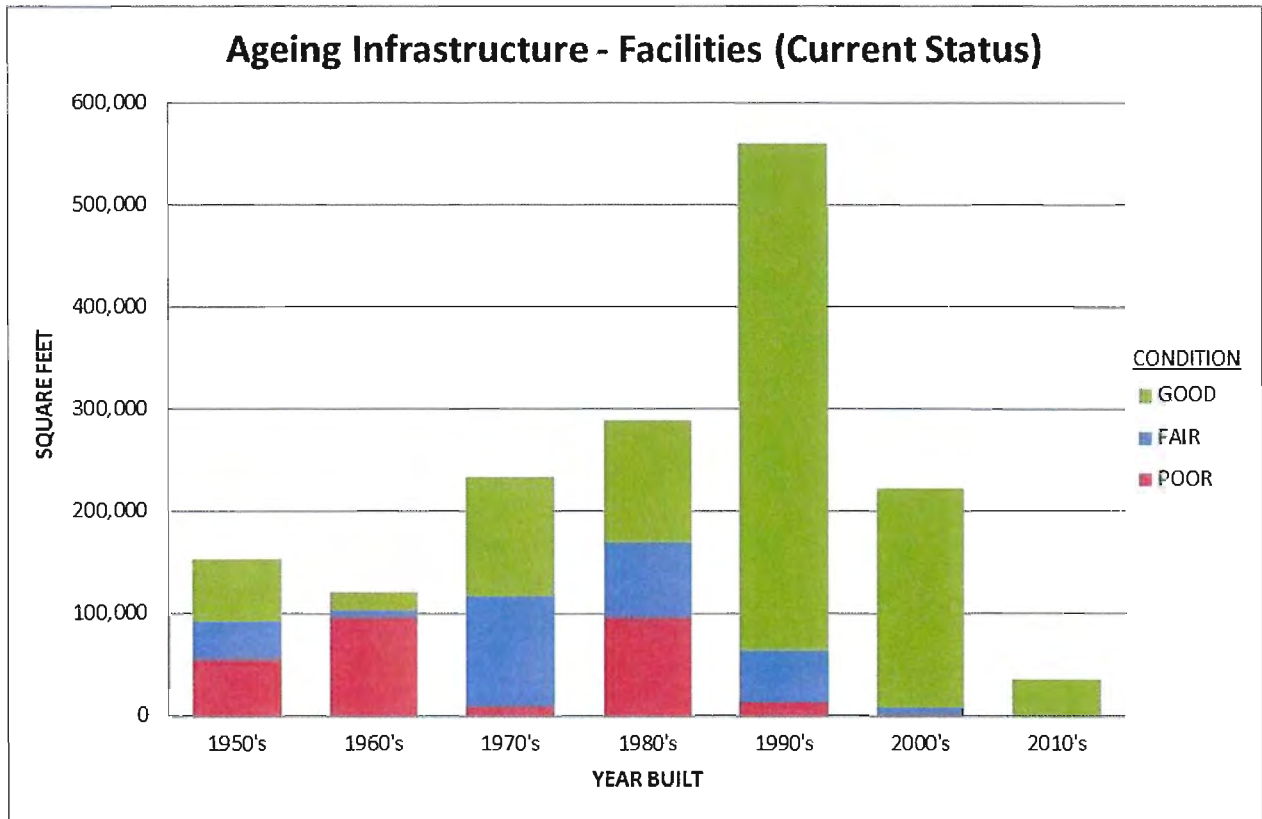
Conclusion

The City's building infrastructure is currently in good condition, however, due to age many buildings are anticipated to deteriorate at an accelerated rate. In order to maintain the current average facility condition and service levels, additional funding will be required through the City's operating and capital budgets.



Jim V. Young, P. Eng.
Senior Manager, Project Development
(604-247-4610)

Att. 1: Ageing Infrastructure – Facilities





City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee

Date: June 25, 2015

From: Mike Redpath
Senior Manager, Parks

File: 11-7200-01/2015-Vol 01



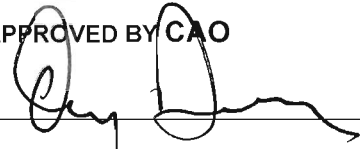
Re: Steveston Channel Sheer Booms

Staff Recommendation

1. That the staff report titled "Steveston Channel Sheer Booms," dated June 25, 2015, from the Senior Manager, Parks, be received for information; and
2. That a letter be sent to the British Columbia Provincial Minister of Forest, Lands and Natural Resources Operations, to the Federal Minister of Transportation, Richmond's Members of Parliament, and Richmond's Members of the Provincial Legislative Assembly to raise awareness of the Steveston Cannery Channel floating debris issue, the continued hazards to navigation posed by it and to seek support to remedy the issue.

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

Att. 6

| | |
|--|--|
| REPORT CONCURRENCE | |
| CONCURRENCE OF GENERAL MANAGER  | |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS:  |
| APPROVED BY CAO  | |

Staff Report

Origin

The purpose of this report is in response to the March 24, 2015, Parks, Recreation & Cultural Services Committee referral:

That staff examine the repair of the sheer boom in the Steveston Channel and report back.

This report supports Council's 2014-2018 Term Goal #6 Quality Infrastructure Networks:

Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.

6.1. Safe and sustainable infrastructure.

6.2. Infrastructure is reflective of and keeping pace with community need.

Analysis

There are two sheer booms located within the Steveston Harbour Channel east of No. 2 Road. These booms were installed to redirect and collect the flow of deadheads (abandoned floating logs) and other large floating debris from coming onto the harbour's shorelines and damaging waterfront amenities such as piers, piled buildings and floats (Attachments 1 and 2).

The main sheer boom located south of London Farm's waterfront is a series of piles/dolphins connected to a line of floating logs (booms). They were installed by Public Works Canada and previously managed by the Canadian Coast Guard and now fall under the review of the Crown Province's Forest, Lands and Natural Resources Operations (FLNRO) and Transport Canada.

The sheer booms are in poor condition and have been abandoned due to the lack of maintenance funding from the Crown Province (Attachment 1 – Area A). With its current condition, the accumulation of log debris has increased substantially and the risk of floating deadhead and debris crashing into waterfront properties and assets has also increased (Attachments 3 and 4).

In the past, these booms would act as the main deflection line against debris from entering the Steveston Harbour Secondary Channel. The City has received approvals from FLNRO, Transport Canada, and Department of Fisheries and Oceans (DFO) Real Property's Division to proceed with any repair work to the structures that does not include disturbance to the river bed such as pile removal or pile replacement.

The secondary sheer boom line (Attachment 5) located east of the No. 2 Road Pier/London's Landing was installed by Fisheries & Oceans Small Crafts Harbour and is currently managed by the Steveston Harbour Authority (SHA). This sheer boom was designed to deflect smaller floating debris that would occasionally pass through the main sheer boom structures; however, due to the poor condition of the main sheer boom, it is currently well over its capacity to withstand floating debris of all sizes. Maintenance requests to conduct repairs at this sheer boom are directed to the SHA for consideration and evaluation (Attachment 5).

Port Metro Vancouver's (PMV) Planning and Design staff has conceptually explored a proposal to support their Habitat Compensation Plan which involves the creation of a habitat marsh area that would cover the entrance of the secondary channel from the east end (Attachment 6). The concept plan also shows the existing sheer boom structures in place. At this stage, this is still a concept proposal and will need to be approved by the City as upland owner and Federal/Provincial regulatory agencies. It is unclear at this time on when or if this project from PMV would proceed.

Estimates to replace the main sheer boom (location – Attachment 4) are approximately \$150,000. This option replaces all the deteriorating pile/dolphin structures and boom line with new ones. The current piles are not suitable for affixing a sheer boom to deflect floating debris in their current condition. Applications for permits to FLNRO, Transport Canada, and DFO with their approvals will be required to proceed with this option since it involves pile removal and replacement that impacts habitat vegetation in the river bed.

As these pilings are located on Crown land, staff are suggesting that these works are the responsibility of the Province and Transport Canada. It would be appropriate to send a letter to the Minister of Forest, Lands and Natural Resources Operations, the Federal Minister responsible for Transport Canada, Richmond's Members of Parliament, and Provincial Members of the Legislative Assembly to raise awareness of the debris issue, the continued hazards to navigation posed by it, and to seek their support to ameliorate the issue.

Financial Impact

None

Conclusion

It is only a matter of time before a large deadhead log will again cause significant damage to one of the City's floats, piers, piled buildings or docks. Historically, this has resulted in major damage to our timber and concrete waterfront assets. Repairs to the sheer boom structure are hoped to ameliorate the problem of debris accumulation and will be monitored.



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

- Att. 1: Steveston Channel Site Plan – Area A and Area B
2: Deadhead log at No. 6 Road
3: No. 2 Road Pier and Float
4: Main Sheer Booms – Existing Condition
5: Debris at the Secondary Log Boom
6: Port Metro Vancouver's Concept Proposal for Habitat Marsh Creation



Steveston Channel Site Plan

Deadhead log at No. 6 Road

A deadhead log spearing through and up a City concrete/steel rebar float at No. 6 Road. Illustration of damage log debris can cause during strong river current conditions.



No. 2 Road Pier and Float

Accumulation of floating log debris around the City's No. 2 Road Pier and Floats.



Main Sheer Boom – Existing Condition



Secondary Log Boom

Accumulation of log debris at the secondary log boom (managed by Steveston Harbour Authority)



Port Metro Vancouver's Concept Proposal for Habitat Marsh Creation





City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: June 29, 2015

From: Mike Redpath
Senior Manager, Parks

File: 06-2345-20-TRIV1/Vol
01

Re: Tait Riverfront Park Concept Plan

Staff Recommendation

That the Tait Riverfront Park Concept Plan, as outlined in the staff report titled "Tait Riverfront Park Concept Plan," dated June 29, 2015, from the Senior Manager, Parks, be approved.

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

Att. 4

| REPORT CONCURRENCE | | |
|--|--|--------------------------------|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Development Applications Public Art | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | |
| Reviewed by Staff Report / Agenda Review Subcommittee | Initials: | Approved by CAO |

CNCL - 278

Staff Report

Origin

In October 2011, City Council approved Oris Development Corporation's application to rezone 1880 No. 4 Road; and 10071, 10091, 10111, 10131, and 10311 River Drive from "Industrial Storage District (I5)" to "Comprehensive Development District (CD/209)" (RZ 07-380169). Included in the proposal was the creation of two parcels to be transferred to the City as fee simple lots for park purposes. A 5,584 square metres (1.38 acres) lot at the west edge of the site is being developed in 2015 for park purposes as part of the initial phases of development. The Central Park lot that is 12,174 square metres (3.01 acres) in size is to be developed for park purposes as part of subsequent phases of development. A concept plan for this park, now referred to as the Tait Riverfront Park, has been prepared and a public Open House was held on June 18, 2015, to gain public input towards the development and refinement of the design plan. The purpose of this report is to summarize the findings of the public consultation process, and to present the Tait Riverfront Park Concept Plan for approval.

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

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

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

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

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

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

This report supports Council's 2014-2018 Term Goal #4 Leadership in Sustainability:

Continue advancement of the City's sustainability framework and initiatives to improve the short and long term livability of our City, and that maintain Richmond's position as a leader in sustainable programs, practices and innovations.

4.1. *Continued implementation of the sustainability framework.*

Analysis

The Existing Site and Context

The existing park site is located at 10211 River Drive (Attachment 1), and is 3.01 acres in size. It is currently vacant and awaiting development for park purposes. To the north lies the City road/dyke, and across the North Arm of the Fraser is the western extent of Mitchell/Twigg Island. To the south is River Drive, and across this street are single family houses on lots zoned a combination of “Single-Family Housing District, Subdivision Areas B, C, D” (RS1/B, RS1/C, and RS1/D). The development context includes a proposed residential project to the west, and a residential development including community child care facility adjacent the park to the east. The community child care facility is to be constructed by the developer and transferred to the City as part of the community amenity package secured through the rezoning. The design of this child care facility will be presented to Council as part of the residential development to the east.

This new park will be well integrated within the Tait neighbourhood’s existing network of trails and open spaces. From the park, site visitors can easily reach Tait School/Neighbourhood Park and the new West Park site at No. 4 Road and River Drive by cycling and walking along the dyke trail or River Drive. The Bridgeport Trail is also only a 400 metre walk from the new park property, connecting it to the City’s overall system via the Shell Road Greenway to the east, and the Garden City Greenway to the west.

The Concept Plan

The concept design (Attachment 2) for the site has been inspired by its location along the edge of the Fraser River. Various elements such as paving patterns and stampings, distinctive play structures and landscape plantings will combine to emphasize the natural character of the site. The plan proposes a variety of uses and features situated within various zones, including:

Open Lawn Zone

An open lawn is to be developed on the east side of the site, where it can be used for informal activities, games and sports. It will also present a good opportunity where the occasional neighbourhood scale program or event can be staged. A walkway flanked by trees will encircle the lawn so that people can sit and picnic on its edges in shaded comfort. Some seating will be in the form of custom designed concrete wave “eddies.” A covered structure will be situated next to this space as well, so that it can provide people with shelter from the sun or rain as they participate in outdoor activities and programs.

Court Zone

A basketball/multi-use hard surface court will be located in the southwest corner of the site. The basketball court playing area will be 15.2 metres by 22.9 metres in dimensions, but the overall area of the of the court will be larger in order to maximize opportunities for other activities and programs. Concrete seating edges help enclose this space and it is proposed that they be constructed so that they also function as beginner-level skate elements.

Play Environment Zone

A play environment in the northwest part of the park will provide a variety of elements for children. Traditional items such as swings will be combined with natural elements such as logs and driftwood, boulders and pathways that wind their way through plantings.

Opportunities to direct site drainage towards bioswales will be also explored. These features, bordered by pockets of sand, long grass, logs and native plantings, will serve to clean the water and recharge into the ground. During the dry seasons, they will also offer elements of creative play for children.

Public Art Zone

A key feature of the park plan is the proposed inclusion of the public art piece “Water #10,” currently located at the corner of Cambie Road and River Road, along the Middle Arm dyke greenway. This stainless steel structure by artist Jun Ren was installed in Richmond as a temporary work, part of the Vancouver International Biennale 2009-2011. Standing tall at 16 metres, it would be placed atop a flat topped mound – the “Island” – which can be reached from the play area by a stepping stone pathway and by a bridge connected to the dyke.

The piece was purchased by the developer from the Vancouver Biennale in 2011 with the intent of relocating it to their Parc Riviera development within the future City-owned park, to satisfy the public art contribution condition of the rezoning (RZ 07-380169). Council supported permitting the sculpture at the Cambie Drainage Pump Station location until the site at Parc Riviera-now referred to as Tait Waterfront Park- was ready to receive the artwork.

Circulation System

The proposed concept includes pathways that provide multiple access points from River Drive and the dyke. Walking pathways will be accessible and barrier free, and the main pathway that bisects the site will be wide enough so that service vehicles can reach the dyke when maintenance is required. Secondary pathways will connect together the various features of the park, and may be integrated with stepping stones, balance logs and river rocks along their routes to offer elements of play.

Landscaping

A variety of trees, shrubs and grasses are proposed to be planted within the park. One goal is to establish a year round presence of trees therefore coniferous evergreens will be included within the landscape scheme. Providing shade during the summer weather will also be vital, so deciduous shade trees of various types will be strategically placed around the park. In terms of maintenance, the open lawn will be cut on a regular basis. Since a mix of aesthetics is also desirable, some grass plantings that grow long and require only periodic maintenance will also be selected. Other plantings will be used to increase biodiversity and create wildlife for habitat. The use of native plants will also be investigated.

Next steps in Design

The details of the plan, particularly the planting layout and grading plans, will be explored and refined during the next design stage of the project.

The park lies between the dyke (proposed elevation of 4.7 metres; future elevation of 5.5 metres) and River Drive (elevation of approximately 2.4 metres). The difference of 2.3 metres (4.7 – 2.4 metres) is significant, as it presents an excellent opportunity to develop within the park an interesting series of mounds, hills, levels and grade changes, features that are mostly absent from within the City's park and open space system.

Public Consultation Process

The public was invited to provide feedback on the concept proposal at an open house held at the R. J. Tait Elementary School gymnasium on Thursday, June 18, 2015. Approximately 600 notices were mailed to residential properties of the Tait neighbourhood area bounded by No. 4 Road and Shell Road to the west and east, the riverfront to the north, and Bridgeport Road to the south. The Open House was advertised in the local newspapers, and information was posted on the City's website. Concurrent with the Open House process, the community was also invited to view the materials and complete the questionnaire on the Let's Talk Richmond website, www.LetsTalkRichmond.ca (Attachment 3).

Fifty-five people attended the Open House session. Participants were encouraged to discuss their comments and ideas with City staff, the consultant, and the developer's representative. In addition, the attendees were asked to make comments on the design by filling out surveys and adding notes on the presentation material. A summary of the public survey results are included in this report (Attachment 4).

Interest in the process was strong and response to the park concept proposal was generally favourable.

The proposed program received support although a few ideas require consideration:

Car Parking/Site Access

There were several requests to provide parking on the park site. It is noted that this park is a neighbourhood park for local residents who are located within 800 metres or a twenty minute walk of the site. There will be on street parking located along River Drive for those who must drive to the park.

Water Play

The majority of participants supported adding a water element to the park play area. Suggestions ranged from a large splash park to something smaller in scale. Further explorations will be made in the next design stage to see how some type of water element can be incorporated within the plan.

Washrooms and Site Safety

Safety concerns were expressed regarding lighting the park at night times. A washroom was also requested for the park. Neighbourhood parks are typically not provided with lighting or with a washroom due to cost considerations and the relatively short travel distances for park visitors. Visibility of the park will be high due to it having frontage on River Drive.

Financial Impact

The estimated cost to construct the Tait Riverfront Park Concept Plan is \$1.2 million. Subject to Council's approval of the conceptual design, capital submissions will be considered as part of the City's five-year Capital Plan.

Conclusion

The recommended concept plan for Tait Riverfront Park has received strong support from residents of the Tait area who attended the Open House held on June 18, 2015. Once completed, this new park will greatly enhance park opportunities for the neighbourhood community. It will function as a place for both active and passive activities, and as a gathering place for local events and programs.



Clarence Sihoe
Park Planner
(604-233-3311)

- Att. 1: Site Location
- 2: Park Concept Design
- 3: Let's Talk Richmond – Survey Responses
- 4: Public Workshop – Survey Responses

SITE LOCATION – TAIT RIVERFRONT PARK



- 1 Tait Riverfront Park
- 2 Future Town Homes
- 3 West Park
- 4 Tait Elementary School
- 5 Future Development

PARK CONCEPT DESIGN



TAIT RIVERFRONT PARK

TAIT RIVERFRONT PARK LANDSCAPE IMAGES



WALK IN THE PARK



LOG BRIDGE



PICNIC SHELTER



BALANCE LOGS



PUBLIC ART



STURGEON IN THE RIVER



STREETScape

TAIT RIVERFRONT PARK LANDSCAPE IMAGES



NATIVE PLANTINGS



ADVENTURE PLAY



SHORELINE FINISH



TALL GRASSES



STEPPING STONES



**CONCRETE WAVE
TO DIRECT DRAINAGE**

TAIT RIVERFRONT PARK LANDSCAPE RENDERINGS



SPORT COURT



VIEW FROM ABOVE LOOKING NORTH



VIEW FROM ABOVE LOOKING NORTHWEST

TAIT RIVERFRONT PARK LANDSCAPE RENDERINGS



OPEN LAWN AREA LOOKING NORTH



LOOKING BACK TOWARDS PICNIC SHELTER



VIEW FROM ABOVE LOOKING NORTHWEST



TRAIL VIEW TO THE NORTH

Let's Talk Richmond SURVEY RESPONSES

Period: **18 June 2015, 10:00 AM – 26 June 2015, 11:59 PM**

Project: Tait Riverfront Park – Concept Design Review

1

Respondant Name: SBundac

Responded at 18 June 2015, 11:21 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

Playground and open lawn area

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

I would add as many trees/plants/flowers as possible. Preferably ones native to the area

3. I have the following additional comments regarding the proposed design of the park ...

There should be Transit access and lots of pedestrian friendly road traffic changes made to the area.

2

Respondant Name: CJ

Responded at 18 June 2015, 11:45 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

Driftwood, log jam, multi-use for many ages and interests.

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

More benches and picnic tables, especially around the playground area. It's nice for parents to have a place to rest and put out snacks for kids while they run around. We should aim for as little lawn, that will need watering and mowing, as possible, for the future of our planet.

3. I have the following additional comments regarding the proposed design of the park ...

It looks lovely!

3

Respondant Name: YVR-DJM

Responded at 18 June 2015, 12:13 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

island, landscaping features, driftwood climbing structure, waterpark feature

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

hard to see from the pics

3. I have the following additional comments regarding the proposed design of the park ...

make sure there's enough parking!!!!

4

Respondant Name: AlexOfAnders

Responded at 18 June 2015, 1:01 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

I like the emphasis on nature, greenery and wood structures. The pond area with an island is nice too

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

- BBQ stands or at least an ash pit - Some more seating around the park, especially on the island - Seems like there's only 3 tables planned, a few more would be nice - Places to lock bikes - Water station

3. I have the following additional comments regarding the proposed design of the park ...

Seems like a nice park

5

Respondant Name: kathbeau

Responded at 18 June 2015, 2:22 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

The main thing I like about the park is the fact that there is a court area for children to play in.

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

I would like to see seating and picnic tables along the river. Facing the river. Lots of people walk their dogs and would like access to an area to sit. I cant recall if it is accounted for, but I would like to see a few parking space near to the picnic area so when large groups come in with coolers and BBQ's they dont have so far to walk.

3. I have the following additional comments regarding the proposed design of the park ...

So much of high density housing doesn't provide court areas for children and teens and they end up playing in lane ways. I'm so pleased to see that this has been included. I like that it is green and provides picnic tables. Please make sure you leave platforms for recycling and garbage which is easy access for city staff to do pick up. Containers should be designed to conform with the park and not look utilitarian. There is a large grouping of bald eagles that live along the river. I would like to see that tree selection accounts for trees that will support their nesting in future years. Not sure what the fore shore of the river looks like but many people walk their dogs to the river and the retrievers love going in the water to fetch sticks. The fore shore area should accommodate this type of recreation.

6

Respondant Name: ultimace

Responded at 18 June 2015, 3:32 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

walk (all kinds), court

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

no need for public art, it is hard to maintain

3. I have the following additional comments regarding the proposed design of the park ...

No Answer

7

Respondant Name: lefty321

Responded at 18 June 2015, 4:07 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

natural wood structures open grass multi use court

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

remove the skateboard cement drainage and go for a more natural river rock drainage no art sculpture; stick with a more natural look

3. I have the following additional comments regarding the proposed design of the park ...

it would be nice to have some nets for soccer in the open field

8

Respondant Name: Denis

Responded at 18 June 2015, 5:05 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

I have no intention of going there but that area is very depressed and I welcome the addition of a park for those residents.

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

No opinion

3. I have the following additional comments regarding the proposed design of the park ...

No opinion, i just think any green space is a bonus for Richmond residents. i am looking forward to what will be done with the ALR land at garden city rd. I live close by and I am hoping for a community garden.

9

Respondant Name: dewhalen

Responded at 18 June 2015, 5:29 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

open space, clear view of river

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

more walking trails

3. I have the following additional comments regarding the proposed design of the park ...

bus stop nearby?

10

Respondant Name: sand

Responded at 18 June 2015, 7:56 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

It looks like there are some attempts to create a more natural environment. I think many parks are too sterile. It looks like the playground will not be another plastic atrocity. I hope it will be along the lines of allowing children a chance to explore and test their limits.

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

I would like to see lots of natural elements, -rocks to climb and sit on. I am not too sure about the large grassy area -although it is hard to get an idea of the size of it. I don't think we need more fields for sports, but it is nice to have a space large enough to play frisbee or throw a ball.

3. I have the following additional comments regarding the proposed design of the park ...

make sure there is a bathroom and water

11

Respondant Name: Rkcg

Responded at 18 June 2015, 8:46 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

Open area level with dyke. Playground and pathways.

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

No basketball court, rather have volleyball and badminton courts. More tables and benches.

3. I have the following additional comments regarding the proposed design of the park ...

There is no parking or sidewalk on the north side of River Drive east of McLennan, needs to be completed before park is done.

12

Respondant Name: Marie43

Responded at 19 June 2015, 8:50 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

The varied uses for the park.

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

I would add some picnic tables - looks like a delightful place for a meal.

3. I have the following additional comments regarding the proposed design of the park ...

No Answer

13

Respondant Name: JenP

Responded at 19 June 2015, 9:52 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

Focus on natural feel - native plantings, driftwood elements, water runoff management. Feels very natural. Picnic shelter is great, basketball court and bike racks are good for local youth. Love the playground and island.

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

I would get rid of the art on the island and stick with natural elements. Something to encourage either play or quiet contemplation. An option would be a ring of flat-topped granite boulders, which could either be conversation seating or a play element as the users wish. I would love to see some native plantings mixed with the rough grass.

3. I have the following additional comments regarding the proposed design of the park ...

Overall, a refreshing design.

14

Respondant Name: Anni

Responded at 19 June 2015, 10:06 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

picnic area, open space

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

more shaded areas for picnics, seating, etc. Add water play features since it is right by the river.

3. I have the following additional comments regarding the proposed design of the park ...

No Answer

15

Respondant Name: harvey

Responded at 19 June 2015, 3:23 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

we like addition of a new park in our area

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

1.have a water park for kids is nbr 1 2.more picnic tables only 6 shown on drawing placed in the sun and shade 3.park benches not logs for older people to sit on placed in the shade and sun 4.park benches on the dyke ie every other dyke in richmond has them 5 swings great the climbing things at the complex not used by any kids yet

3. I have the following additional comments regarding the proposed design of the park ...

TRUCK TRAFFIC on river drive has to controlled prior to park opening or sooner PARKING on south side of river drive must not be allowed

16

Respondant Name: nicolewc

Responded at 21 June 2015, 8:27 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

I like all the elements I see in the proposal, the park, court area, picnic shelter, adventure playground, shoreline, etc. I eve like the public art piece (I thought it had been purchased by a developer who's project wasn't finished yet?)

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

I didn't see anything about parking. Will parking be on the street?

3. I have the following additional comments regarding the proposed design of the park ...

None, it looks great!

17

Respondant Name: Gary Cullen

Responded at 22 June 2015, 8:35 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

No Answer

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

No Answer

3. I have the following additional comments regarding the proposed design of the park ...

Hello! Perhaps a small plaque with a little history about the Tait family from the area? I'm the great grandson of Rober John Tait who owned the farm where the park will be and can supply you with history on the area if you like. Robert gave the farm to his oldest son William "Buck" Tait in the early 1900's. Thanks, Gary Cullen

18

Respondant Name: L. Chow

Responded at 23 June 2015, 2:04 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

-Natural environment -Promotion of 'risky play', utilization of natural settings for the playground -Good flow and accessibility into the park for pedestrians -Open design and areas for hovering provides a good environment for social gatherings -It is accessible to all (no stairs)

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

-Incorporating a thematic bike rack or storage area to provide accessibility for bike riders -Provide sufficient shade for the playground and other sections of the park (e.g. between the court, island and playground) -Location of the park would be better suited to someplace with easy access to public transit

3. I have the following additional comments regarding the proposed design of the park ...

-Any form of lighting provided for evenings or will it only be natural lighting?

19

Respondant Name: WCC

Responded at 24 June 2015, 8:00 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

The overall plan looks excellent and brings something for many age groups and needs so I like the concepts as a whole

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

It's unclear if the open lawn is intended to be flat, which could be used for more sporting activities or if it will be sloped, which would limit sporting activities somewhat. I would prefer it be as useful for all as possible so would recommend the open lawn be mostly flat.

3. I have the following additional comments regarding the proposed design of the park ...

It is unclear what will be in place in terms of nighttime lighting so I would like to see how the lighting plan for the park is planned. The yellow "platform" at the end of Number 4 road, for example, is poorly lit. Several of the lights on the platform cause a great deal of glare directly down Number 4 road, to drivers heading in that direction. It also appears that some of the lighting there is upward-facing which directly adds to the light pollution in the area. Since the park is adjacent to a roadway and intersection, I would want to offer good indirect, downward-facing lighting, for the park while not adding to upward-facing light pollution or glare for nearby drivers, and others. It is also unclear if the dyke trail will be maintained as gravel or paved. I am not sure I have a preference but knowing the plan would be helpful.

20

Respondant Name: SunCloud

Responded at 26 June 2015, 10:51 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

It is a park for the people and this is good.

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

Bigger is better, but development and population densification is the name of the game in Richmond.

3. I have the following additional comments regarding the proposed design of the park ...

Trees are good but too much dense high level vegetation and you will attract the dope smoking alcohol drinking punks in the dark after hours.

21

Respondant Name: Robyn

Responded at 26 June 2015, 12:45 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

the natural elements added in like stepping stones.logs.also like the riverfront is not obstructed

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

not sure with all the buildings going up around it how accessible it will be to people not living in the neighbourhood?

3. I have the following additional comments regarding the proposed design of the park ...

overall design is good, not sure if it is big enough for the amount of housing being developed though

Public Workshop

SURVEY RESPONSES

Concept Design Review

Date: 7-9pm June 18, 2015

Location: Gymnasium of Robert J Tait Elementary

Participants

City of Richmond

Mike Redpath

Clarence Sihoe

Mark Hosford

PMG Landscape Architects

Mary Chan Yip

Oris Consulting

Nathan Curran

Objective

The concept design review was the first point of contact with the Tait Neighbourhood regarding a park design. The purpose of this stage was to present a design to the community, gather feedback and generate suggestions. Participants were encouraged to interact through an informal drop-in style discussion with city staff and consultants. In addition participants were asked to make comments on the design by filling out surveys and adding notes on the presentation material.

The feedback gathered from this event will be documented for further refinement of the final concept design.

Presentation material

The first board was to communicate the existing site context in the Tait Neighbourhood.



The Second board was used to provide imagery of the various design elements and to key their location within the park.



The final board provided perspective images of key areas of the park. This was done to allow community members to better visualize and understand the scale of the park.



TAIT RIVERFRONT PARK



SUMMARY

The public open house was successful in drawing out community members of various ages. The community were generally very positive towards the addition of a new park to their area. Feedback received and suggestions were informative to progress the park design. Comments received throughout the public engagement process have been combined to form a hierarchy of decisions relating to the park program and its overall design (see below):

Based on the feedback received during the public engagement, there appears to be support for the concept as suggested.

PARTICIPANT SUPPORT

IMPROVED SOCIAL AMENITIES FOR NEIGHBOURHOOD USE

Many comments were very positive towards park benches that line the pathways of the park. Many comments requested additional seating for parents and elderly users who would be watching their kids play. With the park housing a basketball court there were numerous suggestions for a drinking fountain located within proximity to the court. Public washrooms were desired by many residents so that users could use the park for longer periods.

PLAY

Large support for the play area was received by participants. The natural themed playground received many positive comments. There were also many requests to expand the size of the play area. A majority of participants showed a consistent strong level of support for a water element to the park. Suggestions ranged from a large splash park, to more natural suggestions such as a water pond for wildlife habitat, and lastly a small water feature element for kids to play with.

TRAILS / FITNESS / CONNECTIONS

With the park being adjacent to the river many participants were enthused about the new pathways created in the park to allow access to the riverfront. There was a strong focus on further improving these connections along the dyke trail and river road.

CAR PARKING / SITE ACCESS DIVERSE LANDSCAPE CHARACTER

Based on feedback from the public engagement there is constant interest in increasing the diversity of landscape characteristics throughout the park. Enhancements to the landscape were suggested to attract specific animal species and provide areas to observe habitat.

PUBLIC ART

Mixed support was evidence for the proposed art sculpture (Water #10). Some participants did not want any large public art located within the park. Others were receptive of the art piece but would rather it be moved to a location along the park entrance on river road. This location was suggested to allow more space for the playground area, which would allow more uninterrupted play.

CONSIDERATIONS

CAR PARKING / SITE ACCESS

There were numerous requests to provide parking on the park site. This was seen as a way to provide access for elderly users and users located at other parts of the city. It is important to note that this park is designated as a neighbourhood park where the target users are located within a 20 minute walk of the park. There will be on street parking located along River Drive for those small groups of users who must drive to the park.

SITE SAFETY

Safety concerns revolved around lighting to the park at night times. Participants also suggested that lighting could prolong the use of the park past sun down. While many participants were in favour of public washrooms others were concerned that washrooms could attract unwanted and illegal activities at night. Due to the close proximity of the SkyTrain station, unwanted users were seen as a threat to the park.

Appendix

The following notes were generated in the concept design review held on June 18, 2015.

Tait Riverfront Park – Comments June 18, 2015

Below are a categorized list of the comments that were posted on the presentation boards and feedback forms at the Concept Design Review held on June 18, 2015:

1. I like the following qualities of the proposed Tait Riverfront Park ...

GENERAL COMMENTS

- Attractive layout.
- The land looks interesting.
- Open lawn.
- General layout.

IMPROVED SOCIAL AMENITIES FOR NEIGHBOURHOOD USE

- Pedestrian connection along the dyke.
- Picnic shelter.
- Picnic area.
- Picnic spaces.
- I like the extended trail picnic areas.

PLAY

- Play area for children.
- Seems to be a good balance of open space versus play area.
- Court.
- Please make sure plantings provide loose parts for creative play (e.g., cones, nuts, branches etc.).
- I really like the stepping stones to the island. Please provide a variety of spacing (more than one path) so that children of different ages can be challenged by them.
- Nature playground.

TRAILS / FITNESS / CONNECTIONS

- Well planned walkways.
- Access to the waterfront.
- Trails for kids to run along and climb.
- Access to water.
- The walking dyke.
- Sturgeon concrete is great, perhaps another one could be added on the east side I liked the nature playground – great for kids.

DIVERSE LANDSCAPE CHARACTER

- Look of trees.
- Native plantings to encourage use by wildlife.
- Natural looking.
- The multi-use lawn area.
- Activity field, open lawn, and court areas.
- Lots of trees, greenery, etc.
- Open grass area.
- The green space.
- The nature park.
- Natural play areas – balance logs, stepping stones, etc.
- Large open space.

PUBLIC ART

- Like the sculpture.
- The art.

SPORT

- The court would be very useful.
- Basketball court.

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

IMPROVED SOCIAL AMENITIES FOR NEIGHBOURHOOD USE

- Lots of benches for seniors that are comfortable and not just logs and boulders.
- No washrooms, please add.
- No art piece please.
- Add more benches.
- Install water fountain.
- Toilets? Elderly and children need something.
- Public washroom.
- Need washrooms at park.
- Water features needed.
- More seating.
- Water fountain by the court for drinking water.
- More benches for parents, elderly.
- Put in bathroom.
- No washroom??? Pump house bathroom not open.
- Needs washrooms.
- Need bike racks for locking bikes.
- Needs water fountains.
- Public washrooms would be desirable.
- More seating areas.
- Request for washrooms seem redundant with these provided in Park West.

PLAY

- Please add water splash park for children.
- Pretend stream needs shallow water for children to play in.
- Need real water for children to play in.
- Water features like streams / pond is good (fountain too noisy).
- A water splash park would be nice.
- Always thought that there was a water feature planned originally a stream or a pond of some sort. Needs a water feature rather than gravel/sand!! Kids have a blast in running water but even a pond would be really pretty.
- Interactive water feature (similar to Garden City Park).
- More play areas for young children.
- Setup island area to be a waterpark.
- Playground looks bland compared to other parks in Richmond.
- Playground should double in size (could reduce size of sculpture island).
- More things for kids to play on.
- Add water park for children.
- Instead of playground, change to waterpark for kids.
- Swing set/slide.
- A splash park would be a good addition.

- Horseshoes.

TRAILS / FITNESS / CONNECTIONS

- Pedestrian connection along the dyke.
- Would like to see ditch cover from casino to No 4 road.
- Sidewalk is needed along River Drive from No 4 to casino.
- Access to the riverfront.
- Continue the dyke trail to SkyTrain bridge.
- No 4 Road to SkyTrain walkway is non-existent.
- It would be nice to connect park to SkyTrain access and the dyke trail.
- Walkway from No. 4 Road to SkyTrain needs a path along River Drive.
- I am curious about connections to other green spaces along the dyke. Are there plans to provide a walking connection to the SkyTrain?

CAR PARKING / SITE ACCESS

- No parking! Please add.
- Parking for food trucks to set up in the summer.
- Add Parking.
- Add Parking.
- No dogs should be allowed.
- Are dogs to be allowed if they behave and their owners pick up?
- Needs parking.
- What will the parks policy be for dogs (on leash, off leash, no dogs?)
- I would support no dogs so that children can play freely.
- What about parking? Don't want to clog up River Drive with parked cars.

DIVERSE LANDSCAPE CHARACTER

- Flowers please not just grasses shrubs.
- Encourage enhancements to provide specific bird habitats (nesting wall for swallows, housing for martins).
- No gravel or art in the "island."
- Possible water feature? For summer - not spray park but river?
- I would make the park bigger if at all possible.
- Park seems small considering the population it will serve.
- Add water stream.
- Tree frogs are an important part of neighbourhood's sound scape. It would be great to provide habitat for them.
- A water feature.... Not a water park!
- Too much open space not enough play area.
- Consider an area that focuses on the natural environment so that native birds and frogs can take refuge.
- Explanatory information boards about the wildlife so that children can learn about and appreciate the natural elements of the area.
- Sturgeon images could also use other imagery such as eagles, pheasants, herons.
- I have heard comments to see a splash park but would prefer a more natural water element that allows water play. Similar to Garden City but would prefer more natural than that.

SITE SAFETY

- What types of security measures will be in place to ensure safety?
- Night lights! For safety concern.
- Add light to dyke trail.
- I am concerned about the crossing of River Road. Many trucks pass by this round-about and don't know the rules (could be dangerous for kids).

- Being so close to the Canada Line I am concerned about the park being used by non-neighbourhood residents as a place to sleep, etc.
- Need good lighting.
- Safety measure to ensure no vandalism/graffiti.
- Prefer to have no washrooms to ensure park stays clean and isn't a place for people to hide/sleep.
- Prefer not to have washrooms (park might be used by non-residents for illegal activities with the SkyTrain so close).

PUBLIC ART

- Do not want large metal art piece.
- Leave so called "island" open. Stick art at entrance somewhere out of the way.
- Move public art piece towards the south entrance keep island area for play area.
- Move art feature to park entrance.
- Move the art feature to the south end entrance away from children's play area.
- Move public art to entry, not in the middle of everything.
- Do not like the proposed sculpture for island.
- I don't think flags at the entrance match the feel of the park.
- I'm luke warm at best about moving the public art sculpture to the neighbourhood.

SPORT

- Reduce open space.
- Provide tennis court.
- I don't feel the court area is necessary. There is similar available at Tait School. I would like to see permanent water in the park, like a pond. Somewhere for children to catch minnows and tadpoles.
- Badminton/volleyball?



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: June 29, 2015

From: Mike Redpath
Senior Manager, Parks

File: 11-7000-01/2015-Vol
01

Re: **Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015**

Staff Recommendation

1. That Manoah Steves Park be designated for model aircraft use under the code of conduct outlined in Attachment 1, in the staff report titled “Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015,” dated June 29, 2015, from the Senior Manager, Parks; and
2. That Garry Point Park be designated for permit only – recreational power kite usage through the development and implementation of a permit system as detailed in the staff report titled “Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015,” dated June 29, 2015, from the Senior Manager, Parks.

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

Att. 2

| REPORT CONCURRENCE | | |
|--|--|---------------------------------------|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Risk Management Community Bylaws | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS: | APPROVED BY CAO |

Staff Report

Origin

At the April 27, 2015, Council meeting, staff received the following referral:

That staff make comments on the viability of regulations for the use and area for those items listed in section 3.1.1.(c) of the Public Parks and School Grounds Regulation Bylaw No. 8771 and report back.

Staff was also directed to address the definition of various types of unmanned aerial vehicles as part of Resolution R15/8-3.

Analysis

Background

As part of the Public Parks and School Grounds Bylaw 8771, Council approved changes to update regulations regarding the use of model aircraft, unmanned aerial vehicles and power kites to align with current technology, address citizen and staff concerns, ensure public safety, and provide a valuable enforcement tool to protect and maintain public parks and school grounds for the enjoyment of the community.

While the previous bylaw restricted the use of gas powered planes to designated areas, the new bylaw extends this restriction to include all types of radio-controlled, fixed-line-controlled, and power-launched model aircraft, unmanned aerial vehicles (UAVs), and power or traction kites whereby the kite provides significant pull or propels the individual on land or air.

There is an area in Richmond designated for use by fixed-line gas powered model aircraft through the Pacific Aeromodellers Club at 12851 Rice Mill Road. There is currently no other designated area for non-fixed-line model aircraft, UAVs, or power kites.

Staff have explored best practices in other municipalities and consulted with community groups and local residents to develop these recommendations regarding designating areas for model aircraft, UAVs, and power kites.

Model Aircraft

A model aircraft is defined by Transport Canada as an “aircraft with a total weight not exceeding 35 kg (77lbs) that is mechanically driven or launched into flight for recreational purposes and that is not designed to carry persons or other living creatures” (Transport Canada Advisory Circular – Attachment 2).

Unmanned Aerial Vehicles

A UAV is defined by Transport Canada as a “power-driven aircraft, other than a model aircraft, that is designed to fly without a human operator onboard” (Transport Canada Advisory Circular – Attachment 2).

Transport Canada does not provide a definition for drone. In common usage, a drone is often used interchangeably with UAV and can often have a military connotation. UAVs also include multi-rotor-aircraft.

The terms “model aircraft,” “unmanned aerial vehicle” and “drone” are often used interchangeably and the definitions can be unclear. Transport Canada’s definition distinguishes UAVs from model aircraft by their use. Model aircraft are only used for recreational purposes, while UAVs can be used for both recreational and commercial purposes. Unlike model aircraft, UAVs are capable of being flown autonomously (without continuous human control) using GPS and can be flown beyond the line of site of the pilot to complete a route by either using GPS or an on-board camera (know as first person view).

For the purposes of this report, the term model aircraft will be used to describe aircraft that are designed to be flown within line of site of the operator and for recreational purposes. UAVs will be used to describe aircraft that are capable of and designed for being flown autonomously and/or beyond visual line of site of the operator.

Model Aircraft

Staff recommend establishing a designated field for members of the Richmond RC Flyers Club to fly electric (battery) powered model aircraft at Manoah Steves Park under the code of conduct outlined in Attachment 1. While other locations were considered, this is the preferred location due to the field’s size, location, the support of the school district, controlled ingress and egress use allowing for effective signage, and a history of use without conflict with the neighbouring school, sports groups who use the field and local residents.

Many municipalities in the region restrict the use of model aircraft to designated locations and times in conjunction with a local flying club. This has proven to be a successful model in Richmond with fixed-line model aircraft as well as in Victoria, Burnaby and North Vancouver with non-fixed line model aircraft. Transport Canada staff have also indicated their support for this approach as it allows residents to engage in the pursuit of their hobby in a safe and responsible manner.

Staff recommend designating the use of this field under the following conditions:

- Flyers must be members of the Model Aeronautics Association of Canada (MAAC) and members or guests of the Richmond RC Flyers Club. Proof of \$5 million insurance must be provided to the club. (When flying on an approved field, MAAC members are provided with \$7.5 million of insurance coverage.)
- Flyers must comply with the Richmond RC Flyers Club Code of Conduct (Attachment 1).
- Permanent signage will be installed in the park at all ingress/egress routes indicating that the field is used by model aircraft.
- Parks Programs staff will meet with a designated representative from the RC Flyers Club on an ongoing basis (a minimum of once per year) to review the program and discuss issues of mutual concern.

UAVs

Staff have contacted community members who operate UAV's and will continue to work with them to consider locations and codes of conduct for designation in the future. Any potential options that emerge will be brought to Council for consideration.

Power Kites

The North American Power Kiting Association (NAPKA) aims to support power kite activities throughout North America. The organization's mission is "to develop and promote the following segments of wind powered traction kiting in North America, (kite buggies, all-terrain bikes/landboards, dirt surfers, and kite skates) by working with the public and local authorities to keep and or open new areas for our pilots to participate in their activities safely."

NAPKA recommends the creation of local clubs to work with local governments to designate appropriate areas, ensure safety through codes of conduct, and deal with issues as they arise. While there are a number of individuals who engage in power kiting at Garry Point Park, there is currently not a local club.

Staff have contacted community members who engage in power kiting and will continue to work with them to develop a Code of Conduct, appropriate times, and a permit system for power kiting at Garry Point Park. The Code of Conduct and permit system will insure that power kite operators have committed to operating their vehicles in a safe manner that respects other park users and that appropriate insurance coverage is in place. Staff will prepare a memo for Council outlining the proposed Code of Conduct, designated location, and times in fall 2015.

Financial Impact

There is no financial impact as a result of this report.

Conclusion

The use of model aircraft in an organized and controlled manner at Manoah Steves Park will offer model aircraft enthusiasts the opportunity to continue to pursue their hobby in way that does not impact the enjoyment or safety of other park users.

Staff will continue to liaise with recreational UAV and power kite operators to consider options for designated areas and codes of conduct and report back to Council.



Marie Fenwick
Manager, Parks Programs
(604-244-1275)

- Att. 1: Richmond RC Flyers Club Code of Conduct
- 2: Transport Canada Advisory Circular

Richmond RC Flyers Club Code of Conduct (to be posted at Manoah Steves Park)

Welcome to Manoah Steves Park

This park is approved for model aircraft use by members and guests of the Richmond RC Flyers Club by the City of Richmond and School District 38.

Airfield Code of Conduct

1. Only electric (battery powered) model aircraft as defined by Transport Canada are permitted. Unmanned Air Vehicles (UAVs) are not permitted.
2. All model aircraft operators shall be able to prove membership to the Model Aeronautics Association of Canada (MAAC).
3. Model aircraft shall only be operated in accordance with the MAAC safety code.
4. Model aircraft shall only be flown when Manoah Steves School is out of session. Model Aircraft are permitted on weekends, holidays and during school vacation. Model aircraft are permitted after 5PM on school days.
5. Model aircraft shall only be flown when no organized sporting events or organized public functions are in progress.
6. No aircraft operator shall operate a model aircraft in a careless, reckless or otherwise dangerous manner that may pose a hazard to persons or property.
7. No aircraft operator shall operate a model aircraft while under the influence of alcohol or judgement impairing drugs.
8. No aircraft operator shall fly a model aircraft in a manner that may be hazardous to full-scale aircraft.
9. A maximum of three aircraft are permitted in the air at one time.

For more information on the Richmond RC Flyers Club and upcoming events and programs please contact: ManoahFlyers@gmail.com.

For more information on model aircraft regulations and safety codes please visit Transport Canada's website at www.tc.gc.ca and MAAC's website at www.maac.gc.ca.

To report misuse or concerns please contact the City of Richmond at parks@richmond.ca or at 604-244-1208.



Advisory Circular

Subject: General Safety Practices – Model Aircraft and Unmanned Air Vehicle Systems

| | | | |
|--------------------------|---------------------------|-----------------|------------|
| Issuing Office: | Civil Aviation, Standards | Document No.: | AC 600-02 |
| File Classification No.: | Z 5000-31 | Issue No.: | 01 |
| RDIMS No.: | 10143398-V1 | Effective Date: | 2014-11-27 |

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1.0 INTRODUCTION

1.1 Purpose

- (1) An Advisory Circular provides information and guidance with regards to a specific issue or law. In this case, it provides general guidance and safety practices for operators of model aircraft and unmanned air vehicle (UAV) systems.

1.2 Terminology

- (1) While media and manufacturers may use different terms when describing a remotely controlled aircraft, the aviation industry and its regulations use the term UAV system.

1.3 Applicability

This document applies to members of the public who own and operate a model aircraft for recreational purposes or a UAV system for any purpose. Refer to section 3 to determine the type of aircraft you are operating.

1.4 Description of Changes

Not applicable.

2.0 REFERENCES AND LEGAL REQUIREMENTS

2.1 References

- (1) This Advisory Circular should be used in conjunction with the Advisory Circular on Guidance Material for Operating an Unmanned Air Vehicle System Under an Exemption <http://www.tc.gc.ca/eng/civilaviation/opssvs/managementservices-referencecentre-acs-600-menu-495.htm> and the Staff Instruction on the Review and Processing of an Application for the Operation of an Unmanned Air Vehicle System.

2.2 Legal Requirements

- (1) The aviation laws that govern the use of model aircraft and UAV systems operated in Canadian airspace are the:
- (a) *Aeronautics Act; and*
 - (b) *Canadian Aviation Regulations.*
- (2) In addition, it is your responsibility, as an operator, to comply with all other Canadian laws that might apply such as the:
- (a) *Canadian Transportation Accident Investigation and Safety Board Act;*
 - (b) *Charter of Rights and Freedoms,*
 - (c) *Criminal Code of Canada;*
 - (d) *Customs Act;*
 - (e) *Environmental Protection Act;*

- (f) *National Parks Aircraft Access Regulations;*
- (g) *Personal Information Protection and Electronic Document Act;*
- (h) *Privacy Act;*
- (i) *Radiocommunication Act;*
- (j) *Transportation of Dangerous Goods Act; and*
- (k) *Trespass Act.*

2.3 Cancelled Documents

- (1) The publication of a new issue of an Advisory Circular on General Safety Practices for Model Aircraft and Unmanned Air Vehicles renders this document null and void.

2.4 Definitions

The following definitions are used in this document:

- (a) **Model Aircraft** – means an aircraft with a total weight not exceeding 35 kg (77 lbs) that is mechanically driven or launched into flight for recreational purposes and that is not designed to carry persons or other living creatures.
- (b) **Maximum Take-off Weight** – means the weight of the aircraft at the time of the operation, including the weight of any payload (e.g. a camera) and fuel.
- (c) **Unmanned Air Vehicle** – means a power-driven aircraft, other than a model aircraft, that is designed to fly without a human operator onboard.

3.0 BACKGROUND

- (1) Greater numbers of people in Canada are flying aircraft that, by design, are flown without a pilot on board and controlled through devices such as a remote control, tablet, smart phone, etc.
- (2) For everyone's safety, aviation is governed by strict rules similar to when operating a car or a boat.
- (3) While UAV systems are legitimate airspace users, they must integrate into Canada's national airspace in a safe manner. This will ensure the safety of other airspace users and people and property on the ground.
- (4) To determine what type of aircraft you are operating , and if the guidance that applies to you, use the definitions above and the information below:
 - (i) A model aircraft has no pilot onboard and is used by hobbyists for recreational purposes. If your aircraft and planned operation meets this category refer to section 4.0 for more details,

or
 - (ii) A UAV system is used for non-recreational and commercial purposes and is controlled remotely, either directly or through onboard computers. If your aircraft and operation meets this category, refer to section 5.0 for more information.

4.0 MODEL AIRCRAFT

4.1. General

- (1) Model aircraft are excluded from the vast majority of *Canadian Aviation Regulations* (CARs) that are applied to other aircraft. However, for a large model aircraft with a maximum take-off weight of over 35 kg (77 lbs), you require a special flight operations certificate (SFOC) to operate as described in section 5.0 below.
- (2) If your aircraft has a maximum take-off weight of less than 35 kg (77 lbs) and is used for purposes other than recreation, it is not considered a model aircraft. It is a UAV system and again is subject to section 5.0 and requires an SFOC.
- (3) You should use your model aircraft for recreational purposes only (e.g. hobby and personal enjoyment). If you are using it for other purposes (i.e. flight training, inspection or academia purposes, etc), section 5.0 below is applicable as is the requirement for an SFOC.
- (4) For model aircraft weighing less than 35 kg (77 lbs) and used for recreational purposes, the best practices in section 4.2 below provides guidance for the safe operation of your model aircraft.
- (5) The [Model Aeronautics Association of Canada \(MAAC\)](#) represents 12,000 members and is the preeminent national body for model aviation in Canada. The MAAC supports and promotes recreational and competitive model flying, both locally and internationally and works with all levels of government.
- (6) The regulations regarding model aircraft are clear:
 - (a) No person shall fly a model aircraft or a kite or launch a model rocket or a rocket of a type used in a fireworks display into cloud or in a manner that is or is likely to be hazardous to aviation safety (*Canadian Aviation Regulations*, Section 602.45).

4.2 Safety Considerations for Model Aircraft

Before your Flight

- (a) Inspect that your model aircraft is ready for flight.
 - (i) This means that the aircraft, control station components (hardware, software and firmware) and control links are in a fit for flight condition.
- (b) Seek permission from the property owner on which you intend to operate your model aircraft
- (c) Know the classification of the airspace you want to fly in. It would be inappropriate and unsafe for you to operate in airspace with heavy aircraft traffic, such as around airports.
- (d) Confirm that there is no radio frequency interference (from a nearby radar site for example) that will interfere with the control of your aircraft.
- (e) Have an emergency plan just in case.
 - (i) This means know the people and equipment available that could help you respond to an incident, accident, medical emergency, you have a fly-away or if your model aircraft becomes uncontrollable.

During your Flight

- (a) Operate the aircraft safely.
- (b) Always be able to see the aircraft with your own eyes. This means that you should not use an on-board camera, first person view device or other similar devices.
- (c) Always give way to manned aircraft (e.g. hot air balloons, gliders, ultra-light aeroplanes including powered parachutes, aeroplanes and helicopters).
- (d) Fly only during daylight and in good weather (e.g. not in clouds or fog).
- (e) Avoid restricted airspace (e.g. forest fire areas, prisons or military airspace)
- (f) Remain at least 9 km (5 nautical miles) from any aerodromes and heliports.
- (g) Maintain below a safe altitude (300 feet (90 metres)) and a safe horizontal distance (minimum 100 feet (30 metres)) from people, structures or buildings.
- (h) Do not fly in populated areas or overfly assemblies of people (e.g. sporting events, concerts, etc).
- (i) Do not fly where or when you could interfere with any first responders (fire department, police, etc) as they conduct their duties.
- (j) Respect the privacy of others.
- (k) Do not operate with any dangerous goods or lasers on the aircraft.

4.3 Penalties for Model Aircraft

- (1) Violations of the model aircraft regulation are handled by the courts or judicial action. Endangering the safety of aircraft is a serious offence under the *Aeronautics Act* and is punishable by a fine.
- (2) The *Criminal Code of Canada* describes several offences involving the dangerous operation of aircraft and endangering the safety of other aircraft. Committing such offences is punishable by monetary penalties and/or jail time including imprisonment for life.
- (3) Other penalties may apply against other regulations outlined in section 2.0.

5.0 UNMANNED AIR VEHICLE (UAV) SYSTEMS

5.1 General

- (1) There are different mechanisms to allow you to operate a UAV system.
 - (a) If your UAV has a maximum take-off weight not exceeding 2 kg (4.4 lbs), you may be eligible to operate under a regulatory exemption.
 - (b) If your UAV has a maximum take-off weight exceeding 2 kg (4.4 lbs), but not exceeding 25 kg (55 lbs), you may be eligible to operate under a separate regulatory exemption.
 - (c) Or if your proposed operation does not meet the conditions above and cannot be conducted under an exemption, you must apply for a special flight operations certificate.

5.2 Penalties Relating to the Use of UAV Systems

- (1) Penalties may be assessed in the amount of \$5,000 for an individual and \$25,000 for a corporation for operating without a special flight operations certificate when one is required.
- (2) Penalties may be assessed in the amount of \$3,000 for an individual and \$15,000 for a corporation for failure to comply with the conditions of a special flight operations certificate.
- (3) The *Criminal Code of Canada* describes several offences involving the dangerous operation of aircraft and endangering the safety of other aircraft. Committing such offences is punishable by monetary penalties and/or jail time including imprisonment for life.
- (4) Other penalties may apply against other regulations outlined in section 2.0.

5.3 Reporting

- (1) The reporting requirements for UAV accidents or incidents will be included in the special flight operations certificate.
- (2) The [Civil Aviation Issues Reporting System](#) provides you with a means to raise issues (concerns, complaints and suggestions for improvement) to Transport Canada. It is a tool to anonymously report any suspicious aviation activity, such as illegal or unsafe use of any aircraft.
- (3) The more specific the details about a perceived contravention, the easier it is for Transport Canada's enforcement officials to process the report.
- (4) If you suspect someone has committed a criminal offence, please contact your local police department.

6.0 INFORMATION MANAGEMENT

Not applicable.

7.0 DOCUMENT HISTORY

Not applicable.

8.0 CONTACT OFFICE

Transport Canada Civil Aviation Communications Centre:

Phone: 1-800-305-2059
Email: services@tc.gc.ca

(original signed by)

Aaron McCrorie
Director, Standards
Civil Aviation



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee **Date:** June 19, 2015

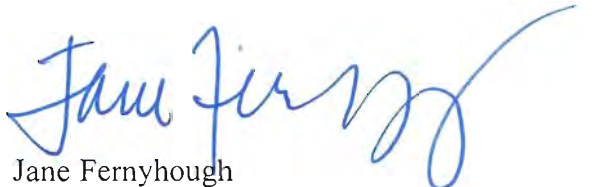
From: Jane Fernyhough, Director, Arts, Culture and Heritage Services **File:** 11-7000-01/2015-Vol 01

Re: **Canada 150 Activities**

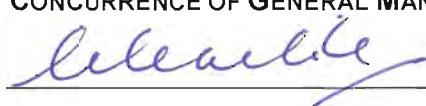

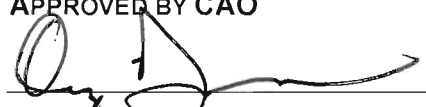
Staff Recommendations

That:

1. The vision for Richmond’s Canada 150 activities, events and infrastructure be endorsed, as outlined in the staff report titled, “Canada 150 Activities”, dated June 19, 2015, from the Director, Arts, Culture and Heritage Services;
2. The guiding principles for determining Richmond’s Canada 150 activities, events and infrastructure be endorsed;
3. Staff be authorized to engage the community for input into Richmond’s Canada 150 activities, events and infrastructure; and
4. Staff report back with options for Council’s consideration.



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

| REPORT CONCURRENCE | | |
|--|---|---|
| ROUTED TO: Finance Corporate Partnerships Corporate Communications | CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | CONCURRENCE OF GENERAL MANAGER  |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS:  | APPROVED BY CAO  |

Staff Report

Origin

Canada's 150th anniversary of Confederation in 2017 is a significant milestone for our country that allows us to connect with our past, celebrate who we are as communities and Canadians, and honour our exceptional achievements and build a legacy for the future.

Should the City of Richmond choose to celebrate this milestone in a significant way, it is critical that planning be initiated in the fall of 2015. This report sets out for Council consideration a vision and guiding principles for Richmond's Canada 150 and outlines a process for determining activities to celebrate this pivotal event in our history.

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

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

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

2.4. Vibrant arts, culture and heritage opportunities.

Analysis

In 1967 Canada celebrated its 100th anniversary of Confederation and virtually every Canadian caught Centennial fever. Millions participated in thousands of Centennial projects and events and an unprecedented surge of enthusiasm, creativity and energy swept the nation. 2017 marks Canada's sesquicentennial, the 150th anniversary of Confederation. It is an opportunity to experience this excitement again by bringing the community together, commemorating the past, celebrating the present, imagining the future and learning from each other.

Vision

A draft vision has been crafted for Council consideration in order to guide Council and staff when determining what activities, events and infrastructure to produce and support. The proposed vision for Richmond's Canada 150 is:

"Richmond's Canada 150 ignites the passions of the citizens of Richmond in a multi-faceted, year-long celebration, honours Richmond's distinct and vibrant cultural diversity, and leaves lasting legacies that foster civic pride and carry the spirit of 150 into the future."

From this vision a tagline was created that could be part of the branding for the year-long celebration:

Canada 150: one nation, hundreds of cultures, thousands of communities, millions of people, and limitless stories. Inspiring Richmond to welcome our future.

Guiding Principles

A draft set of guiding principles by which the planning and staging of activities would be checked were developed.

- Tie the past with the future – commemorate the history of the community while celebrating and shaping the future
- Showcase Richmond – activities shed a positive light on all Richmond has to offer
- Create legacies - these legacies include lasting memories, increased organization and community capacity, physical legacies and pride in the community and the country
- Inclusive – ensure opportunities for input and participation for our diverse residents
- Collaborative – partner with the community in planning and implementation and support community organizations to plan their own celebrations
- Environmentally sustainable – follow the principles set out in the Richmond Sustainable Event Toolkit that has been developed
- Coordinated – activities are coordinated and synergistic to effectively utilize resources and not compete with each other

Potential Types of Activities

A wide variety of activities, events and legacy infrastructure could be explored. Large festivals such as a major tall ship event, unique Canada 150 activities that can be incorporated into existing events, small events that bring neighbourhoods together, public art, rejuvenating current facilities and restoring historic buildings, providing mechanisms for citizens to tell their stories, commissioning or remounting a community play, unique citizenship ceremonies, as well as a branding and marketing program of the sesquicentennial are all ways to build excitement and pride in the community and the country.

Involving the Community

It is proposed that a process be implemented in fall 2015 to involve the community in identifying what citizens might like to see happen to celebrate this important milestone in our country's history. Generating ideas on how the community would like to celebrate Richmond's Canada 150 could be driven by one simple media campaign:

Canada 150: one nation, hundreds of cultures, thousands of communities, millions of people and limitless stories. Inspiring Richmond to welcome our future.

How would you like to celebrate in your community?

This campaign would include outreach at City events (e.g., Richmond Maritime Festival, Richmond World Festival, Culture Days), Steveston Farmers Market, community centres and schools asking the community for feedback. In addition, the question would be posed online through Let's Talk Richmond and social media.

This input would be brought back to Council in the late fall for direction on activities, events and infrastructure implementation.

Key Milestones and Critical Path

Canada 150 is a once in a lifetime event and the planning is time sensitive. In order to plan major events and activities and any related infrastructure to celebrate in 2017 it is critical that decisions occur in a purposeful and timely manner. The table below outlines key milestones and dates in order to deliver a quality program of events.

| WHEN | ACTIVITY | RATIONALE |
|-----------------|--|--|
| July 2015 | Council endorse vision, guiding principles, and community engagement process as outlined in this report for Richmond's Canada 150. | Planning for any activities, events, and infrastructure must start as soon as possible. Endorsement by Council for community engagement starts the process. |
| Aug 2015 | Staff prepare preliminary budget submissions to ensure inclusion in 2016 operating and capital budgets. | In order to be ready for any activities in 2017 detailed planning must start early in 2016. Funds are required for this process. |
| Aug – Oct 2015 | Community engagement process refined and initiated. | A three month window is required to gather community feedback, evaluate results, and prepare high level event plans. |
| Oct 2015 | Report to Council with results of public engagement, recommended activities and implementation plan. | |
| Jan – Apr 2016 | Events planned, vessels and artists secured. | Required in order to identify salable assets for sponsorships, create detailed project plans and prepare for federal grant submissions. |
| May – July 2016 | Marketing and media plans developed and media sponsors determined. | Required in order to identify salable assets for sponsorships. |
| July - Aug 2016 | Sponsorship materials created. | |
| Sept – Dec 2016 | Sponsorship sales. | It is important to have credible asks in to sponsors that hit their funding cycle. This is especially important knowing that many groups across BC and Canada will be working towards the same goal and competing for sponsorship dollars from the same organizations. |
| Jan/Feb 2017 | Sponsors commitments made and contracts prepared and signed. | Agreement on conditions and completing signed agreements required before funding is attained. |
| Feb – Sept 2017 | Canada 150 Program | Start and end dates subject to change depending on project scope determined through the planning process. |

Financial Considerations

Should the City choose to celebrate this significant milestone, it is critical to begin planning this fall and throughout 2016. In order to meet critical milestones in the planning, a submission to the 2016 budget process is required. Council approval of the vision, guiding principles and community engagement process at this time will allow staff to prepare the necessary submissions for the 2016 budget. Staff have looked at an order of magnitude budget based on one major

event, three smaller activities that could be incorporated into existing events, or be a legacy project, and a public art installation. Infrastructure such as restoration of historic buildings, rejuvenation of current facilities, or festival infrastructure upgrades would be brought forward in the capital budget process.

Grants and sponsorship will also be sought and require a lead time of six to twelve months. This timeframe is required in order to do enough detailed planning for activities and events that a marketing and media plan and sponsorship materials can be created during the third quarter of 2016 with sponsor asks occurring in the fourth quarter of 2016.

Financial Impact

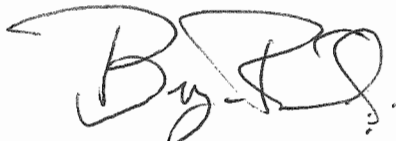
There is no financial impact to this report. Any costs for community engagement will be covered from the Community Service 2015 operating budget.

Funding for planning and implementation will be submitted as part of the 2016 and 2017 operating and capital budget process.

Conclusion

Canada's 150th anniversary in 2017 provides an opportunity for Richmond residents to come together to honour Richmond's distinct and vibrant cultural diversity and create lasting legacies that foster civic pride in both our local communities and in our country.

Council's endorsement of the vision, guiding principles, and community engagement process for Richmond's Canada 150 will begin the planning process for commemorating this important milestone and inspiring the community to celebrate our past and welcome our future.



Bryan Tasaka
Manager, Major Events and Film
(604-276-4320)



Marie Fenwick
Manager, Parks Programs
(604-244-1275)



City of Richmond

Report to Committee Planning and Development Division

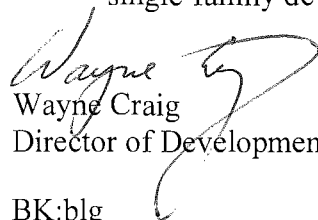
To: Planning Committee
From: Wayne Craig
Director of Development

Date: July 15, 2015
File: 08-4430-01/2015-Vol 01

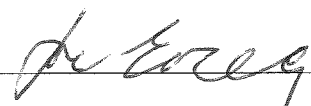


Re: Proposed Zoning Bylaw Amendments to Regulate Building Massing and Accessory Structures in Single-Family and Two-Family Developments

Staff Recommendations

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9279 to amend the zoning regulations for building massing, interior ceiling height and floor area calculation, and accessory structure locations within single-family, coach house and two-unit dwelling zones be introduced and given first reading; and
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9281 to amend the residential vertical lot width building envelope within single-family, coach house and two-unit dwelling zones be introduced and given first reading.
3. That staff report back to Planning Committee in one year on the implementation of the proposed zoning amendments to regulate building massing and accessory structures in single-family developments.


Wayne Craig
Director of Development

BK:blg
Att.

| REPORT CONCURRENCE | | |
|--|---|---|
| ROUTED TO: Law | CONCURRENCE <input checked="" type="checkbox"/> | CONCURRENCE OF GENERAL MANAGER  |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS:  | APPROVED BY CAO  |

July 15, 2015

Staff Report

Origin

At the June 22, 2015 Regular Council meeting, the following referral motion was passed:

That Item No. 17 – “Proposed Zoning Bylaw Amendments to Regulate Building Massing and Accessory Structures in Single-Family Developments” be deleted from the Agenda and referred back to staff for further consultation and that bylaws be brought back by the end of July 2015 in order to be considered at the Tuesday, September 8, 2015 Public Hearing.

This report responds to this referral and brings forward an alternative set of Zoning Bylaw 8500 Amendment Bylaws, based on additional public consultation and feedback from residents and builders. Staff have restructured the proposed Zoning Bylaw 8500 amendment bylaws to address the main areas of the proposed changes.

This report also outlines addition enforcement mechanisms proposed by the Building Approvals Division to ensure plan review and issued permits are consistent with the proposed amendments to Richmond Zoning Bylaw 8500 and to address non-compliant construction.

Background

This report summarizes the results of additional public and industry consultation, and presents revised Zoning amendment bylaws for Council’s consideration. The recommended proposed revisions include:

- i. A revised maximum interior ceiling height of 3.7 m before areas are double counted for density calculations, with a 10 m² exception for entry and stairs and an additional 15 m² exception for floor area (subject to additional setbacks);
- ii. Revised Residential Vertical Lot Width Envelope for lots 12.5 or less in width; and
- iii. Revised setbacks for corner lots for detached accessory structures.

The other provisions of Zoning Bylaw 8500 Amendment Bylaw 9249 as presented on June 22, 2015 have not been changed. While the wording of the bylaw provisions is unchanged, the proposed amendments have been re-arranged into two (2) different bylaws for Council’s consideration. This will facilitate discussion of the proposed amendments and will simplify the adoption of the revised zoning regulations. The original staff report presented to the Planning Committee on June 16, 2015 is provided in Attachment 1.

Analysis

Consultation Workshops

Two (2) separate workshops were held to seek additional input from interested parties in the community. These workshops were scheduled at City Hall as follows:

July 15, 2015

July 8 – 4 pm to 7 pm – Residents

July 9 – 4 pm to 7 pm – Industry Representatives

Both meetings ran over time and concluded at approximately 8:00 pm both days.

The consultation workshops both followed the following format:

- 4 – 5 pm: Open House with display panels and general questions from participants;
- 5 – 5:30 pm: Presentation of Background Information and Meeting Purpose;
- 5:30 – 8:00 pm: Question and Answers from Participants and General Discussion;
and
- A comment sheet was provided.

Workshops were advertised in local newspaper, and invitations were sent directly by mail to all residents and industry representatives who took part in the first round of consultation in June 2015. Information on both consultation meetings was made available on the City's website effective June 30, 2015. A copy of the presentation materials used at the Workshops is provided in Attachment 2. All the presentation materials and comment forms were available on the website the afternoon of July 8, 2015, giving all interested parties ample time to review the material.

Both Workshops were well-attended: with 140 participants at the Residents' Workshop and 60 participants at the Industry Workshop. There were six (6) staff members in attendance at both meeting to provide informal comments during the open house portion of the workshop, and three (3) staff fielded questions during the formal presentation and question and answer portion of the workshop. As the workshops were a public event, attendance was open to anyone who wished to participate, and we note that both workshops were attended by both residents and representatives of the building industry, which provided an opportunity for 'cross-pollination' of ideas and comments.

Comments Received

The discussion at the Workshops was considerable, and very helpful for staff to develop the proposed revisions to the amendment bylaws. General comments received were:

- Side yard setbacks to an adjacent street for accessory lots should be reduced from the 7.5 m.
- Vertical building envelope changes and lot width should be amended.
- Considerable discussion regarding what the interior ceiling height limit should be.
- Clear preference expressed by the builders present at the workshops that interior ceiling height limit should be 5 m (16 ft.) high, up to a maximum 10 m² if that area is used for stairway and entry.
- Concerns that the proposed additional 15 m² of over-height interior space exception was excessive.
- The vertical expression limit is too restrictive.
- Ensure better enforcement of the bylaw by Building Approvals Division.

July 15, 2015

Minutes of the discussions at the meetings are provided in Attachment 3. A binder with copies of all the comment sheets submitted following the consultation meetings is available in the Councillor's office and at the Front of House of City Hall. The comment sheet is not a scientific survey and results should be viewed as such. Comment sheets submitted through a public workshop such as the workshops held on July 8 and July 9, 2015 are best viewed as a 'sampling' of opinion in the meeting. While not sufficient to withstand scientific scrutiny, the comment sheets do assist Council to assess generalized community opinion of the issue.

Comments Summary:

A total of 106 comment sheets were submitted at the two (2) workshops, and an additional 645 comment sheets were submitted after the meetings. We note that 399 of these comment sheets were submitted in two (2) bulk submissions (369 sheets and 30 sheets respectively) by a representative of the building industry.

From the comment sheets submitted at the July 8 2015 workshops, there was no clear preference for an interior ceiling height, but the comment sheets at the July 9 meeting indicated a strong preference for the a 5.0 m interior ceiling height.

Of the comment sheets received after the meeting date, including the two (2) bulk submissions of 399 sheets, there as a clear preference for a 5.0 m interior ceiling height.

Additional public correspondence submitted after the June 22, 2105 Council referral is provided in Attachment 4.

Recommended Revised Zoning Bylaw Amendments (Bylaws 9279 and 9281)

To address the Council referral from June 22, 2015 and to reflect the comments received at the two (2) public workshops, staff have re-structured the proposed amendments to Zoning Bylaw 8500 into two (2) new bylaws. Based on the comments received, staff have structured the bylaws to address the two (2) areas of change that resulted in the most public feedback:

- Proposed bylaw amendment for interior ceiling height before double counting over-height areas as floor area; and
- Proposed bylaw amendments to residential vertical lot with envelope

Relatively few comments were received on the other areas of the proposed bylaw amendments, related to accessory buildings and attached garages. Accordingly, staff have restructured the recommended amendments into two (2) separate bylaws as follows:

Recommended Zoning Bylaw 8500 Amendment Bylaw 9279 – this bylaw contains more general bylaw amendments: definition of ceiling height; accessory building height and setbacks; and height of attached garage. The recommended bylaw also contains the proposed amendment to the internal ceiling height to 3.7 m, with an exception of 10 m² for entry and staircase before over-height areas are counted as floor area, plus an additional 15 m² area up to 5 m in height, subject to additional setbacks.

July 15, 2015

Zoning Bylaw 8500 Amendment Bylaw 9281 – this bylaw contains the revised amendments for the residential vertical lot width envelope and reduction of two-storey building height to 9 m to roof peak and 10.5 m for roof peak for a two and half- storey house. The proposed amendments are based on comments received during the consultation process regarding the potential implications of the revised building envelope on narrow lots and propose to maintain the current residential vertical lot width envelope for lots equal to or less than 12.5 m in width, and amend the building envelopes for lots between 12.5 and 18 m wide, and those lots wider than 18 m. We note that this is a change from the original bylaw proposed, which stipulated an envelope for lots width of 10 m or less.

This report also presents three (3) alternative bylaws that Council could consider, should recommended Zoning Bylaw 8500 Amendment Bylaws 9279 and 9281 not be supported: two (2) bylaws (9278 and 9280) which are alternative bylaws to address the interior ceiling height limit; and Bylaw 9282 which is an alternative bylaw for the vertical lot width building envelope. These optional bylaws are discussed later in this report, and can be selected by Committee and Council should they wish to endorse alternative bylaws.

Recommended Bylaw Amendments for Building Massing and Interior Ceiling Height (Bylaw 9279):

The proposed Zoning Amendments presented to Planning Committee on June 16, 2015 included the following amendments:

- A new definition of ceiling height which will eliminate the use of ‘dropped ceilings’;
- Removed the provision to allow roof height to be measured to the mid-point of a roof for two-storey houses – effectively reducing the maximum height of a two-storey house to 9 m measured to roof ridge;
- A new provision to require the mid-point of the roof to be measured from the underside of eave for two and a half -storey houses;
- New height regulations for detached accessory structures;
- New setbacks, size limit and rear yard coverage limits for detached accessory structures; and
- Height regulations for attached forward-projecting garages.

As these proposed amendments were not the subject of comment or concern from the public or from the builders, staff recommend that Bylaw 9279 to amend the Zoning Bylaw 8500 be introduced and given first reading. These amendments are consistent with the amendments in Bylaw 9249 as presented to Planning Committee on June 16, 2015, with the exception of some minor changes proposed to the required setbacks for detached accessory buildings, as discussed below.

Recommended Interior Ceiling Height: In the report Planning Committee from June 16, 2015, staff proposed that Zoning Bylaw 8500 be amended indicate that the maximum interior ceiling height of 3.7 m before the area is double counted for floor area, with an exception for 10 m² for entry and stairs. Zoning Bylaw 8500 Amendment 9249 also permitted an additional 15 m² (161.4 ft²) of over-height ceiling to located anywhere in the house, subject to additional setbacks.

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Staff propose no changes to these proposed regulations, and Zoning Bylaw 8500 Amendment Bylaw 9279 has been drafted to include the following:

- Maximum ceiling height will be limited to 3.7 m (12 ft), before the area is double counted for the purpose of determining the maximum Floor Area ratio (FAR);
- The existing exception from calculation of floor area for 10 m² limited to entry and stairs is maintained;
- An additional 15 m² of ceiling height up to 5 m can be permitted in the house, with additional 2.0 m rear yard setback; and
- The proposed regulation to limit the exterior expression of the first storey has been removed.

Staff have proposed that the interior ceiling height be a maximum of 3.7 m, and any area beyond the 10 m² and 15 m² floor area exceptions with a height greater than 3.7 m would be double counted for the purpose of determining floor area. Staff recommend that Bylaw 9279 be supported by Council as the 3.7 m interior ceiling height will have the greatest immediate impact on the concerns raised regarding building massing. Based on the large number of comment sheets submitted, and in particular those submitted after the meeting, there is evidence that there are residents who have a preference for a higher (5.0 m) interior ceiling height.

As stated in the original staff report, these proposed amendments do not prohibit the construction of a ceiling higher than 3.7 m (12 ft.), but rather, establish the limit in terms of internal ceiling height and clarification of the potential area for exceptions for calculation of floor area of the house. Any homeowner or builder can submit a Building Permit showing a ceiling height greater than the proposed 3.7 m limit, but the overall floor area of the house must be reduced accordingly.

Setbacks for Detached Accessory Buildings: The recommended amendments in the previous bylaw 9249 presented to Planning Committee on June 16, 2015 proposed amendments to regulate the siting of detached accessory buildings proposed minimum setback to an adjacent street of 7.5 m (25 ft). Comments from builders indicated that while they understood the intent of the original bylaw, there would be challenges on narrow lots to accommodate the proposed setback.

Accordingly, Zoning Bylaw 8500 Amendment Bylaw 9279 as recommended in this report revises the proposed setbacks for detached accessory buildings as follows:

- For lots with a width equal to or less than 12.5 m, the minimum front yard setback is 20 m, and the minimum setback to an adjacent street is 3.0 m;
- For lots with a width greater than 12.5 m but equal to less than 15.5 m, the minimum front yard setback is 20 m, and the minimum setback to an adjacent street is 4.5 m;
- For lots with a width greater than 15.5 m, the minimum front yard setback is 20 m, and the minimum setback to an adjacent street is 7.5 m; and

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- The minimum interior side yard and rear yard setbacks for accessory buildings for all lot widths is 1.2 m.

We note that these setbacks are also contained in the alternative bylaws 9278 and 9280 (Attachments 5 and 6).

Residential Vertical Lot Width Envelope:

The amendments presented to Planning Committee on June 16, 2015 were proposed in order to fine-tune the vertical building envelope for a range of lot widths, better capturing the range of lot sizes and geometry in the city. The proposed amendments defined the vertical width envelope for lots less than 10 m in width, between 10 and 18 m in width, and greater than 18 m in width.

Comments from the building industry and home designers have raised concerns with the implications for construction on narrow lots, and specifically point out potential design challenges for lots less than or equal to 12.5 m (40 ft). The building industry representatives who attended the July 8 and July 9, 2015 public workshops requested that the proposed building envelope revisions be amended to leave the residential vertical width envelope unchanged for all lots less than 18 m in width. It is noted that at the time of writing, no evidence had been provided to demonstrate that the proposed amendments are problematic for lot widths greater than 12.5 m.

Staff acknowledge the comments from the builders but are of the opinion that changes to the building envelope are warranted for lots wider than 12.5 m and accordingly, Richmond Zoning Bylaw 8500 Amendment Bylaw 9281 has been drafted to change the building envelope categories to lots less than or equal to 12.5 m in width, between 12.5 and 18 m in width, and greater than 18 m in width.

Bylaw Enforcement

Plan Review Stage

An essential component of bylaw enforcement is having sufficient information to determine compliance at the Plan Review level. To ensure that all applications for single and two (2) family dwellings provide the required information, Building Approvals staff have augmented an already extensive Checklist of required items with additional base information requirements designed for applicants to clearly demonstrate compliance to Zoning regulations. This enhanced checklist will be communicated to all designers and applicants and will be made available and on-line and at the front counter. Plan Review will not proceed until all the required information has been provided.

The enhanced list of submission requirements will result in better information on applications enabling more accurate and consistent plan review for both zoning and building regulations. Improved information on plans will also aid in stricter enforcement in the field inspections for compliance.

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Additional items proposed include:

- Large scale Plan and Section drawings fully describing any high interior spaces to demonstrate either compliance to maximum ceiling height or be counted twice toward the floor area maximum.
- Additional building cross-sections to completely describe the vertical composition of the proposed design
- Building details to show height and connection point of structural elements supporting interior high ceilings
- Information confirming the area of any high space exempted from being counted twice
- Indication of the vertical building envelope compliance will be required on elevation drawings.
- A Zoning Regulation Summary form affirming compliance to the bylaw regulations shall be filled and signed by the applicant. This additional step is confirmation by the applicant that the proposed development is in compliance to the Zoning Bylaw.

Any discrepancy to compliance identified by Plan Review staff shall be addressed with the applicant with subsequent drawing revisions required. Any ambiguity in construction details showing the height of structural elements supporting interior ceilings shall require additional information to be submitted. The combination of improved submittal information required are intended to compliment improvements to plan review afforded by the clarity provided in the proposed Zoning Bylaw amendments.

Field Review Stage

At the Field Review level, staff will implement new procedures to be clearly followed when construction does not match the approved plans of the building permit.

If a Building Inspector identifies construction not conforming to the zoning bylaw:

- Directs work to stop immediately
- Documents non-compliant work on the approved permit set
- Addresses issues with senior management
- No further inspections available until resolution of issues

Senior staff directs applicant to remediate the non-conforming construction and:

- Construction documents are revised to reflect remediation
- Proposed remediation is reviewed against approved permit drawings
- If Senior Building Division staff approve the remediation, the applicant provides written assurance that the work will be compliant with the zoning bylaw
- Construction may continue upon inspection of remedial work.

If remediation is not possible, inspector directs removal of non-compliant construction:

- Construction may not continue until after removal and directed by the building inspector
- Construction continues only after removal to the satisfaction of the building inspector

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Enforcement by Community Bylaws Division

Building Approvals staff will work in close collaboration with Community Bylaws to affect enforcement at both construction and post construction stages.

- Community Bylaws staff will prepare legal prosecution leading to court action in those cases where the applicant refuses to remove or remediate construction under the direction of the building inspector.
- Legal prosecution will result in fines and the ultimate removal of non-compliant construction.
- Community Bylaws staff will participate in post construction inspections to verify that there are no non-permitted alterations after approved construction is complete.

We note for Council that non-compliance is enforceable by Court Proceeding and fines up to \$10,000 per day, as per the City's Building Regulation Bylaw 7230.

Staff is of the opinion that the clarity afforded by the new proposed Zoning Bylaw amendments will greatly aid in interpretation and field enforcement.

Alternate Bylaw Options

Staff have attached three (3) additional bylaws to this report, which provide alternative amendments to Richmond Zoning Bylaw 8500 (Attachment 5, Attachment 6 and Attachment 7), based on comments received through the public consultation workshops. These optional bylaws are discussed below.

Bylaw 9278 – 3.7 m internal ceiling height and no new floor area exceptions (not recommended): Bylaw 9265 (Attachment 5) would establish a maximum permitted ceiling height of 3.7 m (12 ft.) before the floor area would be double counted for the purposes of measuring floor area ratio, and would maintain the area excepted from floor area calculation at 10 m². This bylaw also includes the provisions to clarify how ceiling height is measured, requiring the measurement of ceiling height to a structural element, i.e. use of 'dropped ceilings' is prohibited.

Bylaw 9280 - 5.0 m internal ceiling height and no new floor area exceptions (not recommended): Bylaw 9266 (Attachment 6) would permit a maximum ceiling height of 5.0 m (16 ft.) limit before the over-height area is counted for floor area, and would leave the exemption area at 10 m². This bylaw includes the same provisions to clarify how ceiling height is measured, requiring the measurement of ceiling height to a structural element, i.e. use of 'dropped ceilings' is prohibited.

Bylaw 9282 – Building Envelope (not recommended): Zoning Bylaw 8500 Amendment Bylaw 9282 (Attachment 7) would amend the residential vertical lot width envelope to maintain the status quo for envelope calculations and upper storey massing for lots with a width of equal to or less than 18 m (59 ft), but would amend the vertical lot width envelope for lots greater than 18 m. This bylaw would specifically address the concerns raised by the building industry during the public consultation workshops.

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Financial Impact or Economic Impact

None.

Future Considerations

Through the consultation held July 8 and July 9, 2015, several issues were raised by the public which, with the benefit of more time, might warrant additional analysis. These issues were:

- Maximum depth of house
- Rear yard setbacks to house
- Front Rear yard setback for larger detached accessory buildings
- Interior side yard setbacks
- Projections into required side yard setbacks
- Secondary (upper floor) building envelope

Should Council so direct, staff would conduct further research and analysis into these items and report back in a subsequent report to the Planning Committee. We note that adopting any of the proposed bylaws attached to this report would not preclude further analysis of these issues.

Conclusion

City Council passed a referral motion that staff undertake additional public consultation regarding proposed zoning bylaw amendments for single-family residential building massing. Staff conducted public workshops on July 8 and July 9, 2015. In response to the comments made at the workshops, Zoning Bylaw Amendment Bylaws 9279 and 9281 are attached for Council's consideration, with revised amendments to regulate massing of single detached and two-unit dwellings.

The proposed amendments amend and clarify the building massing regulations in the Richmond Zoning Bylaw 8500 to make it easier for Building Division staff to review plans, and ensure that submitted Building Permits conform to the Zoning regulations. The proposed bylaws also provide a number of changes to address the range and scope of issues raised by residents in the recent past.

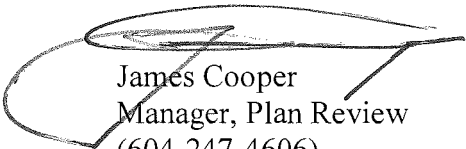
It is recommended that Richmond Zoning Bylaw No. 8500 Amendment Bylaws 9279 and 9281 be introduced and given first reading.



Gavin Woo
Senior Manager, Building Approvals
(604-276-4113)



Barry Konkin
Program Coordinator, Development
(604-276-4138)



James Cooper
Manager, Plan Review
(604-247-4606)

BK:rg

July 15, 2015

Attachment 1: Original Staff Report Dated June 10, 2015

Attachment 2: Presentation Boards from July 8 and July 9 2015 Workshops

Attachment 3: Minutes of Workshop with Residents and Industry Representatives – July 8 and July 9, 2015

Attachment 4: Additional Correspondence Received Following June 22, 2015 Council Referral

Attachment 5: Bylaw 9278 (Not recommended): Ceiling Height Option 2

Attachment 6: Bylaw 9280 (Not recommended): Ceiling Height Option 3

Attachment 7: Bylaw 9282 (Not recommended) Building Envelope Option 2



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee **Date:** June 10, 2015
From: Wayne Craig **File:** 08-4430-01/2015-Vol 01
 Director of Development
Re: **Proposed Zoning Bylaw Amendments to Regulate Building Massing and Accessory Structures in Single-Family Developments**

Staff Recommendations

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9249 to amend the zoning regulations for building massing and accessory structure locations within single-family, coach house and two-unit dwelling zones be introduced and given first reading;
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9249 be forwarded to a Special Public Hearing to be held Monday, July 6, 2015 at 7:00 p.m. at Council Chambers at Richmond City Hall; and
3. That staff report back to Planning Committee in one year on the implementation of the proposed zoning amendments to regulate building massing and accessory structures in single-family developments.

Wayne Craig
 Wayne Craig
 Director of Development

GW/BK/IE:blg
 Att.

| REPORT CONCURRENCE | | |
|--|---|---|
| ROUTED TO: Law | CONCURRENCE <input checked="" type="checkbox"/> | CONCURRENCE OF GENERAL MANAGER |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS: | APPROVED BY CAO |

Staff Report

Origin

At the Public Hearing held April 20, 2015, Council passed the following referral motion:

- (1) That staff investigate options to better control issues related to overall building massing and construction of high ceilings, including but not limited to:
 - a. what other municipalities are doing;
 - b. enforcement options; and report back through Planning Committee;*
- (2) That staff consult with stakeholders, residents, architects and home designers on the matter; and*
- (3) That staff refer the matter to the Richmond Advisory Design panel for analysis and comment.*

This report responds to this referral and brings forward a number of proposed amendments to Richmond Zoning Bylaw No. 8500 as follows:

- i. Amend the calculation of density in single-family zones and the exemption clause for over – height areas.
- ii. Revise the permitted vertical and horizontal single-family building envelope regulations.
- iii. Revise the calculation of maximum building height for single-family dwellings.
- iv. Revise setbacks and size limits for accessory buildings.
- v. Introduce new height and massing regulations for attached garages to single-family house construction.
- vi. Presents information related to non-compliant construction.

Background

The referral motion was made in response to recent comments raised by members of the public during the April 20, 2015 Public Hearing regarding the style and massing of new single-family house construction in a number of neighbourhoods in the City. These comments echo similar concerns raised by residents through email submissions to Mayor and Councillors, and recent news stories published in the local media.

Issues regarding the compatibility of new single-family development (largely relating to house size, height and massing) raised by the public are not unique to Richmond, as municipalities throughout the region are facing similar challenges as redevelopment occurs within the context of established single-family neighbourhoods.

The proposed bylaw amendments outlined in this report would be only applicable to lots regulated under Richmond Zoning Bylaw 8500. Single-family and two-unit dwelling residential properties regulated by Land Use Contracts would not be subject to the proposed regulations. Should successful early discharge of Land Use Contracts be accomplished and those properties regulated under Richmond Zoning Bylaw No. 8500, these regulations would then be applicable to all single-family and two-unit dwelling residential lots in the City.

Analysis

Existing Zoning Regulations

Current zoning bylaw provisions regulate building height and massing for single family and two-unit dwellings through a range of measures, including:

- Maximum building height is 9 m, measured to the mid-point of the roof, with an additional 1.5 roof height above the mid-point – to a maximum peak height of 10.5 m for a sloped roof meeting specified slopes of between 4:12 and 12:12 pitch.
- The residential vertical and horizontal building envelopes regulate how and where building massing can be constructed in relation of property lines.
- The calculation of floor area permits an exception for floor area over 5 m (16 ft.) high, up to a maximum 10 m² if that area is used for stairway and entry.
- Accessory buildings less than 10 m² in area have no minimum required setback from property lines.
- The height of an attached garage can be the same as the principal building.

On April 20, 2015 Council adopted Richmond Zoning Bylaw Amendment Bylaw 9223 which incorporated a number of amendments to regulate 2 ½ storey massing and roof designs. The new regulations are now in effect and regulate building form for single detached and two-unit dwellings.

When first crafted, the Zoning Bylaw regulations regarding building height and massing were generally adequate to address the construction practices and house style of the day. With the passage of time, the fundamental designs of single-family and two-unit dwellings have changed. Recent construction practices have seen an increase in floor to ceiling heights from the ‘standard’ 8 ft. ceiling height of the past, to a more common 11 ft. ceiling height for the ground floor and a 10 ft. height for second floor. The demand for taller interior spaces has raised the basic height and massing of a single-family dwelling.

In addition, there is demand for tall living room, dining room, and ‘great room’ spaces, many of which employ a higher interior space. Designers are also incorporating vaulted, cathedral or coffered ceilings, which may result in increased vertical massing of the building, often expressed as large wall faces and tall entry features.

Practices in Other Jurisdictions

Staff have undertaken a review of zoning bylaws and massing regulations in a number of jurisdictions in the region, and a summary table is provided in Attachment 1. While the City of Richmond is among the cities with provisions to allow an interior ceiling height over 4 m, the 10 m² exemption for over-height ceiling areas for foyer and entry is also consistent with several other cities in the region.

Proposed Zoning Bylaw Amendments

To address the Council referral from April 20, 2015, staff have reviewed our existing zoning regulations, and have drafted Zoning Bylaw Amendment Bylaw 9249 to better regulate the

height and massing of single-family and two-unit developments, and address concerns with accessory buildings. The proposed amendments are presented below.

Maximum Height for Single-Family Zones: Richmond Zoning Bylaw 8500 specifies that the maximum height for a building is measured from finished site grade to the mid-point of a pitched roof at 9.0 m (29.5 ft), with an allowance for an additional 1.5 m (5 ft.) above that point to the roof ridge, so long as specified roof pitch is met. The maximum height is therefore 10.5 m (34.5 ft).

Staff propose that the measurement of maximum height be amended to lower the height for two-storey house to 9 m (29.5 ft.) to the roof peak, eliminating the use of the mid-point of the roof, and the allowed additional 1.5 m (5 ft.).

Staff propose to retain the provision to measure the maximum height for 2 ½ storey single-family dwellings to the mid-point of roof, to preserve the ability to achieve a functional half-storey concealed within a pitched roof. By allowing the additional 1.5 m (ft) above the mid-point of a sloping roof, the half-storey floor area can be more effectively designed to be within the roof line and provide adequate light, air and functional habitable space. The amendments to the Zoning Bylaw 8500 approved on April 20, 2015 through Bylaw 9223 would be applicable to any proposed 2 ½ storey house.

Residential Vertical Lot Width Envelope: Section 3.4 of the Zoning Bylaw provides descriptions and graphic representation of how horizontal and vertical building envelopes are to be determined. Revisions are proposed to increase the spatial separation between houses, reducing the impact of upper storey massing, and allow more light into required yards. Staff propose amendments to better reflect the range of lot widths currently possible under the Zoning Bylaw. The major changes are to change the angle at which the envelope is calculated for wider lots from 45° to 30°, and to clarify the articulation of the building envelope.

In order to accommodate the substantive regulations proposed, it is necessary to remove the definition and graphic from Section 3.4 Use and Term Definitions, and create a new section 4.18 in Part 4 – General Development Regulations. These amendments will re-define the envelope for lots less than 10 m in width, between 10 and 18 m in width, and greater than 18 m in width.

Staff propose to insert the amendments as a new Section 4.18 - Residential Vertical Lot Width Envelope, and these are shown in proposed Bylaw 9249.

Interior Ceiling Height: In response to the referral from Council, staff propose that the Zoning Bylaw be amended as presented in Bylaw 9249 to:

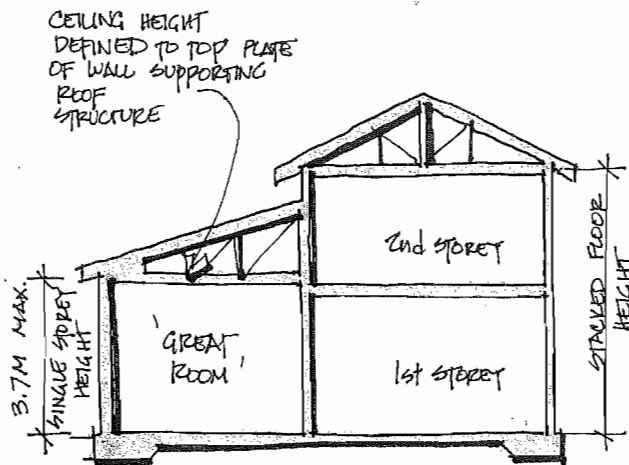
- Create a new definition of ceiling height which specifically ties the maximum ceiling height to a structural component such as roof truss or floor joist above, eliminating the use of dropped ceilings to achieve the height requirement.
- Reduce the maximum ceiling height before the area is double counted for the purpose of determining the maximum Floor Area ration (FAR) from 5 m (16 ft.) to 3.7 m (12 ft.).

In recognition of the importance the building community has placed on tall interior ceiling spaces, the proposed bylaw amendment would allow additional 15 m² of higher ceiling area – up to a maximum height of 5 m (16 ft.) located internally to the building to be counted once (rather than double) towards the maximum floor area. This 15 m² space must be set back an additional 2.0 m (6 ft.) from any required interior side yard or rear yard setback. This 15 m² exception is in addition to the 10 m² exception for exclusively entry and stair purposes.

Exterior Wall Ceiling Expression: Recent house trends, including the general increase of the height of the top ceiling plate which has resulted in tall building facades. Proposed Richmond Zoning Bylaw 8500 Amendment Bylaw 9249 would address this issue by requiring that no exterior wall that fronts onto the required rear or interior side yard setback can have an eave line or other exterior expression taller than 3.7 m above the finished floor, if the construction takes advantage of the exceptions for interior ceiling height (i.e. 10 m² exception for entry and stair purposes and the 15m² general exception for ceiling height between 3.7 m and 5 m). This proposed amendment would not preclude a ‘traditional’ two-storey house design with two (2) stacked floors.

A simplified cross-section of how this revised provision would be implemented is shown in Figure 2.

Figure 2 –Interior Ceiling Height Regulation (Recommended)



Staff are of the opinion that the combination of the reduced interior ceiling height of 3.7 m (12 ft.) from 5.0 m (16 ft) before the floor area is counted twice for density purposes, in combination with the proposed additional setbacks for the additional 15 m² (215 ft²) permitted exception will result in reduced massing on the exterior of the house and should address a number of the concerns raised by Council and members of the public.

We note for Council that these proposed amendments do not prohibit the construction of a ceiling higher than 3.7 m (12 ft.), but rather, establish the limit in terms of internal ceiling height and clarification of the potential area for exceptions for calculation of floor area of the house.

Any homeowner or builder can submit a Building Permit showing a ceiling height greater than the proposed 3.7 m limit, but the overall floor area of the house must be reduced accordingly.

Accessory Buildings: Staff have recently encountered a number of issues arising from the current zoning regulations of accessory buildings on single-family lots. Specific areas of concern are:

- The permitted size of a detached accessory building in rear yards.
- The maximum 5 m (16 ft.) permitted height for an accessory building.
- Existing required setbacks for accessory buildings.

Size of Detached Accessory Building in Rear Yard: We note for Council that the BC Building Code does not require a Building Permit to be issued for small accessory buildings of 10 m² or less in area. Richmond Zoning Bylaw No. 8500 allows an accessory building to be constructed in a rear yard, so long as any portion of the portion of the accessory building which exceeds 10 m² is counted towards the overall floor area of the house. If the detached building is used for on-site parking, the building can be 50 m² in area before the building is counted towards floor area of the principal building. There have been recent Building Permits submitted which have resulted in an accessory building used for parking to be only marginally smaller than the single-family dwelling on the property.

Setbacks for Detached Accessory Buildings: Richmond Zoning Bylaw No. 8500 currently allows an accessory building of less than 10 m² in area to be constructed with no setback to any property line. An accessory building greater than 10 m² must be constructed at a minimum of 3.0 m (10 ft.) from a constructed road, and 1.2 m (4 ft.) from any other property line. Recently, construction of accessory buildings less than 10 m² in area have been sited according to the bylaw, but have resulted in poor interface to adjacent roads and surrounding properties.

To better regulate the size and setbacks for detached accessory buildings, staff propose amendments to General Development Regulations in Part 4 of Zoning Bylaw No. 8500 as follows:

- Detached accessory buildings up to 70.0 m² may be located within the rear yard.
- The area of all detached accessory buildings located entirely or partially in the rear yard cover no more than 40% of the rear yard.
- The setback from the front lot line must be at least 20.0 m.
- The setback from the exterior side lot line must be at least 7.5 m.

Height of Detached Accessory Buildings: Richmond Zoning Bylaw No. 8500 currently allows an accessory building to be constructed with a maximum height of 5 m (16.2 ft.). Recent construction of detached accessory buildings has resulted in unacceptable impacts on neighbourhood character. To better control the height of accessory buildings in residential zones staff propose amendments to General Development Regulations in Part 4 of the Zoning Bylaw as follows:

- The maximum height for detached accessory buildings less than 10 m² is 3.0 m for a detached accessory building with a pitched roof, and 2.5 m for a detached accessory building with a flat roof.
- The maximum height for detached accessory buildings greater than 10 m² is 4.0 m to the roof ridge for an accessory building with a pitched roof, and 3.0 m for an accessory building with a flat roof.

Staff are of the opinion that this amendment in tandem with the revised setbacks for detached accessory structures will mitigate the recent issues associated with these buildings.

Height of Projecting Attached Garage: Recent construction trends for single-family and two-unit dwellings have seen increasingly tall garage roofs for forward projecting attached garages. These projecting garages are a dominant architectural feature, and have the potential for subsequent illegal conversion to habitable space. This is one of the most common forms of illegal conversion, which results in the overall house size exceeding that permitted by the Zoning Bylaw. Staff propose an amendment to Richmond Zoning Bylaw 8500 to limit the height of an attached garage:

- The maximum height for an attached garage constructed as part of a principal building is 6.0 m to the roof ridge for a garage with a pitched roof, and 4.5 m for a garage with a flat roof.

We note that the proposed bylaw amendment to limit the height of attached garages is beyond the scope of the April 20, 2015 referral, but staff are of the opinion that tall garage roofs are a contributing factor to the overall massing of a single-family dwelling. Should Council choose to not support the inclusion of this amendment, the bylaw could be amended at the Planning Committee meeting to delete proposed Section 4.14.4 (c) from Bylaw 9249, and the revised bylaw forwarded to Council for consideration of first reading.

Richmond Advisory Design Panel Commentary

These proposed amendments to Richmond Zoning Bylaw 8500 were presented to Richmond's Advisory Design Panel at their May 21, 2015 meeting. Panel members posed a number of questions, and made a comment that the Richmond Zoning Bylaw interior ceiling height allowance of up to 5 m (16 ft.) was very generous compared to other jurisdictions and suggested that it be reduced. Panel members cited their experience with similar massing regulations and cautioned staff that there can be unintended consequences of massing regulations; such as increased homogeneity of house design or somewhat odd upper storey configurations based on building envelope regulations.

Design Panel comments were generally supportive of the direction proposed. Minutes of the Advisory Design Panel Meeting are provided in Attachment 2.

Bylaw Enforcement

There is a perception that many new homes are being altered after building permit inspections through post-approval changes and/or illegal construction. Staff in the Building Approvals Department has inspection and enforcement powers to address any illegal construction, which is

adequate to address these issues. The Building Approvals Department investigates all claims related to construction that may be occurring without a City issued Building Permit and appropriate action is taken to rectify these situations.

To improve the existing inspection and enforcement aspects of their work, Senior Management in the Building Approvals Department will be implementing new processes to ensure that Senior Management is immediately notified of any field alterations to approved Building Permit documents that result in changes to the calculation of density. Work to those portions of the construction shall stop, and may not resume until revised drawings demonstrating compliance to all zoning and building regulations are submitted and approved. If compliance cannot be demonstrated, the non-approved work will be removed or remediated to achieve compliance.

To further improve compliance at Plan Review stage, staff will request additional drawings and specifications; such as multiple cross-sections and large scale plans of over height floor areas to show accurately their extent and contribution to density. Ambiguous or unclear plans will require revision or supplemental information.

Additional Consultation

Staff presented the suite of proposed amendments to the Richmond Small Builders Group, a representative of the Greater Vancouver Home Builder's Association, the Urban Development Institute, and members of the public.

The Urban Development Institute and the Greater Vancouver Home Builder's Association raised concerns regarding the imposition of additional regulations stifling the creativity of house designers, and commented on the underlying market trends which have led to the current style of house design and massing throughout the City.

A meeting was held with the Richmond Small Builders Group, and with interested members of the public on May 26, 2015. There was general commentary that the visual impact of the over-height ceiling areas was a major concern, along with the general height of new house construction. Members of the public raised questions regarding the use of other planning tools; such as single-family design guidelines in the Official Community Plan (OCP) or various area plans.

Staff note for Council that guidelines for single family development cannot be implemented without designation of single family areas as Development Permit areas, which would result in a Council issued Development Permit being required before a Building Permit could be considered. Pursuing the Development Permit designation would require a comprehensive legal review, considerable community consultation, amendments to the OCP and all areas plan. It is further noted that implementing such an approach would result in significant additional process requirements for single family development and require considerable new staff resources to administer. Staff are of the opinion that the amendments proposed in Bylaw 9249 will address many of the concerns raised by residents. Minutes of the May 26, 2015 meeting are provided in Attachment 3.

The Richmond Small Builders Group expressed concerns with a number of the proposed amendments, including a desire to maintain higher ceilings, and to not make the single-family design process overly complicated. The Small Builders Group have suggested that reducing the height of two-storey houses to 9.0 m, and maintaining the 5 m ceiling height, but requiring measurement from the top of floor to the underside of the floor structure above, would be sufficient changes to address the complaints recently heard by Council.

Some builders in attendance and the public mentioned that a single-family 'Design Panel' could be considered as a mechanism to review house design. Staff do not recommend that a single-family Design Review Panel be pursued, as such a review panel would have no impact unless the Development Permit Area designation described above is implemented. Other correspondence received by staff is provided in Attachment 4.

Implementation

Upon adoption of the bylaw, staff will immediately implement the changes, and all Building Permit applications submitted after the adoption date will be required to meet the amended requirements.

Staff will also assess the changes to building design and massing over a period of one year and will report back to the Planning Committee on the impact of the proposed changes.

Alternate Bylaw Options for Interior Ceiling Height and Density Calculation

Staff have attached two (2) additional bylaws: Bylaw 9265 and Bylaw 9266 to this report, should Council wish to consider other options. Staff are of the opinion that recommended Bylaw 9249 successfully addresses Council's April 20, 2015 referral, and provides a framework for improved single-family and two-unit dwelling massing.

These two (2) bylaws are identical to Bylaw 9249; which staff recommend, save for the clauses related to Interior Ceiling Height. These options are discussed below.

Bylaw 9265 – 3.7 m internal ceiling height: Bylaw 9265 (Attachment 5) would reduce the maximum permitted ceiling height to 3.7 m (12 ft.) and would maintain the area exempt from floor area calculation at 10 m². This bylaw also includes the provisions to clarify how ceiling height is measured, and contains the provision limiting the exterior wall expression of top plate of the first storey to 3.7 m above finished floor.

Bylaw 9266 - 5.0 m internal ceiling height: Bylaw 9266 (Attachment 6) would permit a maximum ceiling height of 5.0 m (16 ft.) limit before the over-height area is counted for floor area, and would leave the exemption area at 10 m². This bylaw includes the same provisions to clarify how ceiling height is measured, requiring the measurement of ceiling height to a structural element and , and the provision limiting the exterior wall expression of top plate of the first storey to 3.7 m above finished floor.

Financial Impact or Economic Impact

None.

Conclusion

City Council passed a referral motion that staff examine measures and options to better regulate the massing of new single-family houses. Staff have reviewed current bylaw standards and practices from adjacent municipalities regarding these issues. Zoning Bylaw Amendment Bylaw 9249 is attached for Council's consideration, and presents a range of amendments to better regulate massing of single detached and two-unit dwellings.

The proposed amendments amend and clarify the building massing regulations in the Richmond Zoning Bylaw 8500 to make it easier for Building Division staff to review plans, and ensure that submitted Building Permits conform to the Zoning regulations. The proposed bylaw also provides a number of changes to address the range and scope of issues raised by residents in the recent past.

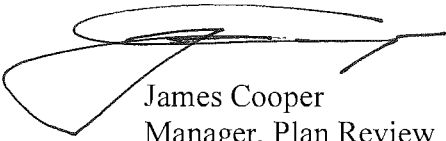
It is recommended that Richmond Zoning Bylaw No. 8500 Amendment Bylaw 9249 be introduced and given first reading.



Gavin Woo
Senior Manager, Building Approvals
(604-276-4113)



Barry Konkin
Program Coordinator, Development
(604-276-4138)



James Cooper
Manager, Plan Review
(604-247-4606)

GW/BK:blg

- Attachment 1: Practices in Other Jurisdictions
- Attachment 2: Minutes of the May 21, 2015 Advisory Design Panel Meeting
- Attachment 3: Meeting Notes from Public Consultation Meeting of May 26, 2015
- Attachment 4: Other Correspondence Received
- Attachment 5: Bylaw 9265 (Not recommended)
- Attachment 6: Bylaw 9266 (Not recommended)

| District | Maximum Height (Pitch Roof) | Maximum Height (Flat Roof) | Maximum Accessory Structure Height | Ceiling Height | Exempted Area for Foyer/ Staircase |
|-------------------------------------|---|----------------------------|--|--|---|
| City of Surrey | 9.0 m | 9.0 m | 4.0 m | > 3.7 m (12ft) | 19 m ² |
| City of North Vancouver | 9.14 m | N/A | 3.6 m (12ft) | > 4.57 m (15ft) | Staircase and landings are visible from the street. |
| District of North Vancouver | 7.3 - 8.53 m | 6.71 m | 3.66 m (for a flat roof) / 4.67 - 5.64 m (to peak) | > 3.66 m | No exemptions. |
| City of Burnaby | 9.0 m | 7.4 m | 4.6 m | 3.7 m (12ft) measured to exterior top plate with an additional 4ft interior allowance (16ft) | 9.3 m ² |
| City of White Rock | 8.5 m | 7.7 m | 3.0 m | N/A | N/A |
| City of New Westminster | 9.0 m (to midpoint) / 10.67 m (to peak) | 6.1 m | 4.57 m | N/A | N/A |
| City of Vancouver | 9.5 m (10.7 m at discretion) | N/A | 3.7 m (for a flat roof) / 4.6 m (to peak) | > 3.7 m (12ft) | Up to 1% of maximum FAR to improve light and ventilation. |
| Corporation of Delta | 9.5 m | 8.0 m | 3.75 m (for a flat roof) / 4.6 m (to peak) | > 4.3 m (14ft) | 10 m ² |
| City of Richmond¹ | 9.0 m (to midpoint) / 10.5 m (to peak) | 7.5 m | 5.0 m | > 5 m (16ft) | 10 m ² for entry and stairs. |

Advisory Design Panel

Thursday, May 21, 2015

Time: 4:00 p.m.

Place: Rm. M.1.003
City of Richmond

Present: Grant Brumpton, Chair
Tom Parker
Xuedong Zhao
Michael Mammone
Jane Vorbrodtt
Jubin Jalili

Also Present: Diana Nikolic, Planner 2
David Brownlee, Planner 2
Suzanne Carter-Huffman, Senior Planner/Urban Design
Barry Konkin, Program Coordinator-Development
James Cooper, Manager, Plan Review
Gavin Woo, Senior Manager, Building Approvals
Rustico Agawin, Auxiliary Committee Clerk
Lisa Jones – Auxilliary Architect, Building Approvals Division

Absent: Matthew Thomson
Paul Goodwin
Steve Jedreicich
Cst. Barry Edwards

The meeting was called to order at 4:04 p.m.

1. ADOPTION OF THE MINUTES

It was moved and seconded

That the minutes of the meeting of the Advisory Design Panel held on Thursday, April 16, 2015, be adopted.

CARRIED

Advisory Design Panel

Thursday, May 21, 2015

- like the variety of different architectural styles; appreciate the idea of extended planes; however, it could be further extended throughout the proposed development to tie together the different architectural styles; consider extended planes of materials other than glass, e.g. concrete, brick, etc.; proposed pillar does not appear to work with the idea of extended planes; consider design development;
- the west tower's curved wall does not appear dynamic in the model; consider applying the idea of extended plane to the curved wall or other measures to make it more exciting;
- Pearson Way (south) elevation/frontage needs more attention; streetscape character with street trees in metal grates is not successful; enhanced landscaping may be an effective way to tie together the different architectural elements and make the street more pedestrian friendly; consider further landscaping treatment, e.g. introducing pockets of greens and shrubs to add layering;
-
- appreciate the well-resolved programming at the podium level; appreciate the green roofs in the upper levels; however, look at access to the green roofs for maintenance work; and
- review the proposed colour (white) and cladding for the affordable housing units and consider long-term maintenance issues.

Panel Decision

It was moved and seconded

That DP 14-662341 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

(At this point, Jubin Jalili rejoined the Panel and participated in the Panel's consideration of Item No. 4)

4. PANEL REVIEW OF PROPOSED REVISIONS TO SINGLE FAMILY ZONES/ ZONING BYLAW TO ADDRESS HEIGHT AND MASSING CONCERNS

PROPONENT: City of Richmond (Planning and Building)

Advisory Design Panel

Thursday, May 21, 2015

Staff's Presentation

Barry Konkin, Program Coordinator-Development, advised that as per Council's referral to staff in the April 20th Public Hearing, staff is seeking the Panel's analysis and comments on the proposed package of measures to control the overall building height, massing and interior ceiling height of single-family homes. Mr. Konkin clarified that staff proposals labelled as Future Considerations regarding revisions to existing building envelope regulations included in the package circulated to Panel members will still need further study and analysis and will not form part of proposed Zoning Bylaw 8500 amendments to be recommended by staff to Council.

James Cooper, Manager, Plan Review, provided background information regarding the trend in construction of large infill single-family homes and noted the concerns raised by existing single-family. Mr. Cooper mentioned that the goal of the proposed revisions to the existing zoning bylaw is to provide the appropriate controls in overall building height and vertical building envelope to ensure compatibility of new single-family developments within existing single-family neighbourhoods.

Mr. Cooper highlighted the following proposed modifications to the single-family zoning bylaw that would significantly impact on the height and massing of single-family homes:

- for 2-storey construction on lot widths less than 18 metres, reduction of (i) maximum overall building height from 10.5 metres to 9 metres, (ii) vertical perimeter wall height from 6 to 5 metres,;
- for 2 ½ -storey construction on lot widths less than 18 metres, (i) maximum building height is 9.0 metres measured to the midpoint between the highest ridge and eave line and 10.5 m to the peak of the roof, (ii) reduction of angle of vertical plane from 45 degrees from horizontal to 30 degrees;
- for 2-storey construction on lot widths more than 18 metres, reduction of (i) maximum building height from 10.5 metres to 9 metres to roof peak, (ii) vertical perimeter wall height from 6 metres to 5 metres, (iii) angle of vertical plane from 45 degrees horizontal to 30 degrees, and introduction of second-storey setback; and
- for 2.5-storey construction on lot widths more than 18 metres, (i) maximum building height is 9.0 metres measured to the midpoint between the highest ridge and eave line and 10.5 metres to the roof peak, (ii) reduction of angle of vertical plane from 45 degrees from horizontal to 30 degrees, and (iii) introduction of second-storey setback.

Advisory Design Panel

Thursday, May 21, 2015

Mr. Cooper added that the above proposals are intended to lower the height of single-family building and transfer the mass away from the neighbours to the middle of the buildable volume.

Also, Mr. Cooper presented (i) three options on maximum height definition of a storey to address concerns on building bulk due to high floor to floor heights, (ii) proposed changes to attached garage construction to control height and massing, (iii) proposed changes to limit the massing and required setbacks of detached accessory buildings with an area of 10 square metres or less, and (iv) massing and setback requirements for detached accessory building greater than 10 m² in area, limited to a maximum of 40% of the rear yard, and a maximum size limit of 70 square metres.

(Jubin Jalili left the meeting at 6:15 p.m. and did not return)

Panel Discussion

Comments from the Panel were as follows:

With regard to the three options presented by staff regarding proposed changes to the current Zoning Bylaw 8500 height definition of a storey, a Panel member commented that (i) Option 1, which allows the maximum height definition of a storey to remain at 5 metres with the height defined to top plate of wall supporting the roof structure but not allowing drop ceiling, is susceptible to manipulations by the builder, (ii) the proposed maximum ceiling height of 5 metres is too generous even for big houses, and (iii) the proposed 3.7 metre maximum ceiling height is more appropriate.

With regard to the proposed amendments to the current Zoning Bylaw 8500 to control the massing of single-family homes, a Panel member noted that the goal can be achieved through a simpler formula which provides flexibility, not stifle creativity, and not cause uniformity of design of single-family homes.

A Panel member noted that staff is going in the right direction and expressed appreciation for their efforts to investigate the design implications of proposed amendments to current Zoning Bylaw 8500. Also, support was expressed for the staff proposal for a maximum building depth of 50 percent of the lot depth. In addition, it was noted that the staff proposals for the secondary vertical building envelope and wall plane articulation to control massing may result in homogeneity of house design.

Panel commented that more time is needed to study and provide their comments regarding the proposed amendments to Zoning Bylaw 8500. In response to the comment of Panel, Mr. Konkin advised that Panel members are welcome to submit their written comments to staff.

Advisory Design Panel
Thursday, May 21, 2015

5. ADJOURNMENT

It was moved and seconded

That the meeting be adjourned at 6:50 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Advisory Design Panel of the Council of the City of Richmond held on May 21, 2015.

Grant Brumpton
Chair

Rustico Agawin
Auxiliary Committee Clerk



**City of
Richmond**

Public Consultation
Planning and Development Department

Summary

Study on Massing for Single Family Neighbourhoods

Location: 2nd floor Galleria – Meeting Room 2.004

Time/Date: 17:00-19:00, May 26th 2015

Staff Members Involved:

Barry Konkin (B) – Program Coordinator (Development)
Gavin Woo (G) – Senior Manager (Building Approvals)
James Cooper (J) – Manager (Plan Review)

Attendees:

| | | |
|----------------|------------------|----------------|
| Aaron Meier | Kathryn McCreary | John ter Borg |
| Lyn ter Borg | Martin Woolford | Rod Lynde |
| Asit Thaliwal | Navtej Dhot | Barry Konkin |
| Raman Kooner | Khalid Hasan | Parm Dhinjal |
| Russ Barstow | Gursher Randhawa | Marty Gaetz |
| Rav Bains | Sam Sandhu | Brad Doré |
| Rafiq Sahikh | Anne Piché | Mike Mefarland |
| Marco Ciciello | Lee Bennett | Timothy Tse |
| Graham Taylor | Graham Johnsen | Bob Hardacre |
| Liz Hardacre | Kim Kemp | |

Goals:

1. To receive input on findings and proposed measures included in the Study on Massing for Single Family Neighbourhoods
2. To share viewpoints related to recent infill development in single-family residential neighbourhoods
3. To present consultation and discussion results to Mayor and Council.

17:00—Introductions by City of Richmond staff members. Presentation booklets were previously distributed to individuals present in the meeting.

Presentation by James Cooper

17:03 – 17:20—James Cooper presents “*Study on Massing for Single Family Neighbourhoods*”. Topics related to existing RS1 bylaws include:

- ‘Maximum Overall Building Height’
- ‘Vertical Building Envelope’
- ‘Maximum Storey Height Definition’,
- ‘Height of Attached Garages’
- ‘Maximum Floor Area
- ‘Height of Detached Accessory Buildings Requiring Building Permit’
- ‘Height and Location of Accessory Buildings Not Requiring a Building Permit’.

The proposed measures for bylaw amendment serve to reduce the maximum height of single-family dwellings by:

1. Reducing the maximum height
2. Refining the Vertical Building Envelope to produce better spatial separation and allow more light between adjacent houses
3. Define a maximum height for a single storey before the area is counted twice toward the maximum floor area density

17:20—Floor Opened to Comments from the Audience

Question (John Terborg): Why are ‘Future Considerations’ being presented in the PDF package?

Answer (J): There was a time constraint for the Study and proposed Bylaw Amendments. The additional provisions require more study in order to refine and vet for all lot dimensions.

Comment (Rod Lynde): The existing bylaw regulations do not define building aesthetic, and good taste cannot be legislated. Some do look ‘silly as designs are permitted within the regulations. The critical issue is one of appropriate design within the rules.

Question (Ann Piche): How will 12m and 10m wide lots be addressed? Current building envelope proposals may be too restrictive.

Answer (J): Lots less than twelve-metres wide will be addressed as additional refinement to the measures proposed in response to the comment.

Question: What is the easement to a wall?

Answer (J): Sideyard setbacks vary depending on the size of a lot. (Proceeded to explain existing sideyard setback requirements as per existing RS1 zoning bylaws).

Question: Why is the first floor constructed at eleven feet and the second floor constructed at nine feet?

Answer (J): This is a market trend we're seeing in new home construction for increasingly high ceilings.

Comment (Gursher Randhawa): There should be a collective look at the basic requirements a house needs for it to be considered "marketable". In this way, there is an economic value associated with the changes the City is proposing. At this time, homebuilders need to fit four bedrooms upstairs with three or four bathrooms.

Question: Why is garage height limited to eight feet or two and a half metres?

Answer (J): That is a dimension on the diagram that is not a limiting one. It is not meant that the maximum ceiling height in a garage is 8 feet or 2.5m.

Question (Bob Hardacre): For the City, the Official Community Plan (OCP) provides goals to maintain vibrant, sustainable residential neighbourhoods. Zoning has to support this OCP initiative and must be changed to be in line with preserving residential neighbourhoods. Current construction does not follow the framework provided by the OCP. Can the OCP be changed/amended to better dictate the residential neighbourhood goals?

Answer (B): The proposed measures address the regulations of the Zoning Bylaw as they relate to Single and 2 family home construction. The scope does not extend to alterations to the OCP.

Question: What makes a neighbourhood viable? What makes it liveable?

Answer (J and audience): Shadowing caused by excessively large houses has a negative impact on neighbourhoods—views and privacy are affected and massing is too large—which leads to further consequences.

Answer (B): The OCP cannot legislate design.

Comment: People are moving away because of these negative impacts*.

**Anecdotal evidence that will require verification*

Comment: In the City, new house construction does not take existing housing stock into consideration when first designed.

Comment: Audience member would like to present case study houses, however, was told to wait until other audience members had a chance to speak

Question (Marty Gaetz): One or two "bad apples"—relative to the quality of design today—have created a backlash against new development. Homebuilders, general contractors, and other people who live in the City have a vested interest in the quality of these homes. As such, these groups do not intend to create a negative impact within their neighbourhoods. Perhaps the City should look into neighbourhood specific zoning.

Answer (J): The proposed changes are a “one size fits all” approach. It is difficult to amend general provisions that pertain to a variety of properties. The goal is to provide a set of regulations that define a buildable envelope that will be viable to both current market trends and the existing urban fabric of single family neighbourhoods.

Comment (Lynda Terborg): Current construction of massive houses does not respect the existing urban fabric of the City. Although the interior spaces of these homes may function for the owner’s/developer’s needs, the exterior expression of these spaces do not respect the needs of neighbouring homes and the rest of the community. An inquiry was made about providing site plan information.

Comment (Lynda Terborg): (*Resident presented case studies on massive homes in various neighbourhoods around the city*). Double height spaces were constructed legally, but floors were added after the fact that increased the square footage of the property. Slight confusion with regard to how setbacks are measured on properties. Resident was frustrated that an approximately 3500 square foot house was constructed on a 6000 square foot lot. It would have been allowed on a 9000 square foot lot, not a 6000 square foot one. Resident expressed a desire to change double height spaces and have the City prevent infilling of double height spaces.

Question: How does the City prevent homeowners from infilling double height spaces after construction and final inspection?

Answer (G): The City performs over 300 “building check” inspections a year responding to neighbour complaints, amongst them illegal construction. Only 2 have been detected by inspections in the last 20 years.

Question: How will the City control abuses to the 5.0m ceiling height in future?

Answer (G): The current bylaw does not prevent drop ceilings being used to define the maximum height of a space. As such, the 5.0m maximum height regulation for a floor area before it is counted twice toward maximum density has been abused resulting in unnecessarily high perimeter walls and unwanted upper level massing. An example of how the City currently interprets drop ceiling designs was illustrated and background information on drop ceilings was provided. The new regulations as proposed by the study will tie the ceiling height to the roof or floor structure prohibiting drop ceilings. This will eliminate the bulk contributed by the high walls that are currently much higher than the maximum allowed ceiling height.

Comment: It is easier to build houses with a consistent roof height due to issues related to truss layout and framing. The efficiency of tying together all the wall top plates at a single height to and the use of drop ceilings have contributed to some of the unnecessary bulk surrounding high ceiling spaces.

Question: In the 1990’s the Zoning bylaw was changed, providing a guide for what is now considered—from an aesthetic perspective—a poorly designed house. Why is this being allowed?

Answer (G): The wording in the bylaw is vague on the application of the 5.0m single story height and the City’s hands are tied on the matter.

Comment: Project specific details should be provided to show: any proposed drop ceilings, roof heights, and other miscellaneous spaces. One builder expressed his desire to have a one-room exemption allowance from the proposed maximum height definition of a storey. It was expressed that the proposed bylaw changes would restrict design and make plan layouts for the family, living, and dining rooms difficult. As a compromise, one of those three rooms should be exempt from the proposed height restrictions to free-up design opportunity.

Comment: No pony wall should be permitted above the five-metre height restriction so people cannot abuse the proposed amendments.

Comment: New house construction does not respect the existing built fabric. In 2008, Council made a serious error in allowing building heights to reach 10.5 m versus 9.0 m. The 16' double height space allowance should be eliminated since other municipalities enforce a lower maximum height.

Question: The audience was confused about the processes behind changing the bylaws.

Answer (B): As such, the administrative processes behind changing the bylaws were explained, including how the public would be involved. Steps include: this meeting and its minutes as discussed in this document will be reported on to a committee who will send its ideas/results to council. From there, Council will vote and a public forum will be held where residents may provide feedback.

Question: Does a house have valid insurance if the house is in-filled post-inspection? Is the 'Declaration of Information' rendered incorrect if a home-owner wants to sell their property at a later date? How does in-fill practice affect fire protection, etc.?

Answer (J): If the construction is manifested after final inspection, the home-owner's house insurance is rendered void.

Comment: The disallowance of 3rd floor decks from the zoning bylaw has an undesired impact on the development on Agricultural Land Reserve (ALR) land. These properties should be allowed to have 3rd floor decks. In an example, if a deck faces ALR property it does not affect the neighbours—in terms of privacy. At this time, a guest expressed that the proposed bylaw changes scope is too broad in a similar way.

Answer (J): In the case of decks off the uppermost ½ storey in AGR land, an applicant may apply for a development variance to consider the minimal impacts.

Question: The City cannot compare bylaws between other municipalities, since comparing bylaws does not equate to an "apples-to-apples" comparison. Why is Richmond comparing the City's bylaws to bylaws made by other municipalities, when it is clearly not equal?

Answer (J): It is true that each municipality's zoning bylaw should be taken as a complete document and not cherry picked. In our approach we did a rigorous analysis of our current bylaw regulations to identify the regulations that may be refined in order to improve control of massing and bulk. The comparative study we used to guide our findings is much more extensive

in scope than the items presented in the table. Our proposed measures result from both a holistic look at our scope of regulations as well as those of other municipalities taken as a whole.

Comment: ‘Average grade calculation’ affects the maximum height of houses constructed in the City of Richmond. ‘Average grade calculation’ effectively reduces the volume of space that must fit within the existing zoning envelope (this is not to be construed as the height is lowered). Can you explain?

Answer (J): This is a “valid technical point,” since the ‘average site grade calculation’ tends to set the base plane for measurement of maximum height at a level that is lower than the finish grade around the house, acting to slightly lower the maximum height while the flood plain bylaw acts as a plunger pushing up the first floor elevation against the buildable envelope set by the average site grade.

Answer (J): Explained how average grade is calculated, since the process confused audience members. James explained that the floodplain elevation requirements in the City are a maximum of 0.6 m above the highest crown of road and not less than 0.3 m above it.

Comment: It was expressed that there are great designs in the City, as well as some really bad ones.

Comment: Decreasing the maximum building height would further “cram” designs. To build what the owner and/or developer desires—within the existing zoning envelope—is what leads to the problem of poorly designed houses. As such, we cannot “have our cake and eat it too.” Residents—as well as developers—must make compromises.

Comment: Everyone collectively agreed that the object of the meeting and proposal was to create positive change within the City, however, a misunderstanding by the general public—regarding the intent of the current bylaws and OCP—was raised, voicing general opposition to recent house design.

Comment: How can the public provide feedback on design proposals? A homebuilder expressed his desire to work with the City to make his design more responsive to the site. For example, the homebuilder prefers to have James’ input on the design before the construction permit is issued.

Comment (Sam Sandhu): The City of Vancouver preforms an inspection one year after construction; however, the City of Richmond does not. Additionally, house design requires attention to detail and a design panel for ‘single family dwellings’ is necessary to eradicate undesirable house design and construction.

Comment: The proposed zoning amendments must be “airtight” against possible manipulation primarily because Land Use Contracts (LUC) will expire and are required to be zoned as RS1, which is fast-approaching date. Over one year, 5,000 demolitions have taken place in the City.*
**Anecdotal evidence that will require verification*

Comment: The proposed changes do not represent all of the properties in the City of Richmond and only seem to apply to RS1/ E properties (RS1/ E properties are rapidly redeveloped).

Comment: A resident suggested that designers do not visualize their work before it is built. He argued that designers—of recent developments—do not understand the scale of their drawings on paper as they would be in the real-world. The resident expressed that the City needs architectural guidelines.

Question: ‘Infill housing’—when a house is replaced by a new house—does not respect the intention of the neighbourhood’s fabric. In example, the Westwind neighbourhood was initially designed using a set of required materials and typologies, however, new development does not consider the original criteria for new construction, which negatively impacts the neighbourhood visually. What are the criteria?

Answer: The City is not aware of a ‘design criteria’ that applies to the Westwind neighbourhood; however, a single developer may have had a specific vision for the neighbourhood, which is what the community sees today.

Question: A discussion on covenants suggested that the City had design criteria many years ago. What do the regulations say?

Answer (J, B): To the recollection of staff, there have never been any aesthetic design criteria in the Zoning Bylaw for new single infill house construction in the City of Richmond. Some Land Use Contracts had limited architectural guidelines.

Answer (B): The City currently has no development permit process for individual ‘infill housing’. Design guidelines are created based on a comprehensive development area. However, it is difficult to apply such guidelines to individual lots. As such, design guidelines that are created and/ or proposed will create additional time delays in the construction phase. Since time is measured economically, delays cost homebuilders large sums of money—homebuilders must pay taxes on the land while waiting for a permit. Barry suggested that design trends are changing, which will ultimately impact residents in areas of redevelopment.

Comment: The bylaws are used to control the depth of homes, but not necessarily massing. If the depth of allowable buildable area is controlled, the size of new house construction is constrained and will limit the length of sidewalls that visually affect adjacent properties.

Comment: Designers that create aesthetically undesirable houses are not present in the room.

Comment (Lynda Terborg): The City of Richmond needs rules and regulations to control the visual impact of single-family residences on the existing fabric of the City.

Comment: A design panel would be too time consuming, according to homebuilders. As such, homebuilders prefer access to prescriptive design guidelines that will speed up permit processing and reduce costs.

Comment (Gursher Randhawa): Homebuilders have identified already loopholes in the proposed amendments to zoning bylaw. Gursher suggests, that if he can find them design professionals are in a position to exploit these flaws because they are technically trained. As

such, the City needs to slow the amendment process down and consider every option in thorough detail. If the City moves too quickly, there will be consequences.

Comment (Marty Gaetz): Homebuilders invest a considerable amount of money in projects before becoming involved with the City. Homebuilders are requesting ample notice before any changes are made to the bylaw. The current limit on double height ceiling design is undesirable and is considered retroactive.

Answer (J): The City will try to work with transition time periods with homebuilders in order to implement fairly future changes to regulations.

19:05—End of Meeting

Woo, Gavin

From: Craig, Wayne
Sent: Monday, 27 April 2015 08:58
To: Woo, Gavin; Cooper, James
Subject: FW: Public Hearing follow-up: Town Hall Meeting, Wednesday April 29th - 7pm

FYI

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

From: wrapd193@wrapd.org [mailto:wrapd193@wrapd.org]
Sent: April-26-15 5:54 PM
Subject: Public Hearing follow-up: Town Hall Meeting, Wednesday April 29th - 7pm

Hello WRAPd Subscribers,

Flowing out of the events of Monday April 20th's Public Hearing it has been clearly communicated that the public is asking for greater education and opportunities for informed citizen input into the character and shaping of Richmond's single family neighbourhoods.

An informed public is the best resource to hold City Council accountable to what was discussed on Monday April 20th.

This Wednesday (April 29) at 7pm WRAPd is hosting a Town Hall Meeting at Westwind School. We will be able to discuss some of the information presented at the Public Hearing but with ample time for community input and questions from residents.

Forward the invitation to your neighbors and friends in other neighbourhoods (LUC or Zoning) about having their voices heard.

Your participation is appreciated.

The story continues ...

<http://www.richmond-news.com/residents-contend-city-bylaws-being-flouted-by-megahome-developers-1.1831952>

http://wrapd.org/PDF/Lynda'sPresentation_FULL001.pdf

<http://wrapd.org/PDF/JohnterBorgPublicHearingSubmission2015-04-20.pdf>

<http://wrapd.org/PDF/KathrynMcCrearyPublicHearingSubmission2015-04-20.pdf>

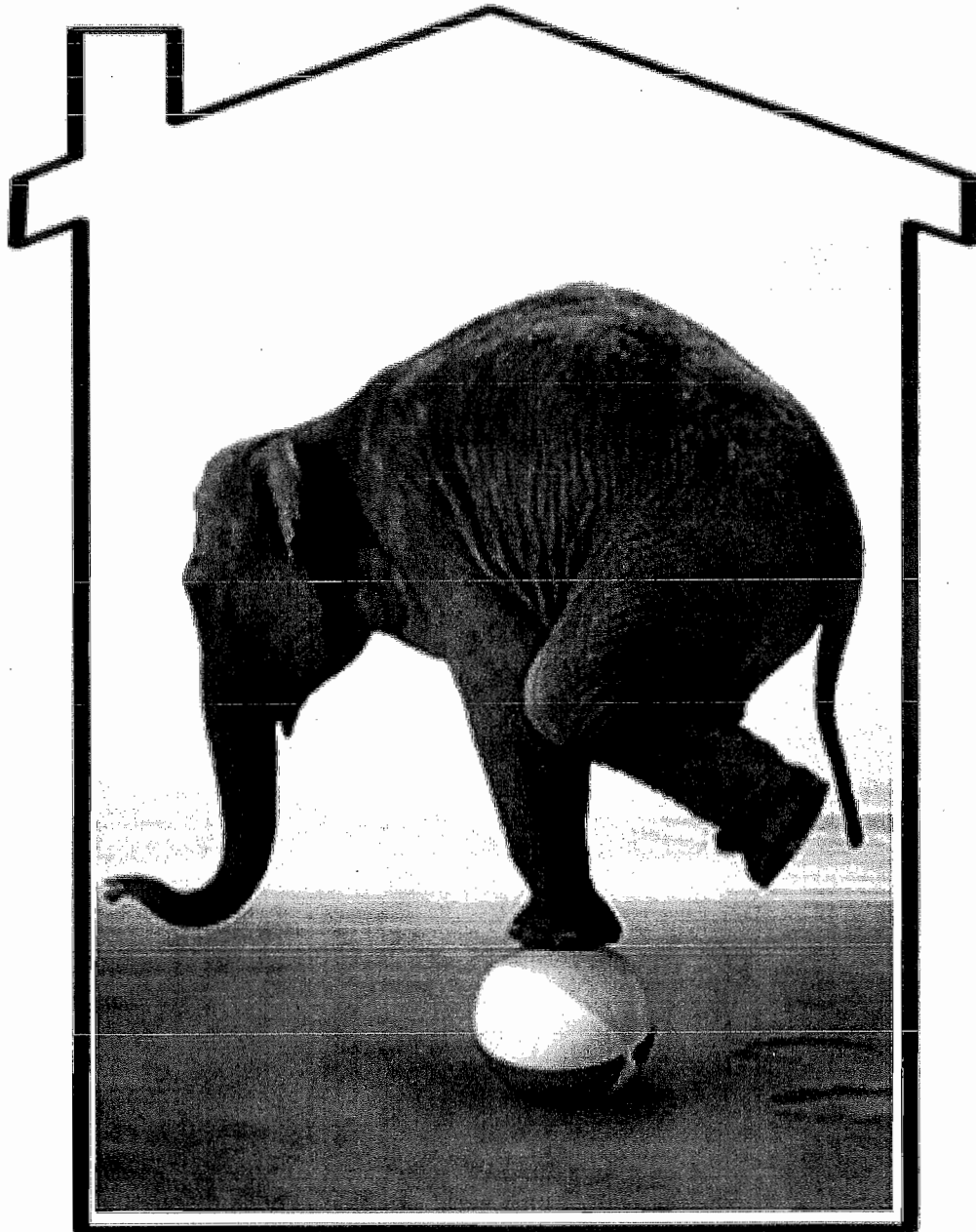
<http://wrapd.org/PDF/JamesStrilesky-LettertoMayorandCouncil2015-04-14.pdf>

http://www.richmond.ca/cityhall/council/agendas/hearings/2015/042015_minutes.htm

You are invited to a ...

TOWN HALL MEETING on "MEGA HOUSES"

Get Informed!



pc: Joe Erceg

Brodie, Malcolm

From: jsrmont@telus.net
Sent: Wednesday, 22 April 2015 20:54
To: MayorandCouncillors
Cc: Brodie, Malcolm; Au, Chak; Dang, Derek; Day, Carol; Johnston, Ken; Loo, Alexa; McNulty, Bill; McPhail, Linda; Steves, Harold
Subject: Zoning Bylaw Amendments

Mayor Brodie and Councillors

I am a life-long resident of Richmond, and have lived in our Westwind home since 1972, when we had it built for us. At the time, we were attracted by the prospect of living in a subdivision similar to the developers first two projects - Laurelwood and Maple Lane. There were no protective covenants regarding design principals, but thanks to the good taste and sense of discipline of the developer, a very pleasant community was completed, and remained so for over forty years.

As you heard at the Council meeting Monday night (April 20), our community is under serious threat as a result of a number of "mega houses" being built to designs that may or may not be quite legal according to the rules, but clearly are outside the intention of the of the zoning regulations.

By the end of the meeting on Monday, I was encouraged by the interest shown by the Mayor and Councillors in attendance, and sensed a shared concern for a need to address these issues. The Zoning Bylaw 8500, Amendment Bylaw 9223, along with the additional considerations added during the meeting, are a good start. More study is required, but the sooner this can be completed, the better.

In the meantime, something must be done to stop the carnage. Builders will now rush to demolish and build prior to the changes taking effect. Further, the issue of the Land Use Contract properties has not even begun to be addressed. Even more pressure will be put on these properties once the above Zoning Amendments are in effect.

It seems quite clear these builders, and many buyers, simply don't care about what they are doing to our neighbourhoods, and they are not likely to be "persuaded" to change their practices. While these changes to the Zoning Regulations and Land Use Contracts are being studied and implemented, it is quite conceivable that another ten to fifteen percent of the existing housing stock could be razed. To prevent this, and until the these changes can be made, there are steps that can be taken.

The first, which is the least we can do, is to be much more rigorous in reviewing plans for these large houses prior to issuing building permits, and once issued, to apply the same tough approach to building inspections. I understand you feel that City staff are doing an adequate job, but given some of the examples we saw at the meeting this last Monday, clearly there are elements of the system that are broken.

The second thing we can do is to simply place a six or nine month moratorium on any further demolitions. This may seem extreme, but if we are really serious about the City's objective of preserving the character and desirability of our single family neighbourhoods, this will clearly demonstrate we are serious.

As I mentioned earlier, I was impressed with the nature of the discussion at the Monday meeting, and hope that a high priority will be placed on resolving these issues with the Zoning Bylaws and the Land Use Contracts.

Thank you,

John S. R. Montgomery

5880 Sandpiper Court, Richmond, BC V7E 3P7

2015-04-23 07:10

Woo, Gavin

From: MayorandCouncillors
Sent: Thursday, 23 April 2015 15:55
To: 'jsrmont@telus.net'
Subject: RE: Zoning Bylaw Amendments

This is to acknowledge and thank you for your email of April 22, 2015 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson

Manager, Legislative Services

City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1

Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: jsrmont@telus.net [<mailto:jsrmont@telus.net>]

Sent: Wednesday, 22 April 2015 9:06 PM

To: MayorandCouncillors

Cc: Brodie, Malcolm; Au, Chak; Dang, Derek; Day, Carol; Johnston, Ken; Loo, Alexa; McNulty, Bill; McPhail, Linda; Steves, Harold

Subject: Zoning Bylaw Amendments

Mayor Brodie and Councillors

I am a life-long resident of Richmond, and have lived in our Westwind home since 1972, when we had it built for us. At the time, we were attracted by the prospect of living in a subdivision similar to the developers first two projects - Laurelwood and Maple Lane. There were no protective covenants regarding design principals, but thanks to the good taste and sense of discipline of the developer, a very pleasant community was completed, and remained so for over forty years.

As you heard at the Council meeting Monday night (April 20), our community is under serious threat as a result of a number of "mega houses" being built to designs that may or may not be quite legal according to the rules, but clearly are outside the intention of the of the zoning regulations.

By the end of the meeting on Monday, I was encouraged by the interest shown by the Mayor and Councillors in attendance, and sensed a shared concern for a need to address these issues. The Zoning Bylaw 8500, Amendment Bylaw 9223, along with the additional considerations added during the meeting, are a good start. More study is required, but the sooner this can be completed, the better.

In the meantime, something must be done to stop the carnage. Builders will now rush to demolish and build prior to the changes taking effect. Further, the issue of the Land Use Contract properties has not even begun to

be addressed. Even more pressure will be put on these properties once the above Zoning Amendments are in effect.

It seems quite clear these builders, and many buyers, simply don't care about what they are doing to our neighbourhoods, and they are not likely to be "persuaded" to change their practices. While these changes to the Zoning Regulations and Land Use Contracts are being studied and implemented, it is quite conceivable that another ten to fifteen percent of the existing housing stock could be razed. To prevent this, and until these changes can be made, there are steps that can be taken.

The first, which is the least we can do, is to be much more rigorous in reviewing plans for these large houses prior to issuing building permits, and once issued, to apply the same tough approach to building inspections. I understand you feel that City staff are doing an adequate job, but given some of the examples we saw at the meeting this last Monday, clearly there are elements of the system that are broken.

The second thing we can do is to simply place a six or nine month moratorium on any further demolitions. This may seem extreme, but if we are really serious about the City's objective of preserving the character and desirability of our single family neighbourhoods, this will clearly demonstrate we are serious.

As I mentioned earlier, I was impressed with the nature of the discussion at the Monday meeting, and hope that a high priority will be placed on resolving these issues with the Zoning Bylaws and the Land Use Contracts.

Thank you,

John S. R. Montgomery

5880 Sandpiper Court, Richmond, BC V7E 3P7

Sent from Windows Mail

This recent letter (Richmond Review April 23 2015)
to the editor is so true and the last part
is referring to future changes that will have to occur if this
troubled world is to survive. Politicians at this time period
don't have the necessary wisdom of understanding to realize
the deeper meaning of what is meant by future changes.

The current mantra of the world is materialism it is fueled by
greed and mostly governed by incompetency.

Teopea
Richmond BC
May 7, 2015

Elected Politicians not doing their job.

A6 THURSDAY, APRIL 23, 2015

■ LETTERS to the Editor

City's sold out

Dear Editor,

The politicians who run the City of Richmond have sold out to property tax revenue greed.

Perfectly good, older homes are being torn down to be replaced by mostly over-sized homes that look out of place in the neighbourhood and out of the market price range for many families.

Developers have taken advantage of the weak mindedness of the politicians and have maximized the usable property space to where some lots are all house and paving stones. (Not good for the environment).

Three-story new homes should never have been allowed. It's a perfect example of politicians not taking their jobs seriously in protecting the best interests of neighbourhoods. They will defend their lack of oversight in this matter with wiggle room excuses.

Now, the politicians have allowed ultra-small two-storey towers to be built on the same property as the oversized home. More property tax revenue for the city but at what expense to the character of the neighbourhoods?

The two most pressing problems of this world, according to a recent UN study, are over population and over development. The Richmond city politicians have no true ethical understanding of what is meant by over development. They are part of the problem because their mindset has been influenced by the relentless pursuit of progress and development. Eventually, a new mindset has to take place, but it certainly won't happen with the current batch of politicians running the City of Richmond.

JG Jardey
Richmond

City of

RICHMOND
British Columbia

**Performance
Grade**

F
ailed

Public opinion is in agreement that the tax payer paid politicians have failed in providing for a common sense approach to long term community neighbourhood development planning and environmental concerns for continued neighbourhood development.

Richmond Public Hearing – May 20, 2015

Richmond's new home building trends are for high ceilings, high stair wells to the second floor and high great rooms.

A house on Glacier Crescent near my parents house is shown in the picture. The great room is shown off the kitchen at the middle back of the house and the ceiling is significantly more than 16ft4in. You can see the max 16ft4in ceiling in the entrance to the house and compare it with the much higher ceiling over the railing looking down towards the great room.

Show picture 1

I went to another house on Glacier Crescent with an inspector from the City. The great room is off the kitchen in the middle back of the house. In this example, there was a dropped ceiling that dropped down to 16ft4in directly above the great room. The inspector told me that the ceiling height was dropped to satisfy the "height requirement".

But meeting the maximum storey height by construction of a false drop ceiling below the level of the roof structure contributes to greater massing! Instead of a drop ceiling an arch or barrel ceiling could easily be constructed and still have the same impact on massing as the space taking up volume. As an aside, the builder, I was told, was only required to show one cross section in his submission and so this is the one he most likely presents.

I went to an open house for another new house at 9240 Chapmond Crescent which had a great room next to the kitchen at the middle back of the house like the other two properties mentioned. The real estate agent told me that the height of the ceilings was about 21ft.

I went to another house on Goldstream Place. It had ceilings, that were about 21ft high in the entrance, as well as the two front rooms and the great room off the kitchen.

Show Picture group 2

I have looked at many MLS pictures and the vast majority have great rooms.

In conclusion, the vast majority of these houses have great rooms that have storeys that exceed 16'4".

I did a study and searched all 93 houses on MLS in Richmond built since 2008 that had a value of \$1.8 million dollars and above.

I have prepared a spreadsheet, illustrating the relationship between finished floor area and permitted floor area as allowed by the lot size.

insert word document

insert spreadsheet

In conclusion, Builders are maximizing the square footage of the houses they are building. Which begs the question, how can they maximize the allowable area of living space and still have these over height rooms?

The double counting rule says that if the height of the floor exceeds 16'4" than it must be double counted as if there were two floors. This means that if the height of a storey is increased beyond 16'4", than the total floor area of the space needs to be subtracted from the maximum permitted area.

Since we confirmed the vast majority of these homes have great rooms the actual square footage of the house must be significantly lower than the maximum permitted area of the house. The maximum living area of these homes should be reduced by the area of these over height great rooms and other over height rooms.

Also, we confirmed the majority of these MLS listing all were built out to the maximum allowable floor area. The majority all of these houses were non nonconforming visually from the inside and out.

There is a problem

Walking my dog in my neighbourhood, a subcontractor allowed me to view one of the Goldstream houses under construction. I walked all the rooms in the house. Again from the second floor looking towards the front of the house I noted the same 16ft4in ceilings dropping down, in the rooms in either side of the foyer, and the great room. The drop in the ceiling was achieved by using large coffers. The coffers were about 5 feet in height at their maximum, in fact the full height of the storey was still about 21 feet.

I alerted City staff and an inspector was sent to take pictures of the ceiling. I requested to know the square footage of the house and he informed me that the actual size of the house was 4,000 square feet. The maximum calculated square footage of the house is 4,019 square feet. So apparently no deduction was made to the size of the house for these oversize rooms.

There is a problem

I have been informed that Staff in the Building Approval Division review all house plans before a Building Permit is issued. All Building Permits issued by the City are reviewed to ensure compliance with the City's Zoning Bylaw and the BC Building Code. Any internal building area with a storey shown on the building permit drawings to be constructed at a height of more than 5 m (16.4 ft) has that area counted as if it is comprised of two floors for the purpose of determining the maximum floor area permitted.

There is a problem - it's not happening

Conclusion

- Enforce the Bylaw
- Stop taking ceiling measurement to false drop ceilings of any kind (barrel, back framed, drop,coffer)
- Require the builder to provide multiply cross sections of a house for review to the City.
- Get rid of 16'4" ceilings all together and change them to 12'1'.
Result: This will stop new houses from making the leap from **16ft4inch ceilings to 21ft as the new normal.**

Kathryn McCreary, P.Eng.

Calculation

Study

- Looks at 93 houses built since 2008, and
- Houses on the market listed at \$1.8 million dollars or more asking price

Example Calculation: 7531 Glacier Crescent

Maximum Floor Area permitted for Single Family Residential Zoning

-Based on total area of the lot

- Maximum Buildable Area = 55% on the first 5,000ft², and
30% on the remaining lot area
=0.55*5000 + 0.30*3556
=3,817 square feet
Finished Floor Area
=3,807 square feet (MLS)

Sample Calculation:

Ratio of Finished Floor Area / Maximum Permitted Buildable Area

$$=3,817/3807$$

$$=1.003$$

Conclusion:

Average of 93 houses on the Market, on April 18, 2015

- Ratio = 1.004/1

Suggests Builders are maxing out on allowable square footage

Source Information:

-<http://www.realtylink.org/>

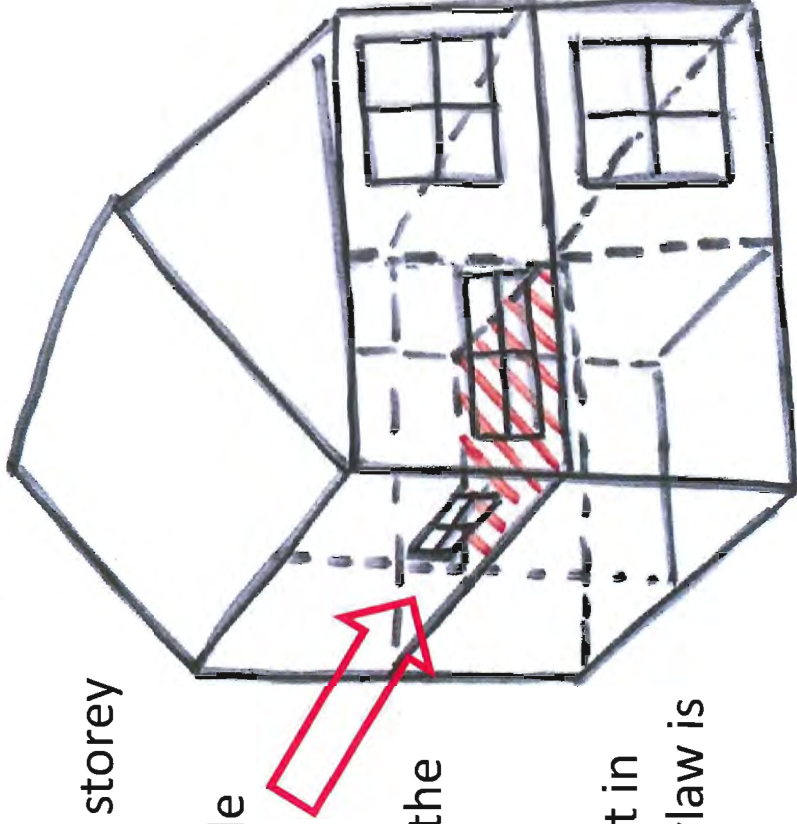
-<http://www.bcassessment.ca>

This house has maxed out its FSR (floor space ratio).

This room has exceeded the maximum storey height and the square footage must be counted against the maximum buildable area.

The saleable area must be reduced by the same floor area as this room.

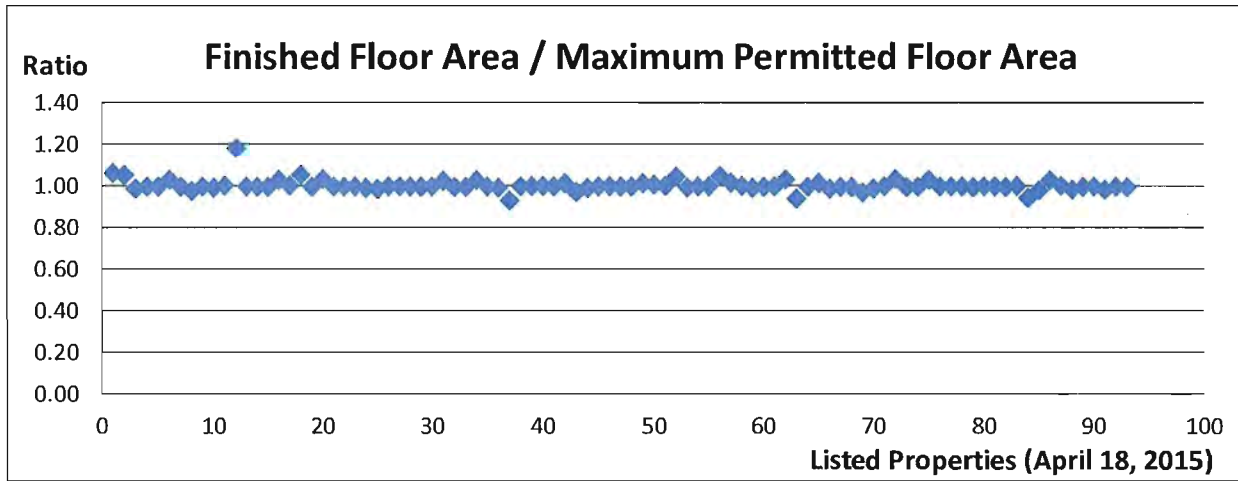
In the vast majority of new houses built in Richmond this section of the Zoning Bylaw is not being enforced.



MLS Richmond Listings

Date: April 18, 2015
Price Range: > \$1,800,000
Age: Houses built after the year 2008
Source(s): <http://www.realtylink.org>
<http://www.bcassessment.ca>
 Real estate open houses
Author(s): Kathryn McCreary P.Eng.
 John ter Borg B.Eng., MLWS, LEED AP

Graph:



Summary:













































New houses coming on the market in Richmond are being built to maximize 100% of the permitted floor area available.























The majority of new houses constructed in Richmond are in violation of the double height standard in the Zoning Bylaw.

These new houses in Richmond breaching the double height standard are not sacrificing walkable square footage as required by the Zoning Bylaw.

Data:

| Address | Age | Lot Area (ft2) | Actual Livable Area (ft2) | Maximum Permitted Area (ft2) | Ratio | Breach Double Height | MLS Image |
|-------------------|-----|----------------|---------------------------|------------------------------|-------|----------------------|-----------|
| 9271 WELLMOND RD | 4 | 7,200 | 3,623 | 3,410 | 1.06 | ? | |
| 9220 WELLMOND RD | 6 | 7,920 | 3,820 | 3,626 | 1.05 | Y | |
| 3560 FRANCIS RD | 3 | 7,920 | 3,589 | 3,626 | 0.99 | Y | |
| 5520 CHEMAINUS DR | 2 | 7,000 | 3,347 | 3,350 | 1.00 | y | |
| 8820 ST ALBANS RD | 5 | 7,920 | 3,625 | 3,626 | 1.00 | y | |
| 3506 ULLSMORE AV | 2 | 7,030 | 3,462 | 3,359 | 1.03 | ? | |
| 8228 ELSMORE RD | 3 | 7,100 | 3,378 | 3,380 | 1.00 | y | |
| 9091 WELLMOND RD | 5 | 7,920 | 3,550 | 3,626 | 0.98 | y | |

| | | | | | | | | |
|----------------------|----|---|--------|-------|-------|------|-----|---|
| 9411 DESMOND RD | 9 | 5 | 7,920 | 3,624 | 3,626 | 1.00 | y |  |
| 9871 PARSONS RD | 10 | 8 | 7,920 | 3,604 | 3,626 | 0.99 | ? |  |
| 10560 SOUTHDALE RD | 11 | 4 | 8,118 | 3,700 | 3,685 | 1.00 | y |  |
| 3240 SPRINGFIELD DR | 12 | 2 | 6,996 | 3,961 | 3,349 | 1.18 | ? |  |
| 9611 BAKERVIEW DR | 13 | 1 | 8,694 | 3,858 | 3,858 | 1.00 | ?/y |  |
| 7680 DAMPIER DR | 14 | 1 | 7,074 | 3,367 | 3,372 | 1.00 | ? |  |
| 9500 PINEWELL CR | 15 | 3 | 7,920 | 3,614 | 3,626 | 1.00 | y |  |
| 9240 CHAPMOND CR | 16 | 2 | 7,551 | 3,620 | 3,515 | 1.03 | y |  |
| 3191 PLEASANT ST | 17 | 6 | 5,940 | 3,042 | 3,032 | 1.00 | No |  |
| 10311 AMETHYST AV | 18 | 1 | 7,980 | 3,841 | 3,644 | 1.05 | y |  |
| 3611 LAMOND AV | 19 | 2 | 7,350 | 3,447 | 3,455 | 1.00 | ? |  |
| 3311 SPRINGTHORNE CT | 20 | 0 | 6,699 | 3,370 | 3,260 | 1.03 | y |  |
| 4911 WESTMINSTER HY | 21 | 0 | 8,177 | 3,700 | 3,703 | 1.00 | ?/y |  |
| 8040 FAIRDELL CR | 22 | 2 | 7,507 | 3,498 | 3,502 | 1.00 | y |  |
| 4911 WESTMINSTER HY | 23 | 0 | 8,172 | 3,700 | 3,702 | 1.00 | y |  |
| 9740 BATES RD | 24 | 6 | 6,717 | 3,241 | 3,265 | 0.99 | n |  |
| 8328 BOWCOCK RD | 25 | 6 | 8,554 | 3,766 | 3,816 | 0.99 | No |  |
| 8751 ST. ALBANS RD | 26 | 7 | 8,580 | 3,823 | 3,824 | 1.00 | No |  |
| 4891 WESTMINSTER HY | 27 | 0 | 7,937 | 3,629 | 3,631 | 1.00 | ? |  |
| 9720 HERBERT RD | 28 | 8 | 7,994 | 3,646 | 3,648 | 1.00 | ? |  |
| 8180 SEAFAIR DR | 29 | 3 | 7,484 | 3,490 | 3,495 | 1.00 | N/? |  |
| 9180 WELLMOND RD | 30 | 2 | 7,919 | 3,626 | 3,626 | 1.00 | N/? |  |
| 4300 BLUNDELL RD | 31 | 2 | 9,800 | 4,295 | 4,190 | 1.03 | No |  |
| 9340 GORMOND RD | 32 | 0 | 7,262 | 3,417 | 3,429 | 1.00 | ?/Y |  |
| 7660 RAILWAY AV | 33 | 1 | 9,200 | 3,994 | 4,010 | 1.00 | y/? |  |
| 7151 MONTANA RD | 34 | 0 | 7,020 | 3,450 | 3,356 | 1.03 | ? |  |
| 5151 CALDERWOOD CR | 35 | 4 | 9,207 | 4,010 | 4,012 | 1.00 | No |  |
| 8800 ST. ALBANS RD | 36 | 0 | 7,920 | 3,601 | 3,626 | 0.99 | y |  |
| 9811 PINEWELL CR | 37 | 4 | 14,777 | 5,300 | 5,683 | 0.93 | y |  |
| 3500 NEWMORE AV | 38 | 0 | 7,029 | 3,358 | 3,359 | 1.00 | ? |  |
| 7291 LINDSAY RD | 39 | 1 | 8,323 | 3,750 | 3,747 | 1.00 | y |  |
| 10120 LEONARD RD | 40 | 2 | 8,844 | 3,907 | 3,903 | 1.00 | y |  |
| 5291 LANCING RD | 41 | 4 | 8,450 | 3,782 | 3,785 | 1.00 | y |  |
| 4391 CORLESS RD | 42 | 0 | 8,778 | 3,930 | 3,883 | 1.01 | y |  |
| 8711 GARDEN CITY RD | 43 | 3 | 11,818 | 4,667 | 4,796 | 0.97 | y |  |
| 9131 DESMOND RD | 44 | 4 | 7,920 | 3,595 | 3,626 | 0.99 | ?/y |  |
| 3480 FRANCIS RD | 45 | 4 | 7,920 | 3,621 | 3,626 | 1.00 | y |  |
| 3320 FRANCIS RD | 46 | 0 | 7,907 | 3,622 | 3,622 | 1.00 | ? |  |
| 7511 AFTON DR | 47 | 5 | 7,392 | 3,459 | 3,468 | 1.00 | y |  |
| 11451 No. 2 Road | 48 | 3 | 7,202 | 3,405 | 3,411 | 1.00 | y |  |
| 9131 DIAMOND RD | 49 | 5 | 8,120 | 3,737 | 3,686 | 1.01 | y |  |
| 5491 CATHAY RD | 50 | 2 | 7,854 | 3,631 | 3,606 | 1.01 | y |  |
| 8191 CATHAY RD | 51 | 1 | 7,500 | 3,507 | 3,500 | 1.00 | y |  |
| 10226 BAMBERTON DR | 52 | 1 | 6,480 | 3,337 | 3,194 | 1.04 | ?/y |  |
| 9120 WELLMOND RD | 53 | 0 | 7,920 | 3,603 | 3,626 | 0.99 | y |  |
| 6671 RIVERDALE DR | 54 | 3 | 7,200 | 3,408 | 3,410 | 1.00 | y | |
| 7400 GRANDY RD | 55 | 2 | 8,040 | 3,663 | 3,662 | 1.00 | y | |

| | | | | | | | | |
|---------------------|----|------------|--------------|--------------|--------------|--------------|-----|---|
| 5771 FRANCIS RD | 56 | 8 | 10,758 | 4,690 | 4,477 | 1.05 | y |  |
| 7328 BARKERVILLE CT | 57 | 1 | 7,000 | 3,408 | 3,350 | 1.02 | y |  |
| 4300 COLD FALL RD | 58 | 2 | 9,240 | 4,024 | 4,022 | 1.00 | y |  |
| 5851 MCCALLAN RD | 59 | 4 | 8,640 | 3,811 | 3,842 | 0.99 | y |  |
| 5100 WILLIAMS RD | 60 | 0 | 10,890 | 4,500 | 4,517 | 1.00 | ? |  |
| 7480 CHELSEA RD | 61 | 3 | 7,992 | 3,645 | 3,648 | 1.00 | y | |
| 9471 PINEWELL CR | 62 | 1 | 7,955 | 3,750 | 3,637 | 1.03 | y |  |
| 8531 BOWCOCK RD | 63 | 4 | 10,688 | 4,196 | 4,456 | 0.94 | ?/y |  |
| 7891 GABRIOLA CR | 64 | 0 | 8,063 | 3,658 | 3,669 | 1.00 | y | |
| 9760 BATES RD | 65 | 0 | 6,801 | 3,340 | 3,290 | 1.02 | y | |
| 9740 GILHURST CR | 66 | 3 | 9,378 | 4,015 | 4,063 | 0.99 | y |  |
| 3531 SOLWAY DR | 67 | 4 | 9,128 | 3,972 | 3,988 | 1.00 | y |  |
| 8480 PIGOTT RD | 68 | 6 | 9,768 | 4,158 | 4,180 | 0.99 | y |  |
| 7900 BELAIR DR | 69 | 5 | 8,841 | 3,790 | 3,902 | 0.97 | y |  |
| 7580 REEDER RD | 70 | 7 | 7,559 | 3,474 | 3,518 | 0.99 | N | |
| 7391 BATES RD | 71 | 2 | 7,257 | 3,428 | 3,427 | 1.00 | y | |
| 4388 GRANVILLE AV | 72 | 4 | 9,728 | 4,308 | 4,168 | 1.03 | y |  |
| 8620 PIGOTT RD | 73 | 4 | 8,828 | 3,885 | 3,898 | 1.00 | ? |  |
| 5760 LANGTREE AV | 74 | 0 | 7,022 | 3,351 | 3,357 | 1.00 | ? | |
| 7251 LISMER AV | 75 | 2 | 7,000 | 3,450 | 3,350 | 1.03 | ? | |
| 8511 CALDER RD | 76 | 0 | 7,634 | 3,538 | 3,540 | 1.00 | ? | |
| 5760 RIVERDALE DR | 77 | 1 | 8,073 | 3,671 | 3,672 | 1.00 | ? |  |
| 6188 Sheridan Rd | 78 | 3 | 8,580 | 3,820 | 3,824 | 1.00 | y |  |
| 7520 AFTON DR | 79 | 2 | 8,118 | 3,668 | 3,685 | 1.00 | y |  |
| 5780 RIVERDALE DR | 80 | 0 | 8,073 | 3,672 | 3,672 | 1.00 | ?/y | |
| 4571 PENDLEBURY RD | 81 | 2 | 8,910 | 3,922 | 3,923 | 1.00 | ?/y |  |
| 6031 MAPLE RD | 82 | 3 | 9,243 | 4,008 | 4,023 | 1.00 | ? | |
| 8880 COOPER RD | 83 | 7 | 11,696 | 4,767 | 4,759 | 1.00 | y |  |
| 3240 FRANCIS RD | 84 | 5 | 7,920 | 3,428 | 3,626 | 0.95 | ? | |
| 10920 BAMBERTON DR | 85 | 0 | 8,475 | 3,717 | 3,793 | 0.98 | ? | |
| 5891 MURCHISON RD | 86 | 1 | 8,073 | 3,777 | 3,672 | 1.03 | ? |  |
| 7680 RAILWAY AV | 87 | 0 | 10,147 | 4,307 | 4,294 | 1.00 | ? | |
| 9620 PINEWELL CR | 88 | 2 | 14,783 | 5,600 | 5,685 | 0.99 | y |  |
| 7531 GLACIER CR | 89 | 2 | 8,556 | 3,807 | 3,817 | 1.00 | y | |
| 7440 LUCAS RD | 90 | 2 | 9,102 | 3,981 | 3,981 | 1.00 | No | |
| 7960 SUNNYMEDE CR | 91 | 5 | 9,741 | 4,107 | 4,172 | 0.98 | ? | |
| 7720 SUNNYHOLME CR | 92 | 4 | 9,918 | 4,220 | 4,225 | 1.00 | y |  |
| 10211 THIRLMERE DR | 93 | 0 | 8,280 | 3,719 | 3,734 | 1.00 | y |  |
| AVERAGE | | 2.7 | 8,354 | 3,766 | 3,756 | 1.004 | | |

7531 Glacier Crescent (Back)



CNCL - 375



CNCL - 376



CNCL - 377



CNCL - 378



CNCL - 379

7900 Goldstream Place



Woo, Gavin

Subject: FW: Concern with overly large buildings on properties in the Westwind area

From: Patrick Hill [mailto:pat_hill@telus.net]

Sent: Sunday, 19 April 2015 09:41

To: inf@wrapd.org

Cc: MayorandCouncillors

Subject: Concern with overly large buildings on properties in the Westwind area

I am personally concerned with the overly large new buildings, in some cases the height of 3 stores and covering the very edges of the properties – mega buildings – overlooking all other buildings in the area, they are often ugly (designed) and massive! I agree with your newsletter that the city must make the necessary changes to the zoning rules to prevent this, I am amazed that the city building department has not been more active in monitoring the effect of what they have permitted – is there no architect in the department? We have three massive houses one of which is a flat top box at the end of the court – maybe it is to be a bed & breakfast!

Changes have to be made to bring the Westwind in line with what it was originally designed for, a community.

PS I will be out of town when the council meeting is held.

Patrick Hill

**5791 Bittern Court
Richmond**

Woo, Gavin

Subject: FW: Call to Action on MASSIVE houses

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

From: info@wrapd.org [<mailto:info@wrapd.org>]

Sent: April-18-15 7:32 PM

Subject: Call to Action on MASSIVE houses

Thank you for your support on the MASSING of houses issue.

Public Hearing is Monday 7pm at Richmond City Hall.

City Council is not addressing height and MASSING on Zoning houses, nor will the LUC properties receive any relief from the proposed Bylaw Amendment.

Please plan to attend to share your concern.

I am sharing with you a message sent to the Mayor and Council of well written words from a Westwind neighbour....

I am a 40 year resident of Richmond. I have lived in Westwind for over 30 years. I have watched Richmond evolve into a diverse, cosmopolitan community under civic leadership that has generally been very responsive and wise in steering a course to maintain a vibrant, liveable and welcoming city community. However, I am very disappointed with how our civic leadership has handled the issue of Land Use Contracts and building/zoning bylaws and the negative impact this is having on the liveability and desirability of our established city neighbourhoods.

I am looking to our mayor and councillors to take the following action to reverse the disturbing trend of three story and MASSING homes which are destroying not only the nature of the Westwind planned community which I had bought into but also the fabric of our community and city.

More specifically I am looking for the mayor and council to make the following changes in:

Zoning

-reduce the double height provision in By-law 4.2 from 16.4 feet (5.0 m) to 12.1 feet (3.7 m) to bring us in line with our neighbouring cities and municipalities

-re-establish the measurement criteria pre 2008 to determine the maximum height of a house being built in an established community. Prior to 2008 the maximum height for a house was 29.5 feet. However an amendment in 2008 changed the measurement from the top of the roof peak to the mid-point of the roof permitting the true height to exceed 29.5 feet and climb to 34 feet and beyond. Aside from the questionable process used to implement this amendment, the policy review process promised to review the impact of these changes has never happened.

Land Use Contracts

-LUC properties need a moratorium before any more building permits are granted.

Redevelopment could continue under Zoning By-law 8500 rules or by replacement of the same

CNCL - 382

square foot livable area currently on the lot, whichever is larger. No more three story building permits should be granted until the problems with the LUC are resolved.
-Double height provisions need to be reduced to 12 feet and stringently enforced

Over my four decades of working and living in Richmond I know many of you personally. I know you are caring, committed and hard working people. I hope you will focus on this issue and consider the future implications of delaying or not taking action on this important matter to preserve the nature of our neighbourhood and our Richmond community.

signed,
WRAP'd Group

Woo, Gavin

From: MayorandCouncillors
Sent: Monday, 20 April 2015 10:20
To: 'VICKI'
Subject: RE: Monster House Next Door

This is to acknowledge and thank you for your email of April 17, 2015 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Gavin Woo, Senior Manager, Building Approvals. If you have any questions or further concerns at this time, please call Mr. Woo at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson

Manager, Legislative Services

City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1

Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: VICKI [<mailto:vicmail@shaw.ca>]
Sent: Friday, 17 April 2015 8:05 PM
To: MayorandCouncillors
Subject: Monster House Next Door

Please read this and drive by the address

I hope someone has the time to come and look at the house next door to me

We are zoned LUC and I will be losing the sunshine and privacy of my home

The excavators said, "Hey, your house just went up \$200,000.00 in value!"

I said.."I do not care!..This is my home not a real estate investment.."

The address is 10486 Canso Crescent

My address is 10500 Canso Crescent

The Monster House is South of me..

That is where the sunshine comes from

Now I will have a 26.5 ft. structure that exceeds my home by 40 ft.

Most of my windows are on the back of the home

This house will have side windows viewing into my home, patio and garden

Yes, 40 ft. "longer" than my home....Half of my backyard..I have a 150 ft. deep lot by 40 ft. wide

Thank you for reading this and I hope someone can take pictures before and after

You have made my home a teardown due to the structure..

Victoria Henderson

CNQL - 384

Mayor and Councillors

| |
|--|
| To Public Hearing |
| Date: <u>April 20/15</u> |
| Item # <u>5</u> |
| Re: <u>Zoning Bylaw 8500,</u> <u>Amendment Bylaw</u> <u>9223</u> |

From: Kathryn McCreary [kathrynmccreary@hotmail.com]
Sent: Thursday, 16 April 2015 7:42 PM
To: Mayor and Councillors
Cc: McPhail, Linda; Steves, Harold
Subject: Maple Lane neighbourhood massive houses

Categories: 12-8360-01 - Permits - Building - General, 12-8060-20-9223 - To regulate half-storey in single family dwellings

Mayor and Councillors,

Following up on my concerns...

Last week I was on site with an inspector from the City to look into the ceiling heights in the new houses being built in our neighbourhood.

It was confirmed that the highest ceiling heights in the house were built to 16'4". But in one of the rooms the ceiling height had been dropped artificially to meet this height standard.

Walking through houses with the inspector and trades people and measuring from the top of the stairs I could see by looking towards the front of the house that 16'4" ceiling height came to just above my head.

Walking my dog in my neighbourhood a subcontractor allowed me to view another house at 7900 Goldstream Place.

I walked all the rooms in the house. Again from the second floor looking towards the front of the house I noticed the same 16'4" ceilings dropping down.

The drop in the ceiling was achieved by using large coffers. The coffers were about 5 feet in height at their maximum.

This describes a 5' + 16'4" = 21'4" room.

I alerted City staff and an inspector was sent to take pictures of the ceiling. A City staff person said we would have an intelligent conversation about this matter. I requested to know the square footage of the house. Staff said that he would pull the drawings to see if the area associated with the 21 foot high ceilings had indeed been double counted.

Could you please ensure that this has been addressed by the April 20th Public Hearing date.

Thank you,

Kathryn

CityClerk

| | |
|-------------------|--|
| To Public Hearing | |
| Date: | April 20/15 |
| Item # | 5 |
| Re: | Zoning Bylaw 8500 Amendment Bylaw 9223 |

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| | DB | |
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From: Graham Taylor [grahamtaylor1954@yahoo.ca]
 Sent: April 17, 2015 11:48
 To: CityClerk
 Subject: Zoning Bylaw 8500 Amendment Bylaw 9223

Categories: 12-8060-20-009223

Please accept this email as my submission to the public hearing scheduled for April 20. In my view the proposed amendment does not go far enough. The staff report referral motion refers to concerns related to overall building height. The proposed amendment does nothing to deal with building height. I do not know exactly when the roof allowance was raised to 29.5 feet but that was a mistake. As you know, since then most, if not all, new buildings have been built to the maximum allowance. These new buildings block the sun, detract from views and infringe privacy. I am going to try to enclose a picture of the house built to the south of me with this email. It is the view from my second-story kitchen looking south.

To my mind, the current zoning allows the houses to be too tall, too big and too close to its neighbours.

I suspect we are too far gone to erase all these mistakes but as the amendment to the roof height limit is fairly recent, I believe you should go back to the old limits.

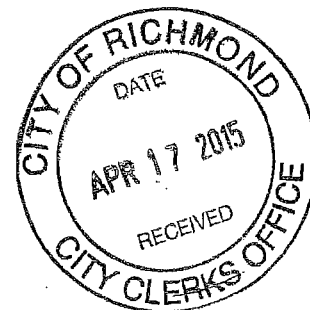
I note to staff report says you are going to consult with the building associations before the public hearing. I hope you will also consider the views of the public, the people that live in the houses next to the new houses.

I also note that the staff report states that homebuilders using the existing regulations build to the fullest which reflects current market land and construction prices. that sentence has it backwards. It is the maximum build that creates the land prices.

I would like council to consider what social good is being accomplished by allowing these new bigger houses. You have a plot of land that is supposedly worth \$1 million. Someone buys it, puts up a bigger house and then sells it for \$2 million. However, it is still just a single-family dwelling so all that has been done is that the price of a house has doubled. What is good about that?

Yours truly,
 Graham Taylor
 8571 Fairhurst Rd.

Sent from my iPhone.



CityClerk

From: Graham Taylor [grahamtaylor1954@yahoo.ca]
Sent: April 17, 2015 13:53
To: CityClerk
Subject: Bylaw submission
Attachments: IMG_0268.JPG; ATT00001.txt; IMG_0269.JPG; ATT00002.txt

| | |
|--------------------------|-------|
| To Public Hearing | |
| Date: | _____ |
| Item # | _____ |
| Re: | _____ |
| _____ | _____ |

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Please accept these photos as part of the submission of Graham Taylor emailed earlier. Thank you





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CNCL - 389

Woo, Gavin

From: MayorandCouncillors
Sent: Friday, 17 April 2015 09:39
To: 'Kathryn McCreary'
Subject: RE: Maple Lane neighbourhood massive houses

This is to acknowledge and thank you for your email of April 16, 2015 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Gavin Woo, Senior Manager, Building Approvals. If you have any questions or further concerns at this time, please call Mr. Woo at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Kathryn McCreary [<mailto:kathrynmccreary@hotmail.com>]
Sent: Thursday, 16 April 2015 7:42 PM
To: MayorandCouncillors
Cc: McPhail, Linda; Steves, Harold
Subject: Maple Lane neighbourhood massive houses

Mayor and Councillors,

Following up on my concerns...

Last week I was on site with an inspector from the City to look into the ceiling heights in the new houses being built in our neighbourhood.

It was confirmed that the highest ceiling heights in the house were built to 16'4". But in one of the rooms the ceiling height had been dropped artificially to meet this height standard.

Walking through houses with the inspector and trades people and measuring from the top of the stairs I could see by looking towards the front of the house that 16'4" ceiling height came to just above my head.

Walking my dog in my neighbourhood a subcontractor allowed me to view another house at 7900 Goldstream Place.

I walked all the rooms in the house. Again from the second floor looking towards the front of the house I noticed the same 16'4" ceilings dropping down.

The drop in the ceiling was achieved by using large coffers. The coffers were about 5 feet in height at their maximum.

This describes a 5' + 16'4" = 21'4" room.

I alerted City staff and an inspector was sent to take pictures of the ceiling. A City staff person said we would have an intelligent conversation about this matter. I requested to know the square footage of the house. Staff said that he would pull the drawings to see if the area associated with the 21 foot high ceilings had indeed been double counted.

Could you please ensure that this has been addressed by the April 20th Public Hearing date.

Thank you,

Kathryn

Subject: FW: LUC 036 Pintail
Attachments: WESTWIND - LUC 036 - RD22094.pdf; ATT00135.htm

From:
Date: February 3, 2015 at 9:23:10 PM PST
To:

Subject: Fwd: LUC 036 Pintail

Hey ****,

This is what I got from my realtor. I'm good to share this with you but she asked me to mention that you should do your own due diligence at the city and mentioned that they will give you all the info at the counter. Of course the city doesn't want you to build 7900 sq feet. Lol

I want to make sure you check stuff on your own and make sure you're happy with the pintail lot and it's LUC conditions as I'm not familiar with this stuff and can only pass on what info I have gathered. I want you to be comfortable with the purchase based on your comfort level with the LUC stuff and not what I tell you as I don't represent the seller I'm just a guy putting two parties together. I should get paid though lol

Cheers

Sent from my iPhone

Begin forwarded message:

From: "Lynda Terborg" <lterborg@shaw.ca>
Date: February 3, 2015 at 6:41:26 PM PST
To:
Subject: LUC 036 Pintail

Hio ****... here is a copy of the LUC... no specific reference to lot coverage percentage so default is back to original by-law ... most probably 40% or 33 % depends how the folks at the city interpret... "and amendments thereto"... some are using date of lot creation and others are using last allowable before by-law was repealed... either way a big lot and a super big rebuild.... as you see by the sales (hummingbird and Woodpecker) the spring market is heating up!... how much are they going to pay???

Cheers, Lyn

Lynda Terborg
Personal Real Estate Corporation
Re/Max Westcoast
Cel: 604-250-8676
Email: LTerborg@shaw.ca

Woo, Gavin

From: MayorandCouncillors
Sent: Friday, 01 May 2015 10:18
To: 'Robbie Sharda'
Subject: RE: Concerned Resident

This is to acknowledge and thank you for your email of May 1, 2015 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Gavin Woo, Senior Manager, Building Approvals. If you have any questions or further concerns at this time, please call Mr. Woo at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson

Manager, Legislative Services

City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1

Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Robbie Sharda [mailto:robbiesharda@hotmail.com]

Sent: Friday, 01 May 2015 1:10 AM

To: MayorandCouncillors

Cc: AdministratorsOffice

Subject: Concerned Resident

Importance: High

Hello Mayor Brodie and fellow councillor members,

My name is Robbie Sharda, I live at 11531 Pintail Drive, Westwind, Richmond. I have been a resident of this city for my entire life, born in Vancouver but my family moved here when I was 4 months old. I have grown up in this city and have seen this city change over the last 36 years of my life and over the past 8 years I have been a part of this change. I own a residential development company and have truly enjoyed working with the city in developing new homes for families throughout Richmond. I have completed 32 new homes over the last 8 years and hope to continue to grow my business with this city. The reason for this email is concerning, as a developer it has come to my attention that the City of Richmond is making some drastic changes without sufficient notice to those who will be affected. The movement to amend a certain bylaw has been initiated and pursued by a small group of residents from the Westwind area. This group alleges that they have issues or concerns with LUC lots and also "mega homes" due to their massing. I participated in a developers meeting today at City Hall and in that meeting Gavin Woo (Sr. manager Building Department) made a statement that raised great concern with me and every other developers in the room. We were informed that as of April 21, 2015, all plans that are currently being reviewed in the building department, will have to comply to the 16.4 ft unclear Bylaw and that moving forward all plans being submitted should also comply to this rule.

My concern is not entirely about the changes to the rule itself, rather I am concerned that we have not been given sufficient notice. Consequently, many of us will have to pay high fees to comply to this new rule despite

the fact that we have already submitted the plans. Additionally, I have recently signed on 3 new contracts based on homes viewed by these clients that would fall under the old but unclear bylaw. The clients have requested that I build them a similar home, a condition to which I have already agreed and have already commenced the drawings and taken deposits from them so I can proceed with the application to the city. In one of these cases, I have already submitted drawings to my engineer. I have major concerns with having to inform these clients that I cannot deliver the home that has been promised because the City of Richmond has surreptitiously changed a ruling that has been in place for a long time. I feel that this is unacceptable. I am concerned about the legal ramifications that may arise as a result of a breach of contract due to this Bylaw change. I will be forced to retain legal support to be reimbursed for any losses I have incurred as a result of this change.

There can be a resolution to this issue. I feel that builders/ developers in Richmond should be provided a reasonable date in the future for a more seamless transition to this new unclear Bylaw to take place. As I stated earlier, my concern is not with the 16.4 ft rule, rather it is the manner in which the rule was ushered in-without consultation and sufficient notice. Over the last 8 years of my residential home building experience in Richmond, there has been a set precedence in which it is acceptable for the bottom of the ceiling to meet the top of the wall at 16.4ft, we are considered compliant and within the parameters of the Bylaw. Nowhere in the Bylaw does it state that trusses cannot be in alignment with the rest of the backyard roofline. Furthermore, there are no limitations to the use of the dead space between the bottom of the trusses to the top of the 16.4 ft ceiling within the wording of the Bylaw. It is this dead space that is used to create a decorative space with aesthetic value only. A group which makes up a small minority of the whole of Richmond has raised concerns and suddenly the Bylaw is subject to this abrupt change. I am confused and dismayed.

Richmond is a really unique place to live. I am fortunate to be able to raise my family in a city where the voice of the entire population is heard before decisions to make major changes are made. I trust that this central tenet of our city will go unchanged simply because the squeaky wheel gets the grease. I have listened to the worries voiced by my few concerned neighbours at the Town Hall meeting held at Westwind Elementary on April 29th, 2015 and they appeared to have a preoccupation with comparing Richmond, to Vancouver, Surrey, and Burnaby in regards to lowering the ceiling height limit to 12.1 ft. Bear in mind, the people who attempt to make these comparisons are comparing apples to oranges. We cannot build below ground as a result of our geographical uniqueness. Simply put, we are not Vancouver, Surrey or Burnaby, we are Richmond. We are a city that is known to preserve our agricultural land, a city that thrives on a pluralism of ideas and, yes-a city that is known for elegant, luxury homes. I am invested in Richmond, not just with my money but with my heart. Richmond must continue to shine amongst other cities. I trust you will bring your attention to my concerns given that I too am a tax paying, voting resident of Richmond who has resided here for nearly four decades.

Sincerely,

Robbie Sharda
www.infinityliving.ca
Design Build Manage

BOB & ELIZABETH HARDACRE
5391 WOODPECKER DRIVE
RICHMOND, BC
V7E 5P4

April 30, 2015

RE: Massive Houses, Enforcement of the Zoning Bylaw and Land Use Contracts

Dear Councillor:

As Richmond residents for 35 years, we are disturbed by increasingly unconstrained residential development in our community that has resulted in homes that dwarf their neighbours, impede sunlight, alter drainage patterns and eliminate privacy. The massive faces of these homes around their entire perimeters have significantly altered the characters and livability of Richmond neighbourhoods.

Our own neighbourhood, Westwind, is governed by a Land Use Contract (LUC) that was dismembered in 1989 yet remains in effect. Due to legal uncertainty, properties in our area are particularly vulnerable to redevelopment and construction of massive homes that far exceed the limits of the Richmond Zoning Bylaw. In Westwind, it is permissible to build a home up to 39 feet high instead of the maximum 29.5 feet height allowed for properties elsewhere in Richmond governed solely by the Zoning Bylaw.

But we are most indignant to learn that City officials have been remiss in the application of existing zoning requirements, and have allowed many new homes to exceed the maximum 16.4 interior height restriction dictated by current zoning regulations, without imposing the “double height - double count” requirement that is crucial for the determination of the permissible area of the home. Neighbouring communities in the Lower Mainland, specifically Vancouver, Surrey and Burnaby, have a much lower “double height - double count” requirement (12.1 feet) which makes the failure of City officials to enforce Richmond’s already over-generous allowance even more egregious.

- We urge Council to direct City officials to begin consistent enforcement of the “double height - double count” requirement immediately.
- Furthermore, we demand immediate action to resolve the legal limbo of Land Use Contracts by the proactive termination of all LUCs by Richmond. This will permit and expedite the consistent application of the Zoning Bylaw, such as the maximum building height of residential homes to 29.5 feet, a measurement that we believe should be taken from grade to the top of the highest peak of the structure. (This is not the case currently).
- We urge you to investigate adjustments to the Zoning Bylaw that will reduce the massive exteriors of new homes that impact nearby homes and alter the streetscape significantly. For example, we believe that reduction of the “double height - double count” standard for interior heights in the Zoning Bylaw to 12.1 feet is a useful regulatory tool. Double height measurements should be taken from ground level to the highest point of the interior ceiling vault. Reducing the permitted interior area will decrease massive exterior appearances of new homes by altering room, staircase and entrance configurations, reducing the height of exterior walls and reducing or eliminating excessively high vaults, domes, false ceilings and inordinately tall windows.

We are not opposed to redevelopment, nor to changing styles and tastes not in keeping with our own. We are opposed to City officials who do not enforce existing zoning rules consistently. We are opposed to current measurements that permit construction of far too tall and far too big homes that directly impact the homes around them. We are opposed to Council's failure to bring in consistent regulations by dragging its feet on the termination of existing LUCs. Meanwhile, many more Richmond homes become bulldozer bait for developers. Councillors and bureaucrats have been listening to the voices of developers, architects and builders and not to those of homeowners. We want to be heard.

We want to hear your voice too. Where do you stand on the issues we have raised? What are you doing to ensure existing regulations are enforced? How do you intend to bring consistency to the zoning regulations? When will you terminate all Land Use Contracts in Richmond? How will you engage, involve and inform Richmond homeowners on these issues?

Yours truly,



Bob Hardacre



Elizabeth Hardacre

Cc:

Mayor Malcolm Brodie

Councillor Derek Dang

Councillor Bill McNulty

Councillor Harold Steves

Councillor Ken Johnston

Councillor Chak Kwong Au

Councillor Linda McPhail

Councillor Carol Day

Councillor Alexa Loo

Westwind Ratepayer Association for Positive Development (WRAPd)

Woo, Gavin

From: Building
Sent: Tuesday, 19 May 2015 10:50
To: Jaggs, Gordon; Caravan, Bob; Nishi, Ernie
Cc: Woo, Gavin
Subject: FW: City of Richmond BC - Report Problem or Request a Service - Case [0515-BD-CS-E-005447] Received

F Y I and/or action. Laura

From: donotreply@richmond.ca [<mailto:donotreply@richmond.ca>]
Sent: Tuesday, May 19, 2015 10:04 AM
To: Building
Subject: City of Richmond BC - Report Problem or Request a Service - Case [0515-BD-CS-E-005447] Received



Attention: Administrator

A problem report or service request has been submitted through the City of Richmond online Feedback Form. Below is the information which was provided by the person making the report.

Report a Problem - Request a Service

Category: Building & Construction Sites

Sub Category: Other

Message:

We are the owners of 6271 Goldsmith Drive. Currently there are lots of new houses construction in our neighborhood. Among all, the one behind us (now changed to 10200 Addison Street) is the most awful one. We wonder how the City can allow a 3-storey monster house to be built to intrude the privacy of the neighbours as well as to ruin the uniqueness.

We noticed yesterday, that the house beside us (6291 Goldsmith Drive) is listed (and probably sold and to be pulled down as we saw people coming by and discussing in front of that house). We strongly request the followings:

1. The tree between our house and their house NOT to be cut down;
2. Now we have a kitchen window and skylight window on the east side. The to-be-built house SHOULD NOT block the sunlight going through these windows;
3. NO MORE 3-storey houses in our neighbourhood.
4. NO constructions early in the morning or during weekends.

Location:

Goldsmith Dr and Addison St

Uploaded Files:

Personal Information:

Paul Ip and Doris Lau
6271 Goldsmith Drive
Richmond
V7E4G6
604-270-1028
604-838-3869

CNQL - 397

dorislau66@hotmail.com

Preferred Contact Method: Email

Tech Information:

Submitted By: 199.175.130.61

Submitted On: May 19, 2015 10:04 AM

[Click Here](#) to open this message in the case management system. You should immediately update the case status either to Received to leave the case open for further follow-up, or select the appropriate status based on your activity and work protocols. Click Save to generate the standard received message to the customer, add any additional comments you wish to and click Save & Send Email. Close the browser window to exit.

Woo, Gavin

Subject: FW: Westwind Ratepayer Association - Real Motivations?
Attachments: DOC004.pdf

From: MayorandCouncillors
Sent: Thursday, 30 April 2015 14:55
To: 'William Cooke'
Subject: RE: Westwind Ratepayer Association - Real Motivations?

This is to acknowledge and thank you for your email of April 30, 2015 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

Thank you again for taking the time to contact Richmond City Council.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: William Cooke [<mailto:wcooke604@gmail.com>]
Sent: Thursday, 30 April 2015 08:47
To: gwood@richmond-news.com; MayorandCouncillors
Subject: Westwind Ratepayer Association - Real Motivations?

Hi Graeme & Mayor & Councillors:

I attended the town hall at the Westwind school last night. At this meeting, it was interesting because it seems that Lynda Terborg spoke against land use contracts and "monster houses on steroids", citing that they are bad for privacy, sunshine, and the community. One speaker asked her about the impact on land values. She did not have a direct answer to this. However one must question her motivations. A speaker at the end presented a letter (attached), where she is telling a potential buyer of a property that a "super big rebuild" is possible on the property -- promoting the lot on the merits of the build ability.

I believe that the city is doing a fine job. The city makes the bylaws, and can interpret them as they deem reasonable. I do not have any concern with any zoning, or LUC issues. I am of the mindset that if one does not like living in the city, then one should move elsewhere. I find it interesting how people say Surrey Burnaby Vancouver have different ceiling height restrictions -- but these are areas which allow basements. Also, areas such as Coquitlam allow much larger houses than Richmond as well. Obviously people are building and buying these houses, so there is a demand. On a square footage per lot size ratio, Burnaby actually allows flat 60% (up to 4700sq house) -- which is more generous than Richmond. Vancouver allows 70% (also more generous than Richmond). Every city is different.

Thank-you,

Woo, Gavin

Subject: FW: April 20th Councillors - Double Height Referral to Staff

From:

From: MayorandCouncillors
Sent: May-05-15 10:14 AM
To: 'Bradley Dore'
Subject: RE: April 20th Councillors - Double Height Referral to Staff

This is to acknowledge and thank you for your email of May 3, 2015 to the Mayor and Councillors; in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development. If you have any questions or further comments at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to contact Richmond City Council.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Bradley Dore [<mailto:brad.dore@icloud.com>]
Sent: Sunday, 03 May 2015 17:30
To: MayorandCouncillors
Cc: Sophie 911 Lin
Subject: April 20th Councillors - Double Height Referral to Staff

At the April 20th Council meeting a referral was made back to staff about the “double height” clause and the massing of single family and two family dwellings. Mayor Malcolm Brodie asked at the meeting that there be input from home designer and architects.

I believe I have valuable technical knowledge that could assist staff and council moving forward. I split my time between documenting & designing residences in the greater vancouver area. The documentation part of my work provides great insight into how other designers and builders have interpreted and had designs approved in cities such as Vancouver, Richmond, Burnaby, Surrey, etc. In my design work I am then challenged to understand what can be designed under the different zoning bylaws.

Though the majority of my design work is done for submissions to the city of Vancouver, I am a long term term Richmond resident, my grandfather was born here in Richmond, I attended McKay Elementary & Burnett Secondary way back when and currently reside here in Richmond. I would like to help residential development

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in Richmond balance the benefits of a strong healthy efficient residential real estate market, against the long term livability of the current and future residents of the community.

LinkedIn Profile

Brad Doré
Residential Designer &
Building Technologist
604.782.8240



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9249 (Building Height and Massing Regulations)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by:

- a) adding the following definition of “**height, ceiling**”, in alphabetical order:

“**Height, ceiling** means the top of the finished floor of a **storey** to the underside of the floor joist or underside of roof joist or underside of the bottom chord of a structural truss above that **storey.**”

- b) deleting the definition of **Height, building** in its entirety and substituting the following:

“**Height, building** means the vertical distance between **finished site grade** and:

- a) for **single detached housing** with 2 and **half (½) storeys** having a roof pitch greater than 4-to-12 and not exceeding a roof pitch of 12-to-12, the mid-point between the bottom of the **eave** line and ridge of a roof, provided that the ridge of the roof is not more than 1.5 m above the mid-point; and
- b) for all other **buildings**, the highest point of the **building**, whether such **building** has a flat roof, pitched roof or more than one type of roof.”

- c) deleting the definition of **Residential vertical lot width envelope** and substituting the following:

“**Residential vertical lot width envelope** means the vertical envelope within which a **single detached housing** or **two-unit housing** must be contained, as calculated in accordance with Section 4.18”

2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 4.3 [Calculation of Density in Single Detached Housing and Two-Unit Housing Zones] by:

- (a) deleting Section 4.3.1(c) in its entirety and marking it as “Repealed.”; and

- (b) adding the following after Section 4.3.1:

“4.3.2 Any portion of **floor area** in a **principal building** with a **ceiling height** which exceeds 3.7 m shall be considered to comprise two floors and shall be measured as such for the purposes of calculating **density** in all **residential zones** and **site specific zones** that permit **single detached housing** or **two-unit housing**, except that, subject to Section 4.3.3, the following **floor area** shall be considered to comprise one floor:

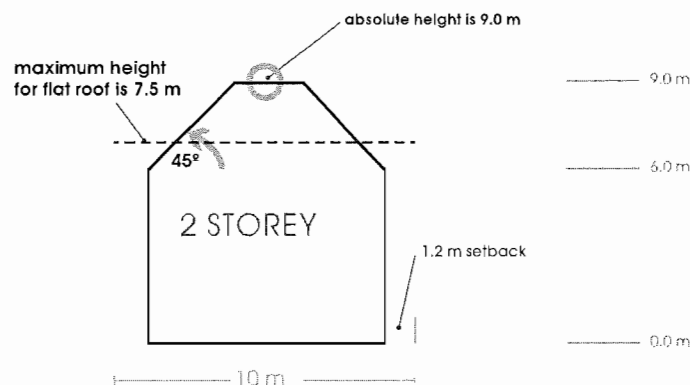
- a) a maximum of 10 m² of **floor area** with a **ceiling height** which exceeds 3.7 m, provided such **floor area** is exclusively for interior entry and staircase purposes.

4.3.3 If the **floor area** to be calculated in accordance with the exception in subsection 4.3.2(a) is located on the **first storey**, the exterior wall of the **first storey** which faces the **interior side yard** and **rear yard**, as measured from finished floor to the bottom of the eave, must be no higher than 3.7 m.”

- 3. Richmond Zoning Bylaw 8500, as amended, is further amended by adding the following after Section 4.17:

“4.18.1 The **residential vertical lot width envelope** of a **lot** in **residential zones** and **site specific zones** that permit **single detached housing** or **two-unit housing** shall be calculated in accordance with Sections 4.18.2 to 4.18.4.

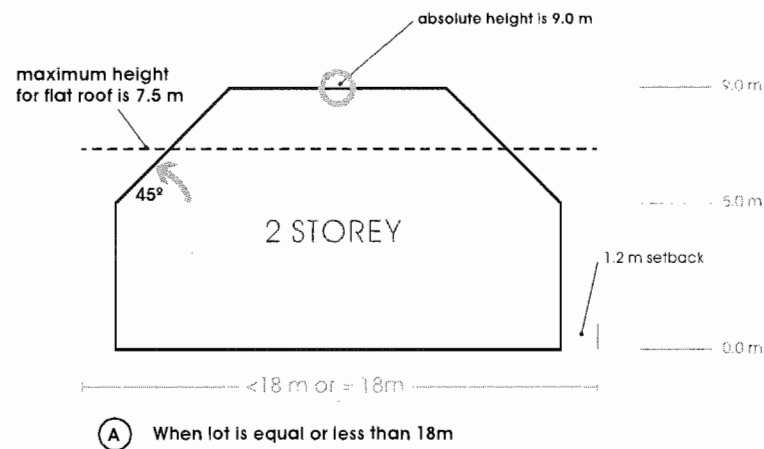
4.18.2 For a **lot** with a **lot width** that is 10.0 m or less, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 6.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 45° from the top of the 6.0 m to the point at which the planes intersect with the maximum height plane of 9.0 m, as generally shown in the diagram below:



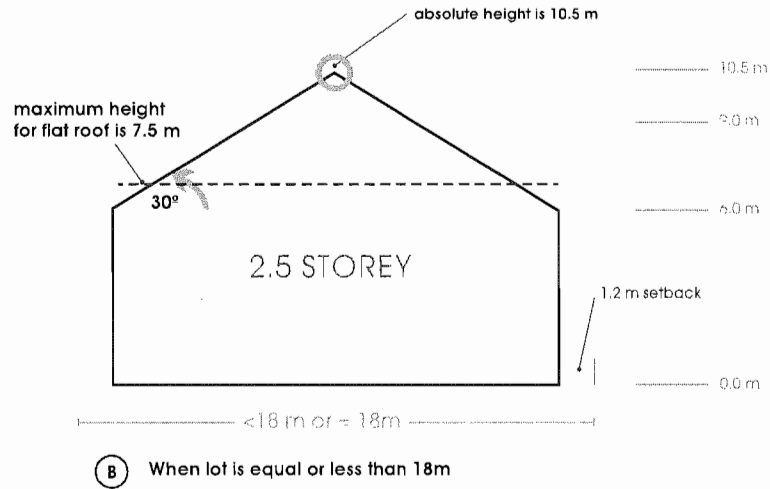
(A) When lot width is 10.0 m or less

4.18.3 For a **lot** with a **lot width** that is greater than 10.0 m but less than 18.0 m:

- a) for **single detached housing** and **two-unit housing** with two **storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 45° from the top of the vertical 5.0 m to the point at which the planes intersect with the maximum height plane of 9.0m, as generally shown in the diagram below:

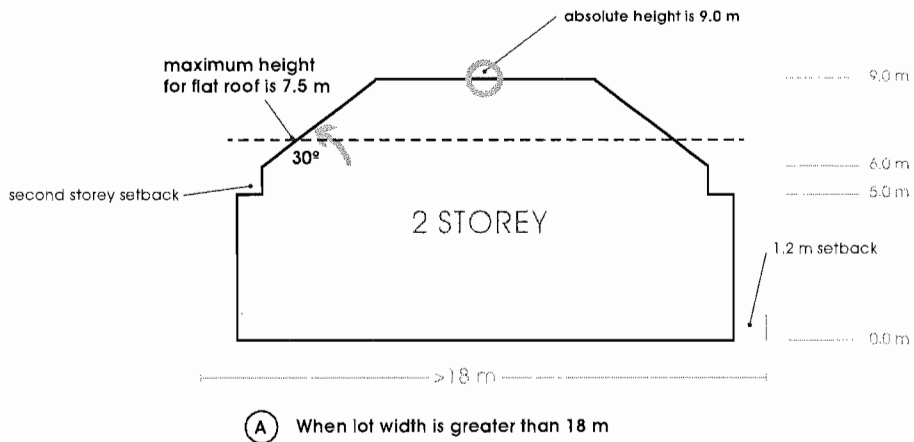


- b) for **single detached housing** and **two-unit housing** with two and **half ($\frac{1}{2}$) storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 6.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 30° from the top of the 6.0 m to the point at which the planes intersect with the maximum height plane of 10.5 m, as generally shown in the diagram below:



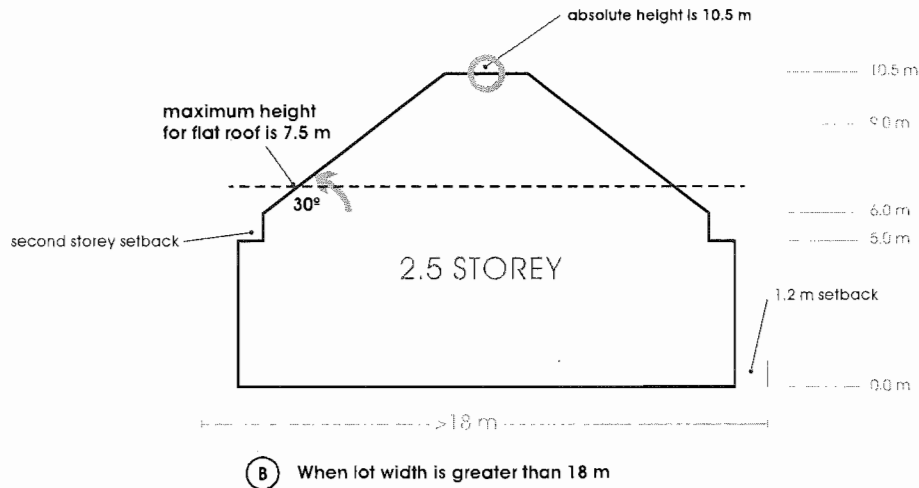
4.18.4 For a lot with a lot width that is 18.0 m or greater:

- a) for single detached housing and two-unit housing with two storeys, the residential vertical lot width envelope shall be a vertical envelope located parallel to and 1.2 m from each side lot line, and formed by planes rising vertically 5.0 m, as calculated from the finished site grade, and then extending inward (horizontally) by 0.6 m and upward (vertically) by 1.0 m, and then further inward and upward at an angle of 30° from the top of the 1.0 m to the point at which the planes intersect with the maximum height plane of 9.0 m, as generally shown in the diagram below:



- b) for single detached housing and two-unit housing with two and half (1/2) storeys, the residential vertical lot width envelope shall be a vertical envelope located parallel to and 1.2 m from each side lot line, and formed by planes rising vertically 5.0 m, as calculated from the finished site grade, and then extending inward by 0.6 m and upward by 1.0 m, and then further inward and upward at an

angle of 30° from the top of the 1.0 m to the point at which the planes intersect with the maximum height plane of 10.5 m, as generally shown in the diagram below:



4. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsections 4.7.7 and 4.7.8 and substituting the following:

“4.7.7 Unless otherwise specified in a **zone**, detached **accessory buildings** up to 70.0 m² may be located within the **rear yard**, provided:

- the area of all detached **accessory buildings** located entirely or partially in the **rear yard** cover no more than 40% of the **rear yard**;
- the **setback** from the **front lot line** is greater than 20.0 m; and
- the **setback** from the exterior **side lot line** is greater than 7.5 m.

4.7.8 Repealed”

5. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsections 4.8.3 and 4.8.4 and substituting the following:

“4.8.3 Unless otherwise specified in a **zone**, detached **accessory buildings** up to 70.0 m² may be located within the **rear yard**, provided:

- the area of all detached **accessory buildings** located entirely or partially in the **rear yard** cover no more than 40% of the **rear yard**;
- the **setback** from the **front lot line** is greater than 20.0 m; and

- c) the **setback** from the exterior **side lot line** is greater than 7.5 m.

4.8.4 Repealed”

6. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsection 4.14.4 and substituting the following:

“4.14.4 Except as set-out in 4.14.4(a) to (c) below or otherwise specified in a **zone**, the **accessory building** or **accessory structures** shall not be higher than the permitted **height** of the **principal building** in that **zone**. The following apply to the **height** of **accessory buildings** in **residential zones** and **site specific zones** that permit **single detached housing** and **town housing**:

- a) the maximum **height** for detached **accessory buildings** less than 10 m² is 3.0 m measured from **finished site grade** to the roof ridge for a detached **accessory building** with a pitched roof, and 2.5 m for a detached **accessory building** with a flat roof;
- b) the maximum **height** for detached **accessory buildings** greater than 10 m² is 4.0 m measured from **finished grade** to the roof ridge for an **accessory building** with a pitched roof, and 3.0 m for an **accessory building** with a flat roof; and
- c) the maximum **height** for an attached **garage** constructed as part of a **principal building** is 6.0 m measured from **finished grade** to the roof ridge for a **garage** with a pitched roof, and 4.5 m for a **garage** with a flat roof.”

7. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.1 [Single Detached (RS1/A-H, J-K; RS2/A-H, J-K)] by deleting subsection 8.1.7.2 and marking it “Repealed.”.

8. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.2 [Compact Single Detached (RC1, RC2)] by:

- a) deleting subsections 8.2.6.5 and marking it “Repealed.”; and
- b) deleting subsection 8.2.7.6 and marking it “Repealed.”.

9. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.3 [Coach Houses (RCH, RCH1)] by:

- a) deleting Section 8.3.7.6 in its entirety and substituting the following:

“6. The maximum **height** for an **accessory building** containing a **coach house** shall be:

- a) in the RCH **zone**, 2 **storeys** or 7.4 m, whichever is less, measured to the roof ridge; and

b) in the RCH1 zone, 2 storeys or 6.0 m above the highest elevation of the crown of the abutting lane measured to the roof ridge, whichever is less.”

- 10. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.4 [Two-Unit Dwellings (RD1, RD2)] by deleting subsection 8.4.7.3 and marking it “Repealed.”.
- 11. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.13 [Residential Child Care (RCC)] by deleting subsection 8.13.7.2 and marking it “Repealed.”.
- 12. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.14 [Single Detached with Granny Flat or Coach House – Edgemere (RE1)] by deleting subsection 8.14.7.6 and marking it “Repealed.”
- 13. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9265**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

| |
|---|
| CITY OF RICHMOND |
| APPROVED by <i>GW RBK</i> |
| APPROVED by Director or Solicitor <i>as</i> |



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9249 (Building Height and Massing Regulations)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by:

- a) adding the following definition of “**height, ceiling**”, in alphabetical order:

“**Height, ceiling** means the top of the finished floor of a **storey** to the underside of the floor joist or underside of roof joist or underside of the bottom chord of a structural truss above that **storey.**”

- b) deleting the definition of **Height, building** in its entirety and substituting the following:

“**Height, building** means the vertical distance between **finished site grade** and:

- a) for **single detached housing** with 2 and **half (½) storeys** having a roof pitch greater than 4-to-12 and not exceeding a roof pitch of 12-to-12, the mid-point between the bottom of the **eave** line and ridge of a roof, provided that the ridge of the roof is not more than 1.5 m above the mid-point; and
- b) for all other **buildings**, the highest point of the **building**, whether such **building** has a flat roof, pitched roof or more than one type of roof.”

- c) deleting the definition of **Residential vertical lot width envelope** and substituting the following:

“**Residential vertical lot width envelope** means the vertical envelope within which a **single detached housing** or **two-unit housing** must be contained, as calculated in accordance with Section 4.18”

2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 4.3 [Calculation of Density in Single Detached Housing and Two-Unit Housing Zones] by:

- (a) deleting Section 4.3.1(c) in its entirety and marking it as “Repealed.”; and

- (b) adding the following after Section 4.3.1:

“4.3.2 Any portion of **floor area** in a **principal building** with a **ceiling height** which

exceeds 5.0 m shall be considered to comprise two floors and shall be measured as such for the purposes of calculating **density** in all **residential zones** and **site specific zones** that permit **single detached housing** or **two-unit housing**, except that, subject to Section 4.3.3, the following **floor area** shall be considered to comprise one floor:

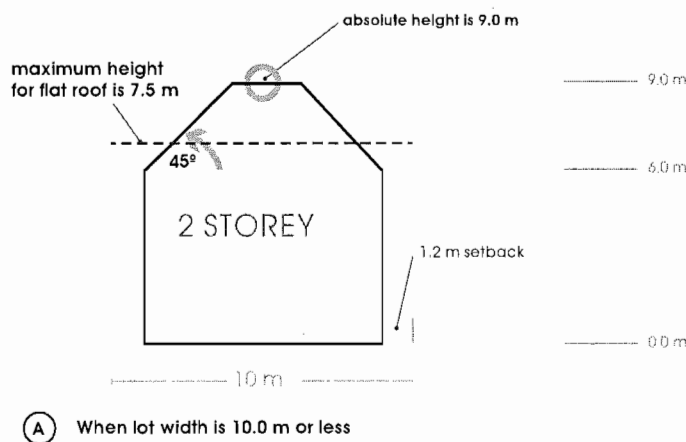
- a) a maximum of 10 m² of **floor area** with a **ceiling height** which exceeds 5.0 m, provided such **floor area** is exclusively for interior entry and staircase purposes.

4.3.3 If the **floor area** to be calculated in accordance with the exception in subsection 4.3.2(a) is located on the **first storey**, the exterior wall of the **first storey** which faces the **interior side yard** and **rear yard**, as measured from finished floor to the bottom of the eave, must be no higher than 3.7 m.”

3. Richmond Zoning Bylaw 8500, as amended, is further amended by adding the following after Section 4.17:

“4.18.1 The **residential vertical lot width envelope** of a lot in **residential zones** and **site specific zones** that permit **single detached housing** or **two-unit housing** shall be calculated in accordance with Sections 4.18.2 to 4.18.4.

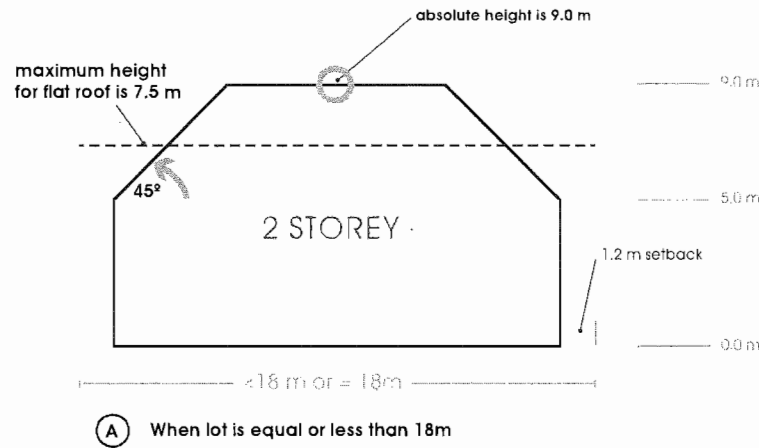
4.18.2 For a lot with a **lot width** that is 10.0 m or less, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 6.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 45° from the top of the 6.0 m to the point at which the planes intersect with the maximum height plane of 9.0 m, as generally shown in the diagram below:



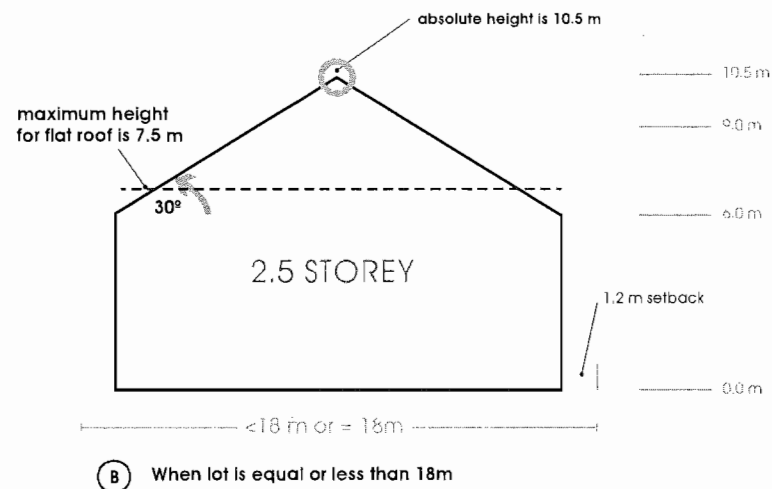
4.18.3 For a lot with a **lot width** that is greater than 10.0 m but less than 18.0 m:

- a) for **single detached housing** and **two-unit housing** with two storeys, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending

inward and upward at an angle of 45° from the top of the vertical 5.0 m to the point at which the planes intersect with the maximum height plane of 9.0m, as generally shown in the diagram below:



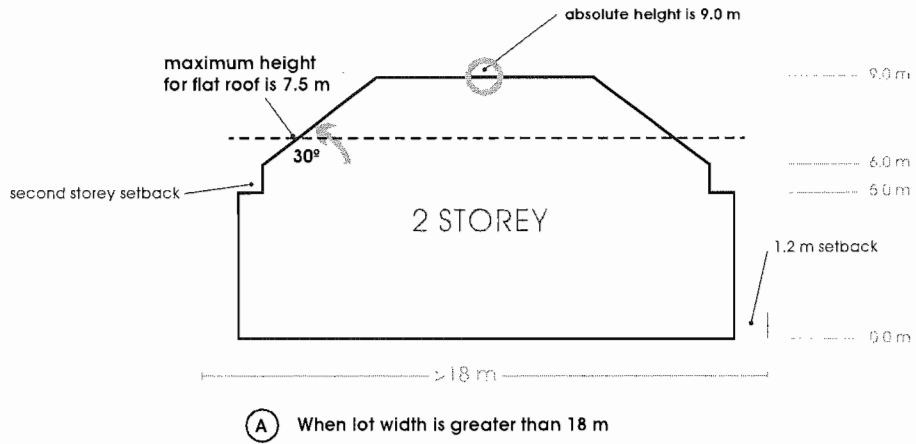
- b) for **single detached housing** and **two-unit housing** with two and **half (½) storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 6.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 30° from the top of the 6.0 m to the point at which the planes intersect with the maximum height plane of 10.5 m, as generally shown in the diagram below:



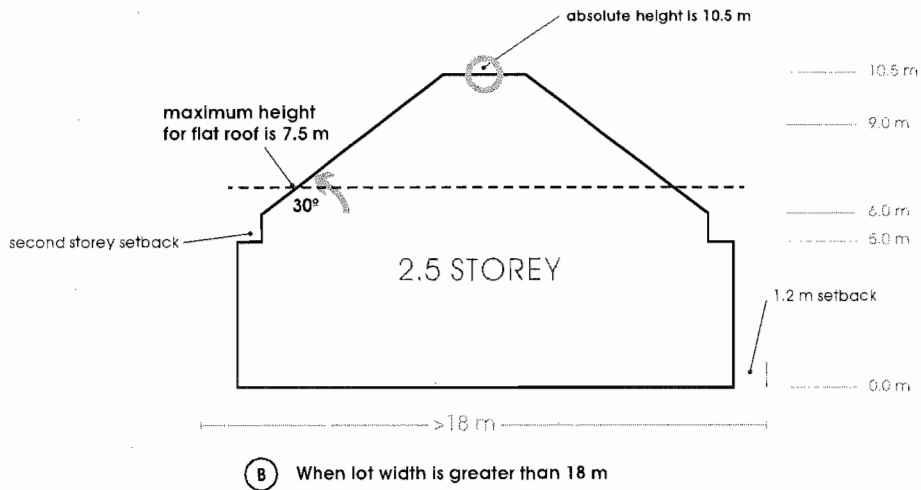
4.18.4 For a **lot** with a **lot width** that is 18.0 m or greater:

- a) for **single detached housing** and **two-unit housing** with two **storeys**, the

residential vertical lot width envelope shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward (horizontally) by 0.6 m and upward (vertically) by 1.0 m, and then further inward and upward at an angle of 30° from the top of the 1.0 m to the point at which the planes intersect with the maximum height plane of 9.0 m, as generally shown in the diagram below:



b) for **single detached housing** and **two-unit housing** with two and half (½) **storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward by 0.6 m and upward by 1.0 m, and then further inward and upward at an angle of 30° from the top of the 1.0 m to the point at which the planes intersect with the maximum height plane of 10.5 m, as generally shown in the diagram below:



4. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsections 4.7.7 and 4.7.8 and substituting the following:

“4.7.7 Unless otherwise specified in a **zone**, detached **accessory buildings** up to 70.0 m² may be located within the **rear yard**, provided:

- a) the area of all detached **accessory buildings** located entirely or partially in the **rear yard** cover no more than 40% of the **rear yard**;
- b) the **setback** from the **front lot line** is greater than 20.0 m; and
- c) the **setback** from the exterior **side lot line** is greater than 7.5 m.

4.7.8 Repealed”

5. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsections 4.8.3 and 4.8.4 and substituting the following:

“4.8.3 Unless otherwise specified in a **zone**, detached **accessory buildings** up to 70.0 m² may be located within the **rear yard**, provided:

- a) the area of all detached **accessory buildings** located entirely or partially in the **rear yard** cover no more than 40% of the **rear yard**;
- b) the **setback** from the **front lot line** is greater than 20.0 m; and
- c) the **setback** from the exterior **side lot line** is greater than 7.5 m.

4.8.4 Repealed”

6. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsection 4.14.4 and substituting the following:

“4.14.4 Except as set-out in 4.14.4(a) to (c) below or otherwise specified in a **zone**, the **accessory building** or **accessory structures** shall not be higher than the permitted **height** of the **principal building** in that **zone**. The following apply to the **height** of **accessory buildings** in **residential zones** and **site specific zones** that permit **single detached housing** and **town housing**:

- a) the maximum **height** for detached **accessory buildings** less than 10 m² is 3.0 m measured from **finished site grade** to the roof ridge for a detached **accessory building** with a pitched roof, and 2.5 m for a detached **accessory building** with a flat roof;
- b) the maximum **height** for detached **accessory buildings** greater than 10 m² is 4.0 m measured from **finished grade** to the roof ridge for an **accessory**

- building** with a pitched roof, and 3.0 m for an **accessory building** with a flat roof; and
- c) the maximum **height** for an attached **garage** constructed as part of a **principal building** is 6.0 m measured from **finished grade** to the roof ridge for a **garage** with a pitched roof, and 4.5 m for a **garage** with a flat roof.”
7. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.1 [Single Detached (RS1/A-H, J-K; RS2/A-H, J-K)] by deleting subsection 8.1.7.2 and marking it “Repealed.”.
8. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.2 [Compact Single Detached (RC1, RC2)] by:
- a) deleting subsections 8.2.6.5 and marking it “Repealed.”; and
- b) deleting subsection 8.2.7.6 and marking it “Repealed.”.
9. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.3 [Coach Houses (RCH, RCH1)] by:
- a) deleting Section 8.3.7.6 in its entirety and substituting the following:
- “6. The maximum **height** for an **accessory building** containing a **coach house** shall be:
- a) in the RCH zone, 2 storeys or 7.4 m, whichever is less, measured to the roof ridge; and
- b) in the RCH1 zone, 2 storeys or 6.0 m above the highest elevation of the crown of the **abutting lane** measured to the roof ridge, whichever is less.”
10. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.4 [Two-Unit Dwellings (RD1, RD2)] by deleting subsection 8.4.7.3 and marking it “Repealed.”.
11. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.13 [Residential Child Care (RCC)] by deleting subsection 8.13.7.2 and marking it “Repealed.”.
12. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.14 [Single Detached with Granny Flat or Coach House – Edgemere (RE1)] by deleting subsection 8.14.7.6 and marking it “Repealed.”
13. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9249**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

| |
|--|
| CITY OF RICHMOND |
| APPROVED by <i>cw tk</i> |
| APPROVED by Director or Solicitor <i>ky</i> |

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500,
Amendment Bylaw 9249
(Building Height and Massing Regulations)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by:

- (a) adding the following definition of “**height, ceiling**”, in alphabetical order:

“**Height, ceiling** means the top of the finished floor of a **storey** to the underside of the floor joist or underside of roof joist or underside of the bottom chord of a structural truss above that **storey.**”

- (b) deleting the definition of **Height, building** in its entirety and substituting the following:

“**Height, building** means the vertical distance between **finished site grade** and:

- a) for **single detached housing** with 2 and **half** ($\frac{1}{2}$) **storeys** having a roof pitch greater than 4-to-12 and not exceeding a roof pitch of 12-to-12, the mid-point between the bottom of the **eave** line and ridge of a roof, provided that the ridge of the roof is not more than 1.5 m above the mid-point; and
- b) for all other **buildings**, the highest point of the **building**, whether such **building** has a flat roof, pitched roof or more than one type of roof.”

- (c) deleting the definition of **Residential vertical lot width envelope** and substituting the following:

“**Residential vertical lot width envelope** means the vertical envelope within which a **single detached housing** or **two-unit housing** must be contained, as calculated in accordance with Section 4.18”

2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 4.3 [Calculation of Density in Single Detached Housing and Two-Unit Housing Zones] by:

- (a) deleting Section 4.3.1(c) in its entirety and marking it as “Repealed.”; and

- (b) adding the following after Section 4.3.1:

“4.3.2 Any portion of **floor area** in a **principal building** with a **ceiling height** which exceeds 3.7 m shall be considered to comprise two floors and shall be measured as such for the purposes of calculating **density** in all **residential zones** and **site specific zones** that permit **single detached housing** or **two-unit housing**, except that, subject to Section 4.3.3, the following **floor area** shall be considered to comprise one floor:

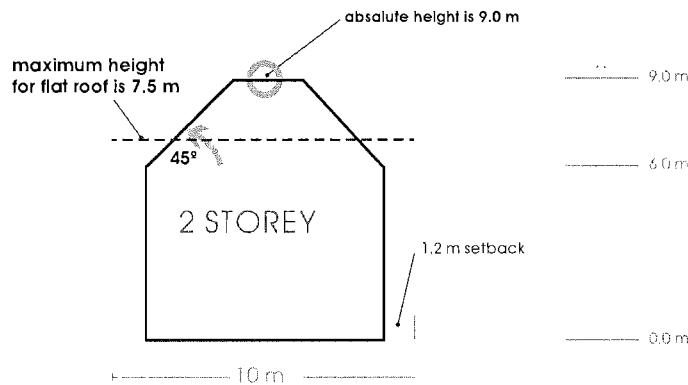
- a) a maximum of 10 m² of **floor area** with a **ceiling height** which exceeds 3.7 m, provided such **floor area** is exclusively for interior entry and staircase purposes; and
- b) an additional maximum of 15 m² of **floor area** with a **ceiling height** between 3.7 m and 5 m, provided the **floor area** is located at least 2.0 m from the **interior side yard** and **rear yard**.

4.3.3 If the **floor area** to be calculated in accordance with the exception in subsection 4.3.2(a) or (b) is located on the **first storey**, the exterior wall of the **first storey** which faces the **interior side yard** and **rear yard**, as measured from finished floor to the bottom of the eave, must be no higher than 3.7 m.”

- 3. Richmond Zoning Bylaw 8500, as amended, is further amended by adding the following after Section 4.17:

“4.18.1 The **residential vertical lot width envelope** of a **lot** in **residential zones** and **site specific zones** that permit **single detached housing** or **two-unit housing** shall be calculated in accordance with Sections 4.18.2 to 4.18.4.

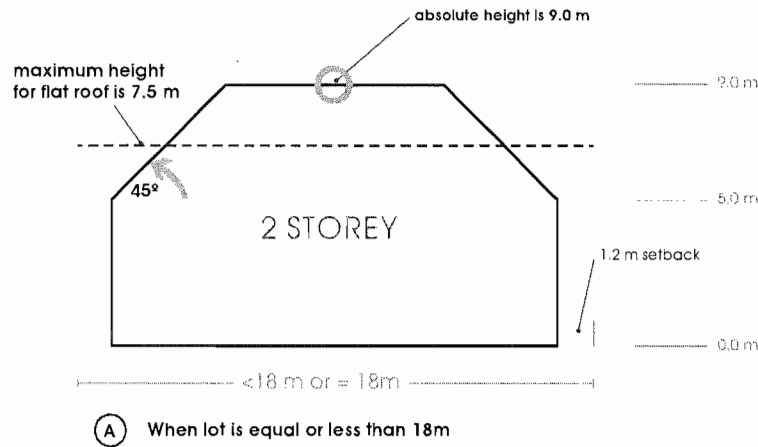
4.18.2 For a **lot** with a **lot width** that is 10.0 m or less, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 6.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 45° from the top of the 6.0 m to the point at which the planes intersect with the maximum height plane of 9.0 m, as generally shown in the diagram below:



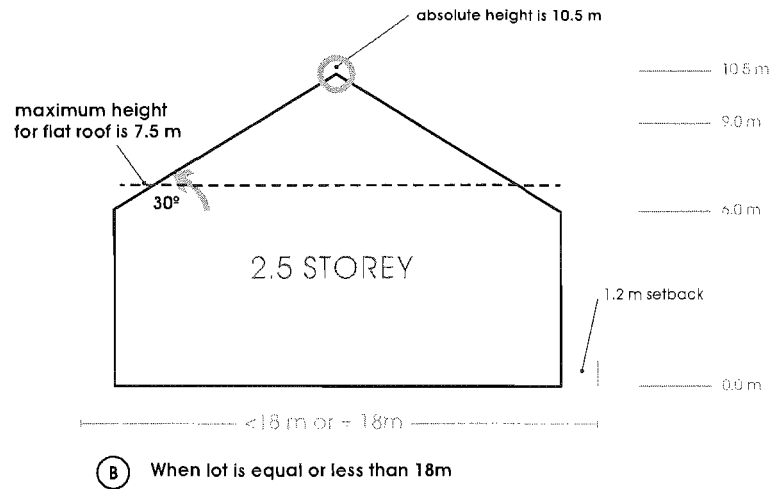
(A) When lot width is 10.0 m or less

4.18.3 For a lot with a lot width that is greater than 10.0 m but less than 18.0 m:

- a) for **single detached housing** and **two-unit housing** with two **storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 45° from the top of the vertical 5.0 m to the point at which the planes intersect with the maximum height plane of 9.0m, as generally shown in the diagram below:

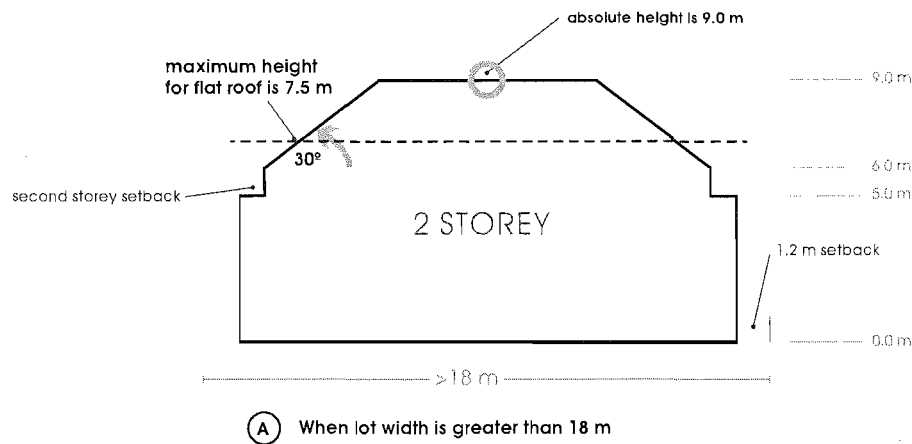


- b) for **single detached housing** and **two-unit housing** with two and **half (½) storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 6.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 30° from the top of the 6.0 m to the point at which the planes intersect with the maximum height plane of 10.5 m, as generally shown in the diagram below:



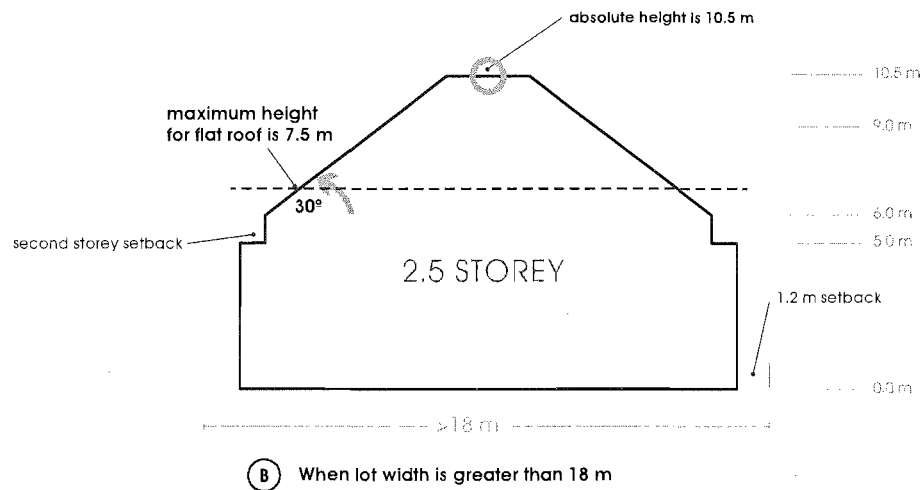
4.18.4 For a lot with a lot width that is 18.0 m or greater:

- a) for **single detached housing** and **two-unit housing** with two **storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward (horizontally) by 0.6 m and upward (vertically) by 1.0 m, and then further inward and upward at an angle of 30° from the top of the 1.0 m to the point at which the planes intersect with the maximum height plane of 9.0 m, as generally shown in the diagram below:



- b) for **single detached housing** and **two-unit housing** with two and **half (1/2) storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward by 0.6 m and upward by 1.0 m, and then further inward and upward at an

angle of 30° from the top of the 1.0 m to the point at which the planes intersect with the maximum height plane of 10.5 m, as generally shown in the diagram below:



4. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsections 4.7.7 and 4.7.8 and substituting the following:

“4.7.7 Unless otherwise specified in a **zone**, detached **accessory buildings** up to 70.0 m² may be located within the **rear yard**, provided:

- the area of all detached **accessory buildings** located entirely or partially in the **rear yard** cover no more than 40% of the **rear yard**;
- the **setback** from the **front lot line** is greater than 20.0 m; and
- the **setback** from the exterior **side lot line** is greater than 7.5 m.

4.7.8 Repealed”

5. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsections 4.8.3 and 4.8.4 and substituting the following:

“4.8.3 Unless otherwise specified in a **zone**, detached **accessory buildings** up to 70.0 m² may be located within the **rear yard**, provided:

- the area of all detached **accessory buildings** located entirely or partially in the **rear yard** cover no more than 40% of the **rear yard**;
- the **setback** from the **front lot line** is greater than 20.0 m; and

- c) the **setback** from the exterior **side lot line** is greater than 7.5 m.

4.8.4 Repealed”

6. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsection 4.14.4 and substituting the following:

“4.14.4 Except as set-out in 4.14.4(a) to (c) below or otherwise specified in a **zone**, the **accessory building** or **accessory structures** shall not be higher than the permitted **height** of the **principal building** in that **zone**. The following apply to the **height** of **accessory buildings** in **residential zones** and **site specific zones** that permit **single detached housing** and **town housing**:

- a) the maximum **height** for detached **accessory buildings** less than 10 m² is 3.0 m measured from **finished site grade** to the roof ridge for a detached **accessory building** with a pitched roof, and 2.5 m for a detached **accessory building** with a flat roof;
- b) the maximum **height** for detached **accessory buildings** greater than 10 m² is 4.0 m measured from **finished grade** to the roof ridge for an **accessory building** with a pitched roof, and 3.0 m for an **accessory building** with a flat roof; and
- c) the maximum **height** for an attached **garage** constructed as part of a **principal building** is 6.0 m measured from **finished grade** to the roof ridge for a **garage** with a pitched roof, and 4.5 m for a **garage** with a flat roof.”

7. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.1 [Single Detached (RS1/A-H, J-K; RS2/A-H, J-K)] by deleting subsection 8.1.7.2 and marking it “Repealed.”.

8. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.2 [Compact Single Detached (RC1, RC2)] by:

- a) deleting subsections 8.2.6.5 and marking it “Repealed.”; and
- b) deleting subsection 8.2.7.6 and marking it “Repealed.”.

9. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.3 [Coach Houses (RCH, RCH1)] by:

- a) deleting Section 8.3.7.6 in its entirety and substituting the following:

“6. The maximum **height** for an **accessory building** containing a **coach house** shall be:

- a) in the RCH **zone**, 2 **storeys** or 7.4 m, whichever is less, measured to the roof ridge; and

- b) in the RCH1 zone, 2 storeys or 6.0 m above the highest elevation of the crown of the **abutting lane** measured to the roof ridge, whichever is less.”
- 10. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.4 [Two-Unit Dwellings (RD1, RD2)] by deleting subsection 8.4.7.3 and marking it “Repealed.”.
- 11. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.13 [Residential Child Care (RCC)] by deleting subsection 8.13.7.2 and marking it “Repealed.”.
- 12. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.14 [Single Detached with Granny Flat or Coach House – Edgemere (RE1)] by deleting subsection 8.14.7.6 and marking it “Repealed.”
- 13. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9249**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER

STUDY ON MASSING FOR SINGLE FAMILY NEIGHBOURHOODS

Why Are We Proposing Changes to the Zoning Bylaw?

1. HOUSING FABRIC IN 2015

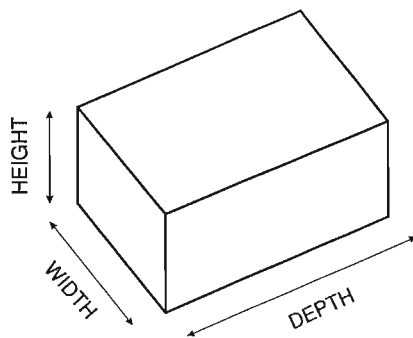
CONCERNS OVER RECENT TRENDS IN NEW HOME CONSTRUCTION INFILLING EXISTING NEIGHBOURHOODS HAVE PROMPTED COUNCIL TO DIRECT CITY STAFF TO STUDY PROVISIONS IN THE EXISTING ZONING BYLAW CONTROLLING THE BULK AND MASSING OF BUILDINGS.

THE PURPOSE OF THESE PUBLIC WORKSHOPS IS TO GATHER INSIGHT AND OPINIONS FROM CONCERNED RESIDENTS AND INDUSTRY STAKEHOLDERS IN ORDER TO ENSURE THAT THE PROPOSED MODIFICATIONS TO THE ZONING BYLAW ARE RESPONSIVE TO THE OVERALL OBJECTIVE OF MAKING NEW HOUSES MORE COMPATIBLE WITH EXISTING NEIGHBORS.



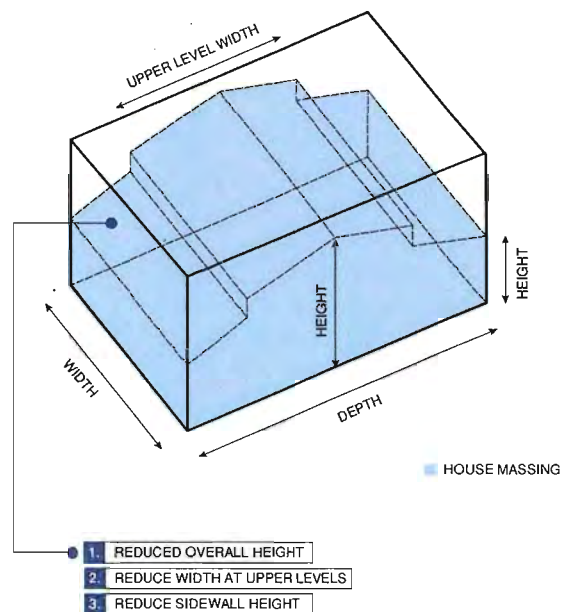
2. DEFINE MASSING

VOLUMETRIC EXPRESSION OF THE BUILT FORM IN RELATION TO THE SIZE AND SHAPE OF BUILDING.



3. PROPOSAL GOAL

TO REFINE CONTROLS ON MASSING TO MAKE NEW HOME CONSTRUCTION MORE COMPATIBLE WITH EXISTING NEIGHBOURS.



Relation Between Interior Height and Building Massing: Effect of Maximum Ceiling Height

1. INTERIOR CEILING HEIGHT

DROPPED CEILINGS ARE CURRENTLY BEING USED TO PRESERVE 5.0M INTERIOR CEILING HEIGHT RESULTING IN HIGH WALLS THAT LOOK LIKE TWO STOREYS, WHICH MAKE HOUSES LOOK MORE MASSIVE.

THE PROPOSED BYLAW AMENDMENTS WILL TIE THE INTERIOR CEILING HEIGHT TO STRUCTURAL ELEMENTS WITHIN THE BUILDING, ELIMINATING USE OF DROPPED CEILINGS. ANY FLOOR AREAS EXCEEDING THE MAXIMUM INTERIOR CEILING HEIGHT AS PROPOSED BY THE BYLAW AMENDMENTS WILL BE COUNTED TWICE TOWARDS THE MAXIMUM FLOOR AREA.

A. EXISTING ZONING BYLAW ALLOWANCE



B. POTENTIAL BYLAW TYING 5.0M INTERIOR CEILING HEIGHT TO STRUCTURE



C. STAFF RECOMMENDED BYLAW TYING 3.7M INTERIOR CEILING HEIGHT TO STRUCTURE

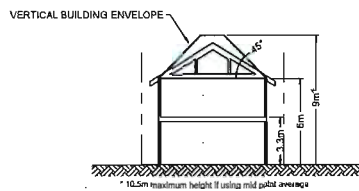


Proposed Vertical Building Envelopes

1. VERTICAL BUILDING ENVELOPES

THE PURPOSE OF THE VERTICAL BUILDING ENVELOPE IS TO DEFINE WHERE PERMISSIBLE FLOOR AREA MAY BE DISTRIBUTED, DIRECTING THE HIGHEST PORTIONS AND UPPER FLOORS TOWARD THE CENTER OF THE HOUSE AWAY FROM THE SIDE BOUNDARIES AND NEIGHBOURS. THIS HAS THE EFFECT OF SHAPING THE HOME IN ORDER TO IMPROVE THE SEPARATION AND ACCESS TO DAYLIGHT BETWEEN NEIGHBOURS.

A. LOT WIDTH \leq 10M

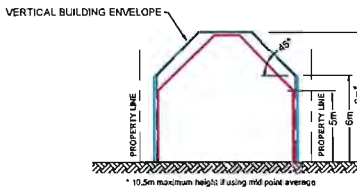


1. ZONING BYLAW 8500, UNCHANGED IN PROPOSED JUNE 16TH AMENDMENT

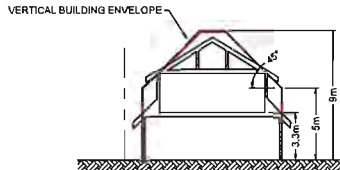
■ ZONING BYLAW 8500

ACKNOWLEDGING THE DIMENSIONAL CONSTRAINTS FOR DEVELOPMENT ON NARROWER LOTS, CITY STAFF DID NOT PROPOSE ANY CHANGES TO THE VERTICAL BUILDING ENVELOPE FOR LOTS HAVING WIDTHS LESS THAN OR EQUAL TO 10M.

B. LOT WIDTH $>$ 10M \leq 12M

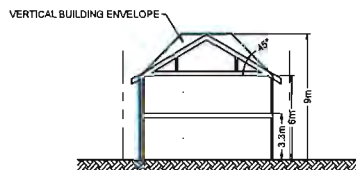


1. VERTICAL BUILDING ENVELOPES



2. VERTICAL BUILDING ENVELOPE RECOMMENDED BY STAFF ON JUNE 16TH

■ ZONING BYLAW 8500
■ JUNE 16TH PROPOSAL

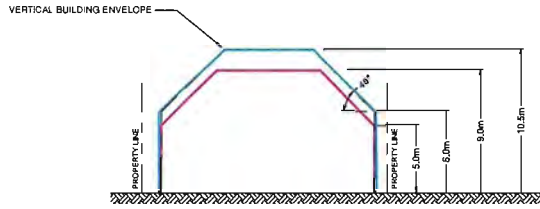


3. EXISTING VERTICAL BUILDING ENVELOPE

AFTER RECEIVING MULTIPLE COMMENTS ON THE EFFECT OF THE PROPOSED VERTICAL BUILDING ENVELOPE CHANGE ON LOTS WITH WIDTHS BETWEEN 10M AND 12M, A POTENTIAL ALTERATION TO THE PROPOSED AMENDMENT AS PRESENTED ON JUNE 16 WOULD BE TO RETAIN THE EXISTING BUILDING ENVELOPE PROVISIONS FOR LOTS LESS THAN 12M WIDE.

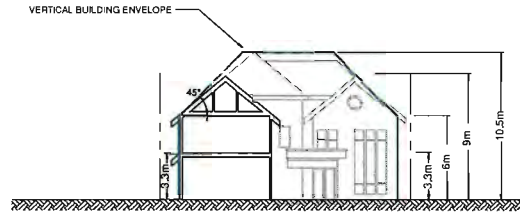
Proposed Vertical Building Envelopes:

C. LOT WIDTH > 12M ≤ 18M



1. VERTICAL BUILDING ENVELOPES

- ZONING BYLAW 8500
- JUNE 16TH PROPOSAL



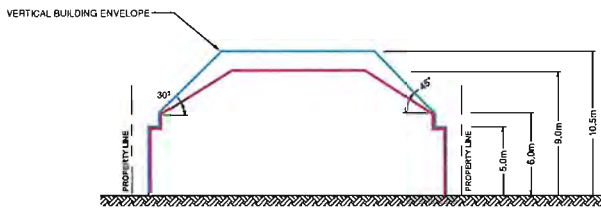
2. VERTICAL BUILDING ENVELOPE ZONING BYLAW 8500



3. VERTICAL BUILDING ENVELOPE JUNE 16TH, NO PROPOSED CHANGE

THERE ARE NO CONTEMPLATED MODIFICATIONS TO THE VERTICAL BUILDING ENVELOPE TO LOTS WITH WIDTHS OF GREATER THAN 12M AND LESS THAN AND EQUAL TO 18M AS PROPOSED IN THE ZONING BYLAW AMENDMENT ON JUNE 16.

D. LOT WIDTH > 18M



1. VERTICAL BUILDING ENVELOPES

- ZONING BYLAW 8500
- JUNE 16TH PROPOSAL



2. VERTICAL BUILDING ENVELOPE ZONING BYLAW 8500



3. VERTICAL BUILDING ENVELOPE JUNE 16TH, NO PROPOSED CHANGE

THERE ARE NO CONTEMPLATED MODIFICATIONS TO THE VERTICAL BUILDING ENVELOPE TO LOTS WITH WIDTHS OF GREATER THAN 18M AS PROPOSED IN THE ZONING BYLAW AMENDMENT ON JUNE 16.

Accessory Building

Proposed Setbacks

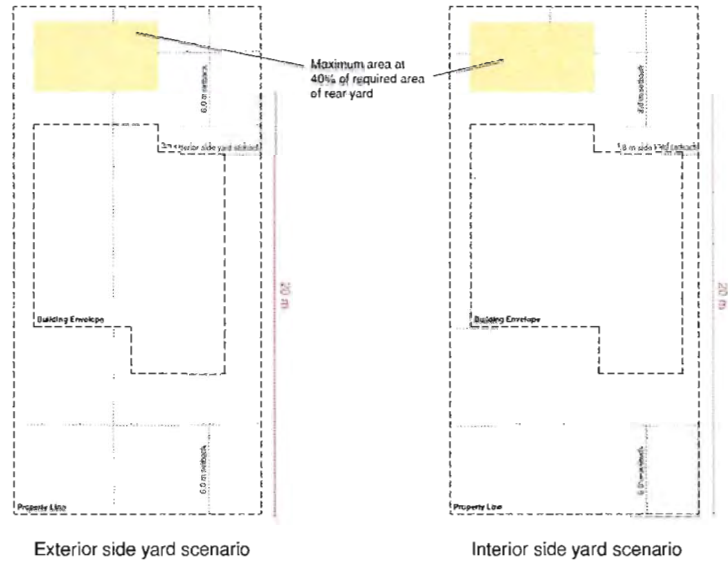
PROPOSED SETBACKS FROM ADJACENT STREETS

- 1. LOTS LESS THAN 12.5M REQUIRE 3.0M SETBACK
- 2. LOTS GREATER THAN 12.5M AND LESS THAN 15.5M REQUIRE 4.5M SETBACK
- 3. LOTS GREATER THAN OR EQUAL TO 15.5M REQUIRE 7.5M SETBACK

1. Accessory Building greater than 10 m²

Proposed Changes to limit massing of detached accessory buildings:

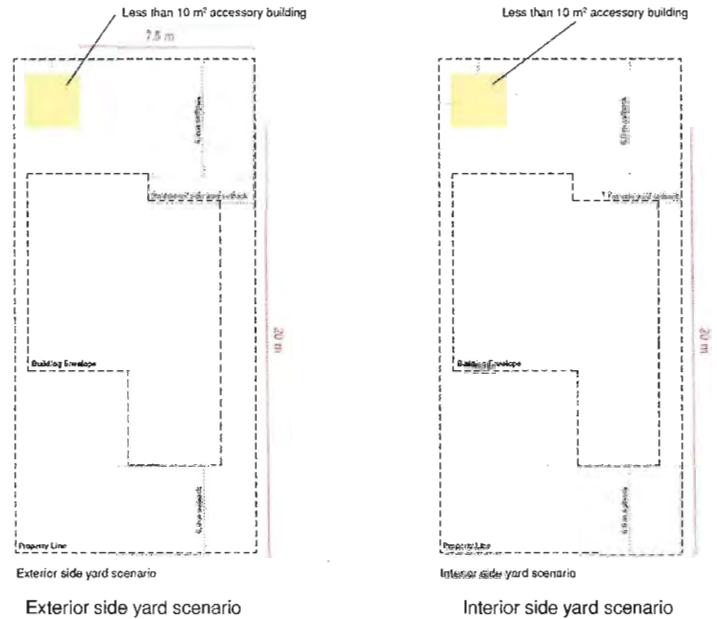
- 1 Size of detached Accessory Building limited to 40% of the area of the required rear yard up to a maximum of 70 square meters.
- 2 Maximum Height for sloped roofs to highest peak is 4.0 m.
- 3 Maximum Height for flat roofs is 3.0 m.
- 4 Location for accessory building within the rear yard as per drawing.



2. Accessory Building less than 10 m²

These accessory buildings do not require building permit, but their height and location within the rear yard will be defined by the following measures:

- 1 Maximum Height is 3.0m for sloped roofs
- 2 Maximum Height is 2.5m for flat roofs
- 3 Location in rear yard shall be as per drawing



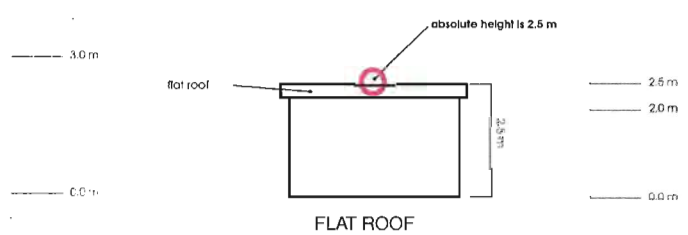
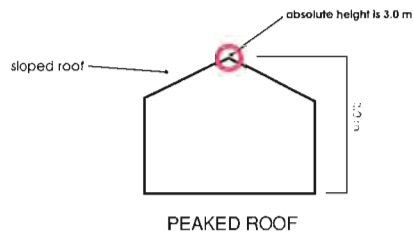
Accessory Building and Garage

Height Requirements

1. Accessory Building less than 10 m²

Accessory buildings less than 10 m² do not require a building permit, but their height and location within the rear yard will be defined by the following measures:

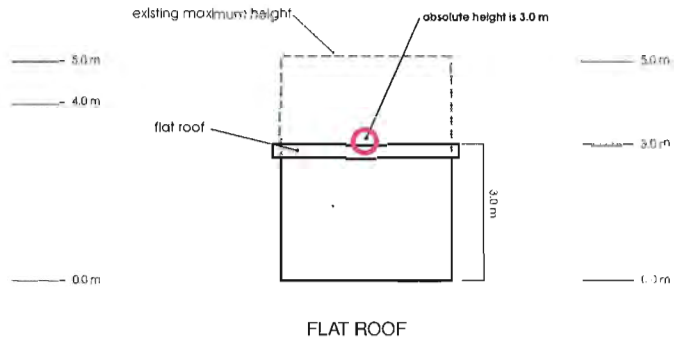
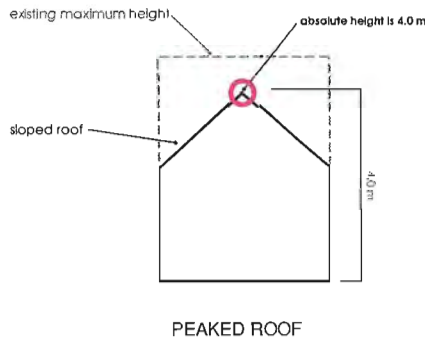
- 1 Maximum Height is 3.0m for sloped roofs
- 2 Maximum Height is 2.5m for flat roofs



2. Accessory Building greater than 10 m²

Proposed Changes to limit massing of detached accessory buildings greater than 10 m² requiring a building permit:

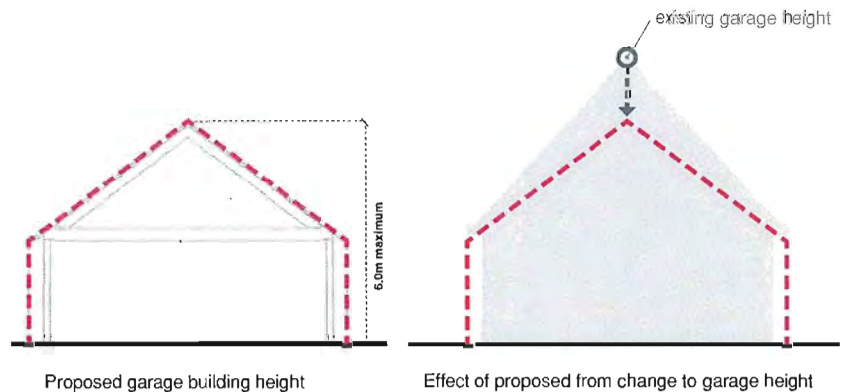
- 1 Maximum Height for sloped roofs to highest peak is 4.0 m.
- 2 Maximum Height for flat roofs is 3.0 m.



3. Attached Garage Height

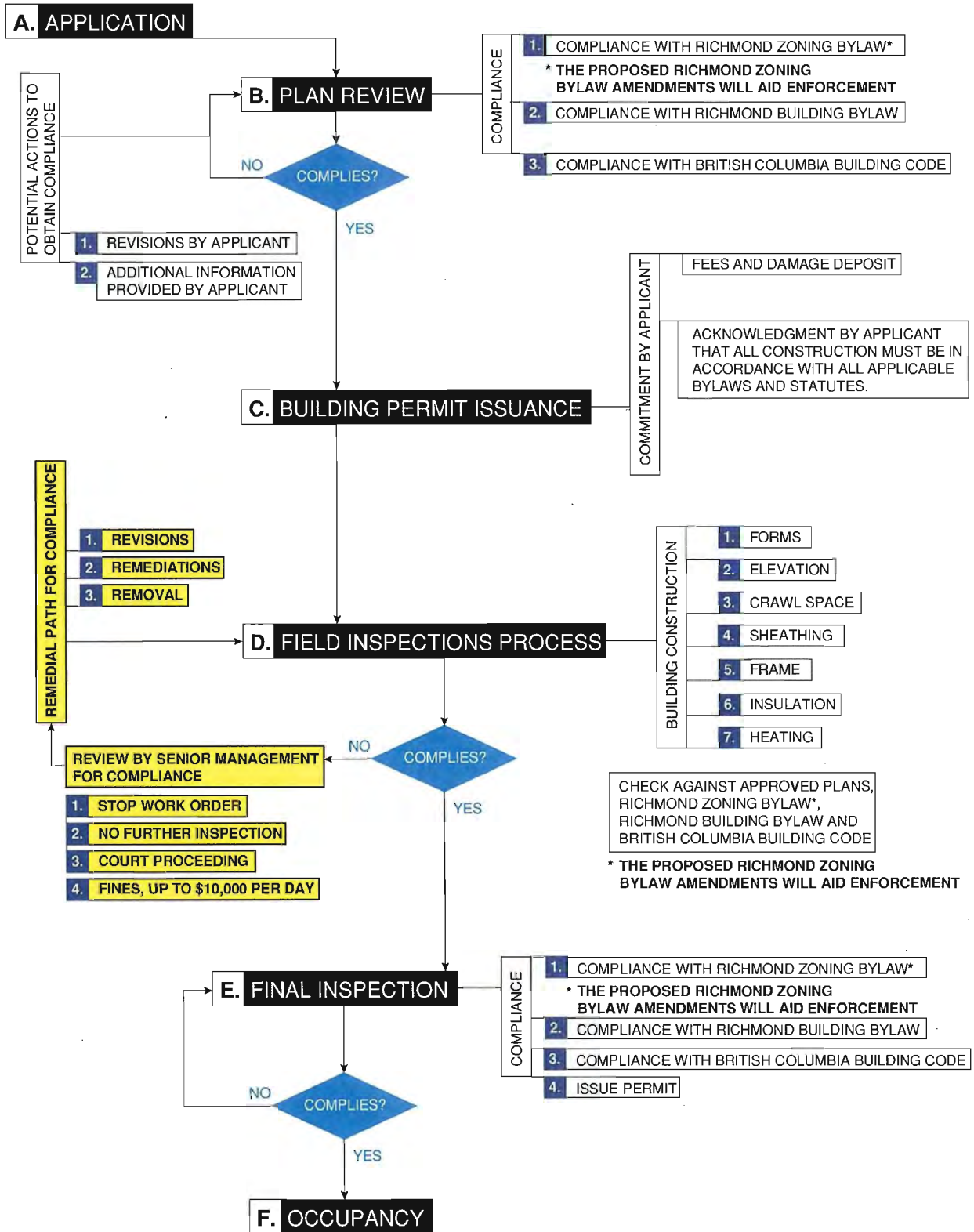
Proposed Changes to Attached Garage Construction:

- 1 Maximum Height to highest peak of sloped roof at 6.0 m
- 2 Maximum Height of flat roof at 4.5 m



Enforcement By Building Approvals: Building and Zoning Regulations

NEW PROCESS



STUDY ON MASSING FOR SINGLE FAMILY NEIGHBOURHOODS

Enhanced Building Permit Application Checklist:

Submission Requirements to be presented in Document

A. DOCUMENTATION REQUIREMENTS

* ITEMS CRITICAL FOR INTERIOR CEILING HEIGHT CHECK
 ** ITEM CRITICAL FOR COMPLIANCE TO VERTICAL BUILDING ENVELOPE

- | | | |
|------------------------------------|--|--|
| 1. ADMINISTRATIVE ITEMS | <ul style="list-style-type: none"> A. OWNER OR OWNER'S AGENT (FREEHOLD OR AUTHORIZATION) B. HOMEOWNER PROTECTION OFFICE (HPO) FORM C. CONFIRMATION OF INSURANCE COVERAGE BY A REGISTERED PROFESSIONAL (SCHEDULE E) D. OWNER'S UNDERTAKINGS (SCHEDULE F) E. BUSINESS LICENSE F. TWO (2) COMPLETE DRAWING SETS | <ul style="list-style-type: none"> 1. DRAWINGS MUST BE SCALE TO SCALE 2. DRAWINGS MUST BE CLEARLY DIMENSIONED 3. SITE PLAN |
| 2. LOT SERVICES | <ul style="list-style-type: none"> A. PROVIDE DAMAGE DEPOSIT (PUBLIC WORKS) B. INDICATE ROAD IMPROVEMENTS C. INDICATE DRIVEWAY AS NEW, EXISTING OR RELOCATED D. INDICATE WATER SERVICE TYPE E. INDICATE SANITARY SEWER OR SEPTIC TANK F. INDICATE STORM SEWER OR DITCH | <ul style="list-style-type: none"> 4. PLANS SHOW HEIGHTS AND AREAS 5. BUILDING SECTIONS 6. SECTIONS SHOWING INTERIOR CEILING HEIGHTS* 7. SECTION SHOWING ALL INTERIOR VOID SPACES* 8. ENERGY DETAILS AND CALCULATIONS 9. SITE SURVEY 10. ELEVATIONS |
| 3. SOIL CONDITIONS | <ul style="list-style-type: none"> A. INDICATE SOIL CONDITIONS AND AMOUNTS OF PEAT, CLAY, FILL B. PROVIDE SOIL REPORT IF NECESSARY C. PROVIDE ASSURANCE OF SUBSURFACE INVESTIGATION (SCHEDULE D) D. CONFIRMATION OF INSURANCE COVERAGE BY A REGISTERED PROFESSIONAL (SCHEDULE E) E. INDICATE METHANE GAS / HOG FUEL AMOUNT F. SOILS COMPACTION REPORT G. PROVIDE DEMOLITION CARD | <ul style="list-style-type: none"> 11. CONSTRUCTION DETAILS 12. ELEVATIONS MUST SHOW PROPOSED VERTICAL BUILDING ENVELOPE** |
| 4. LAND TITLE AND COVENANTS | <ul style="list-style-type: none"> A. PROVIDE LAND TITLE RECORD B. NOISE EXPOSURE FORECAST (NEF) AREA IF APPLICABLE C. DEFERRED DEMOLITION | |
| 5. PROPERTY INFORMATION | <ul style="list-style-type: none"> A. PROVIDE CORRECT PERMIT NUMBERS B. PROVIDE LEGAL DESCRIPTION OF LOT C. INDICATE IF SUBDIVISION D. PROVIDE SERVICING AGREEMENT E. PROVIDE FINAL APPROVAL FOR DEMOLITION F. INDICATE RIGHTS OF WAY (ROW) / EASEMENTS / SERVICES G. PROVIDE HERITAGE STATUS IF APPLICABLE H. INDICATE ENVIRONMENTALLY SENSITIVE AREAS (ESA) IF APPLICABLE I. PROVIDE RIPARIAN MANAGEMENT AREA (RMA) IF APPLICABLE | |

B. BRITISH COLUMBIA BUILDING CODE COMPLIANCE

- | | |
|------------------------------|--|
| 1. BCBC PART 9 REVIEW | <ul style="list-style-type: none"> A. INDICATE UNPROTECTED OPENINGS B. PROVIDE STAIR DESIGN INCLUDING RISER, WIDTH, RAILS C. PROVIDE MEANS OF EGRESS INCLUDING DOOR SIZE, HALLWAY WIDTH, NUMBER OF WINDOWS IN BEDROOMS D. INDICATE SMOKE AND CARBON MONOXIDE ALARMS E. IDENTIFY SAFETY GLASS IN ENVELOPE OPENINGS F. SECURE HOT WATER HEATER AND SOLAR HOT WATER IF APPLICABLE G. IDENTIFY HEATING TYPE FOR BUILDING H. VENTILATION TO COMPLY WITH BCBC SECTION 9.32 I. ENERGY EFFICIENCY TO COMPLY WITH BCBC SECTION 9.36 J. MINIMUM ATTIC ACCESS COMPLIANCE (20" x 28") K. INDICATE FUME SEPARATION IN GARAGE L. PROVIDE CONSTRUCTION DETAILS INCLUDING RAINSCREEN AND CULTURED STONE M. PROVIDE SOFFIT VENT NOTE |
| 2. STRUCTURAL REVIEW | <ul style="list-style-type: none"> A. PROVIDE STRUCTURAL ENGINEERING DESIGN B. PROVIDE GEOTECHNICAL ENGINEERING REPORT IF APPLICABLE C. PROVIDE ACOUSTICAL ENGINEERING REPORT IF APPLICABLE D. IF NO ENGINEER CONSULTED, DESIGN IS PRESCRIBED BY PART 9 OF BCBC E. PROVIDE INFORMATION ON UNIFORM LOADS ACROSS STRUCTURE AND POINT LOADS F. IDENTIFY SHEAR WALLS, LINTELS, BUILT-UP BEAM SPANS, JOIST SPANS F. IDENTIFY STRIP FOOTING (8" x 20") AND PAD FOOTINGS F. INDICATE LARGE SPAN OPENINGS F. PROVIDE ROOF OF OR TRUSS LAYOUT UP TO 40' SPAN F. INDICATE BEARING PRESSURE LESS THAN 800 PSF |

STUDY ON MASSING FOR SINGLE FAMILY NEIGHBOURHOODS

Enhanced Building Permit Application Checklist:

Submission Requirements to be presented in Document

C. RICHMOND BYLAW REQUIREMENTS

1. ZONING REQUIREMENTS


- A. PROVIDE FLOOR AREA RATIO (FAR) CALCULATIONS
- B. PROVIDE GARAGE AREA
- C. PROVIDE TOTAL AREA OF COVERED OPENINGS
- D. PROVIDE TOTAL AREA OF PROJECTIONS INTO REQUIRED YARDS
- E. PROVIDE BOARD OF VARIANCE (BOV) RULING IF APPLICABLE
- F. PROVIDE DEVELOPMENT PERMIT (DP) / DEVELOPMENT VARIANCE PERMIT (DVP) IF APPLICABLE
- G. INDICATE LETTER OF CREDIT IS RECEIVED
- H. INDICATE SECONDARY SUITE
- I. FULFILL LANDSCAPE REQUIREMENTS
- J. PROVIDE LOT COVERAGE CALCULATIONS
- K. INDICATE LOT DIMENSIONS, SET BACKS AND BUILDING SEPARATIONS
- L. INDICATE MAXIMUM BUILDING HEIGHT
- M. INDICATE RESIDENTIAL VERTICAL ENVELOPE COMPLIANCE
- N. INDICATE FENCE HEIGHT
- O. INDICATE ALL ACCESSORY BUILDINGS OVER 10M² IN AREA

2. SITE PLAN

- A. INDICATE PROPERTY ZONE OR LAND-USE CONTRACT
- B. INDICATE LAND USE
- C. PROVIDE TOPOGRAPHICAL PLAN WITH TREES, MATERIAL COVERAGE, GRADE
- D. INDICATE LOT DIMENSIONS, AREA, SETBACKS, LOT COVERAGE AND BUILDING SEPARATIONS
- E. INDICATE AVERAGE GRADE, ELEVATION STAMP / MINIMUM FLOOD CONTROL LEVEL (FCL)
- F. ENSURE SPOT ELEVATIONS AND HEIGHTS ARE IDENTICAL ON ALL FLOOR PLANS
- G. PROVIDE PERIMETER DRAINS FOR ALL IMPERVIOUS SURFACES AND OVERALL SITE DRAINAGE
- H. INDICATE AND DIMENSION ALL ROOF OVERHANGS ON SITE PLAN

D. EXTERNAL CONFIRMATION BY APPLICANT INDICATING ZONING BYLAW COMPLIANCE

1. ZONING REGULATION SUMMARY, TO BE FILLED BY APPLICANT

| <div style="text-align: center;">  <p>City of Richmond www.richmond.ca</p> </div> <div style="text-align: center; margin-top: 10px;"> <p>Zoning Regulation Summary Building Approvals Division 6911 No. 3 Road, Richmond, BC V6Y 2C1 Tel: 604-276-4000 Fax: 604-276-4053</p> </div> <p>Property Information:</p> <p>1. Street Address: _____</p> <p>2. Legal Description: _____</p> <p>3. Lot Area: _____ m²</p> <p>Zoning Bylaw Analysis</p> <p>1. Proposed Use: _____ Zone: _____</p> <p>2. Density Floor Area Ratio (F.A.R.):</p> <p>Permitted F.A.R.: _____ % x _____ Lot Area = _____ m²</p> <p>_____ % x _____ Remainder of Lot Area = _____ m²</p> <p>Total F.A.R. Permitted: _____ m²</p> <p>Exemptions:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>All Exterior Covered Areas (Max. 10 % of Floor Area)</th> <th>Area: Entry/Staircase</th> <th>Total Garage Area (Vehicle Parking Area Only)</th> </tr> </thead> <tbody> <tr> <td>1. _____ m²</td> <td>_____ m²</td> <td>_____ m²</td> </tr> <tr> <td>2. _____ m²</td> <td>_____ m²</td> <td>_____ m²</td> </tr> <tr> <td>3. _____ m²</td> <td>_____ m²</td> <td>_____ m²</td> </tr> </tbody> </table> <p>Main Floor Area: _____ m² (Including garage/porch/area max. of 100 m²)</p> <p>Upper Floor Area: _____ m²</p> <p>1/2 Storey Area: _____ m²</p> <p>Total Building Floor Areas:</p> <p>Plus Covered Area: (Over 10%) _____ m²</p> <p>Plus Entry/Stair: (Over max. 10 m²) _____ m²</p> <p>Plus Garage: (Over 50 m²) _____ m²</p> <p>Total Proposed F.A.R.: _____ m²</p> <p style="font-size: small;">B-2017 PLAN 101 - March 2018 1</p> | All Exterior Covered Areas (Max. 10 % of Floor Area) | Area: Entry/Staircase | Total Garage Area (Vehicle Parking Area Only) | 1. _____ m ² | _____ m ² | _____ m ² | 2. _____ m ² | _____ m ² | _____ m ² | 3. _____ m ² | _____ m ² | _____ m ² | <p>3. Maximum Lot Coverage:</p> <p>Permitted: _____ % x _____ Lot Area = _____ m²</p> <p>Proposed: _____ m²</p> <p>4. Landscaped Area:</p> <p>Required: _____ % x _____ Lot Area = _____ m²</p> <p>Proposed: _____ m²</p> <p>5. Building Height:</p> <p>Permitted: _____ m Proposed: _____ m</p> <p>Finished Average Grade: _____ m High Point of the Building: _____ m</p> <p><input type="checkbox"/> Show the "residential vertical lot width and depth envelopes" on the elevations.</p> <p><input type="checkbox"/> Sections show different interior ceiling heights.</p> <p><input type="checkbox"/> Sections show interior void space.</p> <p>6. Secondary Suite Area: Maximum 40% of floor area, or 50 m² whichever lesser.</p> <p>Proposed Suite Area: _____ m²</p> <p>Suite to be "roughed-in" for future completion: Yes</p> <p>_____ Building Designer (Print Name) Date: _____</p> <p>_____ Signature</p> <p style="font-size: small;">B-2017 PLAN 101 - March 2018 2</p> |
|--|--|---|---|-------------------------|----------------------|----------------------|-------------------------|----------------------|----------------------|-------------------------|----------------------|----------------------|--|
| All Exterior Covered Areas (Max. 10 % of Floor Area) | Area: Entry/Staircase | Total Garage Area (Vehicle Parking Area Only) | | | | | | | | | | | |
| 1. _____ m ² | _____ m ² | _____ m ² | | | | | | | | | | | |
| 2. _____ m ² | _____ m ² | _____ m ² | | | | | | | | | | | |
| 3. _____ m ² | _____ m ² | _____ m ² | | | | | | | | | | | |

STUDY ON MASSING FOR SINGLE FAMILY NEIGHBOURHOODS



Thank you for attending this public workshop to share thoughts, ideas and comments about the form of our residential neighbourhoods.

For further information please visit:

<http://www.richmond.ca/plandev/planning2/projects/buildingmassingstudy.htm>

In order to express your thoughts and views on the material presented and discussed in this workshop, please take with you a Comment Form and return to City Hall, attention Mr. Gavin Woo, Senior Manager of Building Approvals **by July 15.**





Public Consultation on Proposed Bylaw Amendment

Held July 8th 2015 and July 9th 2015, 4:00PM – 7:30PM
Council Chambers
Richmond City Hall

1. July 8 2015

1. Should allow neighbourhood to grow but also maintain look and feel of existing neighbourhood (retention of existing housing and construction of new to meet existing look). What happens after bylaw is changed? What is the next step?
 - *Present to Council, monitor and track changes, modify and evolve bylaw as we go along*
 - *Short term win is seeing a change in the massing of houses*
2. Worst aspect is in the backyard. Loss of sunlight, privacy, etc. Devastating to people with a garden. Proposed shaping of backyard?
 - *Proposed shaping of backyard was in a massing study. Tabled for future study.*
 - *Present bylaw has requirement of shaping of backyard; high space in building to be facing rear or side yard with additional rear/side yard setback.*
3. Poor inventory of real estate in Richmond. Either small townhouse or very large houses only available.
 - *Direction to staff include development of smaller lots and developments.*
 - *City would support smaller houses, but builders and market tends to drive towards larger homes*
 - *This is a first step and bylaw will evolve to address further issues*
4. First step far too late. Neighbourhood should maintain image. Outsides of houses should maintain a certain look.
 - *Trying to set ground rules on compatibility of homes*
5. 5 of 9 houses are under construction in a particular neighbourhood. How soon will changes be implemented? Multiple large houses in neighbourhood sitting empty.
 - *Getting back to Planning Committee July 21st, Council Committee July 27th. Public hearing September.*
 - *Council aware of the issue of vacant houses.*
6. Resident's house next to a LUC. Can't wait until 2024 for implemented changes to LUC. Setbacks of large houses also an issue. Massive homes not about densification; all about private ownership and money. No community.

- *Staff instructed to start discharging LUC before 2024. All former LUC will be subject to standard zones.*
 - *When LUC comes in, staff talks to designer and owner to see if changes can be negotiated to see if building can more easily fit the look of the community.*
Voluntary for applicant/builder
7. Want feedback that public is being heard in terms of concerns. Design tends to be based on technical policy and guidelines, resulting in big box houses that look intimidating in a community with smaller houses. Large houses imply a statement of affluence that breaks up the culture and breaks up the community. Suggest that look of houses match neighbouring. Suggest a vision for the neighbourhood. Suggest go back to previous bylaw that determined how much of a lot a house could cover (percentage). Also concerned about people who modify property after construction (remove grass, trees, etc).
- *Committed to a process. Timeline not available. Comments to be summarized and presented to planning committee and council.*
 - *Boards of this project are available tomorrow.*
 - *Defining character: no authority to impose look of houses. Can't do it under local gov't act. No opportunity to secure legal agreement to control design.*
8. 28th of Nov 1992 presentation made before council regarding today's comments. Resident at on mega-house committee. Richmond Fire Department had talked about safety concerns. Insufficient side yard setback for set-up of rescue ladder.
- *Will note comments and address*
9. Can freeze be implemented for BP until bylaws in effect? Issue in effect for 23 years.
10. OCP affords great safeguards to individual rights to quality of life, access to light, safety, etc. Most recent developments not in line with concepts of OCP. OCP should protect individuals, especially people who already live there. Feedback mechanism not working. Guidelines not in accord with constitution. Bylaw creators should base bylaw to make it work for people.
11. Need to address setbacks for backyard of house. Any restrictions on setbacks of new house? Concern about fleet of garages at the front of the house. Concerns about houses being built too close together. Concern about amount of densification; Richmond no longer a garden city.
- *Yes, minimum front, rear, side yard setbacks exist.*
 - *Permits issued must meet bylaw*
12. Setbacks with rear yard, 40' backyard for certain zones, but adjoining lot has much shorter yard.
13. Height of site grade requirement caused older lots to be in a hole due to floodplain bylaw.
14. Want fast action and don't want gift of bonus space of high spaces. Houses too high.
- *2.5 Storey houses maintained at height currently noted in bylaw*
15. Want to build new house to existing regulations; build large house with high ceilings.
16. California has a storm fee to address non-permeable ground. Flooding issues. New bylaw that was passed recently had new items that were not previously discussed. ALR properties that looked suspicious were discussed during planning meeting with no investigation or evidence as to their use
17. Builder would love to build bungalows but land prices are so high that it is not financially feasible. Demand is so high for large homes.

18. Builder hears the need to build smaller houses, but this is a prevalent problem throughout the project. Can't make houses so small that it becomes restrictive. Concerned that the proposed changes will make all new houses look the same. Majority of buyers want to buy larger houses. Richmond is a luxury market now.
19. City has developed, why go back to old requirements for older houses.
20. Interest in seeing changes happening sooner. Suggest trade-offs for grand/large rooms and something that is workable for everyone.
21. New houses being built does not foster community. Houses built are catered to off-shore buyers. Off-shore buyers lured into buying large houses.
22. Builders can make recommendations on how houses designed. Builders should explain to buyers the animosity that may come with having massive house. Builders should educate potential buyers of what they should be asking for to maintain a sense of community.
23. Dropped ceilings not typically allowed in Bylaw. Why were they allowed?
 - *History of allowing it. It was not so bad before with previous stacked design. Ambiguity of bylaw being amended to address this.*
24. Sideyard projections could result in two houses being only 4 ft apart. Safety issue.
 - *Will be reviewed.*
25. City needs to do more to notify public of meetings.
26. Richmond originally built with a mix of housing (back in 60's) to prevent ghetto. People in some big houses are embarrassed about their homes due to lack of fit in neighbourhood.
27. Some houses lit up; perimeter and fence posts. Impacts neighbouring properties. Lots of emphasis on luxury but it's not something everyone wants. Some large houses in neighbourhood become rental places.
28. What is a single family home? Some houses divided into multiple family homes and hotels.
 - *Single family house is a single house that can contain a secondary suite.*
 - *Planning committee gave staff referral to follow up on hotels*
29. Builders and realtors have a responsibility on how Richmond is presented.
30. All houses are the same now and unfriendly (gates closed, don't care about vegetation, no responsibility to community). Need public input on how things should change. Should consist of long term members of the community.
31. Some neighbourhoods are already built (over half) and these new changes can affect the look of the neighborhood. These are housing trends.
32. Stakeholders have leaders. Suggest more emphasis on hearing from these leaders (?)
33. Neighbours should be consulted on changes. Cited North Delta example.
 - *North Delta is a DP area. Not a process that has been legally explored in Richmond. Have not considered advising neighbours, but proposal will be noted.*
34. Change in appearance of homes and some people like it. High ceilings bring in more natural light. Security cameras installed to protect themselves and not to invade other people's properties. Support living in a city with more green space.
35. Can't turn the clock back on progress. Need to understand the needs of other cultures. Richmond is now an international City with different cultures and wants. Benefit of increased land value.
36. Large houses being built as rooming houses.

37. There are nice houses being built in Richmond. Proposed bylaw is to deal with excesses. How does regulations deal with discharge of LUC and yard issue?
 - *Bylaws do try to address LUCs. To be dealt with on an ongoing basis.*
38. Between bylaw and floodplain bylaw regulations, new houses end up being very tall in comparison to adjacent house. Also issue with flooding on older lots with new houses built adjacent. Suggest some way to accommodate older houses to prevent flooding issues or build additional drainage or pay for damages.
 - *Perimeter drains are supposed to be designed and installed to prevent overland drainage to adjacent property.*
39. Variety of concerns beyond massing: look of the house, cost of living, cost of house. Suggest creating a website to allow for votes that indicate what the major concern is and what should be addressed.
40. Suggestion that presentation documents be available in advance of the actual meeting.
41. Are trees allowed to be cut down for new houses without permit?
 - *When trees need to be cut down, the trees are measured to determine whether or not they require a permit. If permit required, City investigates whether or not it is a healthy tree and if it impedes construction. Permit posted every time tree is to be removed.*
42. Why nothing going forward for new houses to be sustainable? Why not build better houses or move towards more sustainable homes.
 - *Ongoing process. Will move in that direction in the future.*
43. Resident got involved because her group wants fairness for all. Finds it disturbing that existing bylaw allow high ceilings will continue.
44. Builders want to listen to suggestions and find a solution that works for everyone.
45. Concern with building large houses is when it impacts neighbouring properties.

2. July 9 2015

1. Agree that the top plate should be brought down to eliminate the void space. Supported in general by builders. But bringing the top plate down to 12' would make the house imbalanced and less visually appealing. Suggest that people can do whatever they want on the inside as long as it does not contribute to massing. Suggest the middle option (5m ceiling attached to structure).
2. Suggest elimination of changes for lots smaller than R1E (?) due to difficulty in workable layout. Concern with proposed changes to the smaller lots is that house would be pushed further back
3. Proposed change to accessory buildings – agree, but concern with impact of setbacks on corner lots will result in decreased back yards.
4. Appreciate bringing in more enforcement.
5. Want larger setbacks; concern about decreased daylight due to smaller setback.
6. For wider lots, side yards should be more generous, allowing wider houses
7. Any complaints about the 2.5 storey has been about mega homes. Houses built in 60's and 70's also have lack of day lighting. Lots under 18m, proposed changes to building envelope will not work with a current marketable floor plan. Marketable is 4 bedrooms and 3 bathrooms upstairs.
8. 6'8" already on either side of the property lines. Need to determine what the overall objective is: affordable houses? Sunlight?

9. Proposal for 14m lots will not work. Current bylaw makes it difficult for these lots. Sunlight difficult to achieve unless bungalows built and bungalows are not feasible due to cost of lots.
10. 8' ceilings are not marketable.
11. Suggest the City show a plan that works for these smaller lots.
12. Houses built on No 1 Rd – Nobody complains that they are built to the maximum size. Biggest complaint is that they are mirror image or cookie cutter houses.
13. Sunlight is still an issue. Should not be trivialized.
14. Detached accessory building – concerns are in the backyard where garages are being detached and houses are being pushed further back. Concern that the 40% allowance of backyard space to be useable as accessory building.
15. Building envelope change may negatively impact rear yard and could cause more complaints. This will not deal with social issue of new residents coming into the City.
16. Are we here to discuss technical solutions that builders can all follow? Why will proposed changes to building envelope not work for smaller lots? Won't people still buy a house with 9ft ceilings?
17. Marketability is a valid concern but must keep things in context and determine how it applies as priority. Must not supersede rights of residents who have lived in Richmond for decades and want a certain lifestyle committed by City in the OCP.
18. Nothing worse than when we are in a reactive situation. Approach is a knee-jerk reaction to what is happening. Why hasn't City come up with a proactive approach to this problem of monster homes? Why not have stricter controls for neighbourhoods? Why not reward programs for homes that suit the neighbourhood? Need to take a different approach that would address all the problems.
19. Trying to fit one solution to the whole City. Due to diverse opinions, suggest that each subdivision be surveyed as to the type of homes they prefer in that area and bind them for 5 years. Neighbourhood specific zone.
 - *If a neighbourhood wants to come forward to do the specific zone then bring it to council.*
20. People want bigger kitchen or higher ceiling. Don't want design to be dictated. Should focus on the exterior of the homes only and not the inside. Acknowledge that some few builders have built rooms that are not supposed to be there. Suggest that Richmond do inspections up to 1 year after Final Occupancy granted to aid enforcement and propose hefty penalty for non-compliance.
21. Marketability – People are moving forward, builders are building what sells.
22. Port Moody has good neighbour policy that is formalized with signage and has formal inquiry and response method if there are concerns – encourages communication. Port Moody's policy is voluntary; suggest that Richmond makes it a requirement for dialogue between builder and resident before BP issued.
23. Recommend that future be considered when planning the solutions; some people may not want large houses.
24. Current bylaw produces both beautiful and ugly homes. Problem is with the designer and not the bylaw.
25. Small lots – if floor area maxed, the house will either go up or go out. If houses brought forward and garages attached you will have vertical solid wall.

26. The reason why 2nd floor spaces not available for extra bathrooms and bedrooms are the areas with high ceilings.
27. Has anyone from City Hall conferred with RFD regarding these sideyards.
 - *Side yard separation addressed in BC Building Code*
28. The only solution is to rezone neighbourhoods accordingly to address the problem. These issues are causing divisions. Proposed changes to the bylaw will not be effective long term.
29. Problems not typically in smaller lots.
30. Because of changes to building envelopes it is more difficult to follow direction of council of buying larger lots and subdividing to smaller lots and more affordable homes.
31. Don't look at the frontage of the lot, look the size of the lots when considering building envelope
32. Suggest wording and documentation in bylaw is very diligent and exact.
33. Rear yard is shallow and has a negative impact on neighbours.
34. Design in Richmond is very isolated. Does not deal with rear and front yard compatibility of neighbours. Compatible building will help deal with problems.
35. Suggest an experiment be conducted in a certain neighbourhood. Work as a building industry to develop house design that works with the consumer as well as existing residents.
 - *General interest noted.*
36. Richmond's differences from other municipalities in terms of ability to build are what make houses here appealing. Other than Tsawwassen, Richmond has lowest FAR. High ceilings make it appealing.
37. Building the houses for the community as much as ourselves.
38. Massing – Large houses impact neighbours; what is being given back to the community? Interested in solutions that make neighbours happy such as retention of trees or additional trees?
39. Why didn't the City increase enforcement?
 - *City is introducing a level of increased enforcement. More requirements from designers and more enforcement during inspection*
40. During construction trees may be "protected" but end up getting cut down.
 - *There is a tree protection bylaw in place. Trees removed reviewed by arborist; determined to be diseased. Some trees removed as they are in the proposed building envelope.*
41. Regarding trees that are supposed to be protected, suggest reinspection to ensure the trees are actually supposed to be cut down and not done so illegally.
42. Do existing homes meet bylaw?
 - *There was ambiguity in bylaw resulting in some construction that may not have the proper ceiling heights*
43. Enforcement – found many houses with 20' undropped ceilings, knock-outs, 3rd levels, other non-compliance. Must strengthen enforcement.
44. Massing – Considering coach houses to reduce FAR? (not specifically as an offset)
45. Good neighbour policy brought to council previously – progress?
 - *Working towards it. Will be preparing a report that requires signage per good neighbour policy, that indicates contact numbers for City and contractor so people can be notified of issues.*

46. How many additional drawings are required to comply with new check list?
 - *currently at least two, but plan reviewers ask for more if unclear. New requirements would ask for additional documentation.*
47. Suggest City wide bylaw be implemented, rather than test market proposed experiment in Westwind
48. Bylaw restricting creativity (due to restrictions to envelope) will cause more trouble.
49. 5m ceiling height too high, 3.7m ceiling height acceptable as determined by design panel and professionals retained by City.
50. Builders want 5m ceiling height.

Wesley Lim
Recorder & Chairman

:lw

pc: <enter text here>

Woo, Gavin

From: MayorandCouncillors
Sent: Tuesday, 14 July 2015 14:43
To: 'Michael Seidelman'
Subject: RE: Richmond Neighbourhoods

This is to acknowledge and thank you for your email of July 14, 2015 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Gavin Woo, Senior Manager, Building Approvals. If you have any questions or further concerns at this time, please call Mr. Woo at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
 City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
 Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Michael Seidelman [<mailto:bat1734@telus.net>]
Sent: Tuesday, 14 July 2015 12:35 AM
To: MayorandCouncillors
Subject: Richmond Neighbourhoods

Dear Mayor and City Council,

I currently live in a condo (Apple Green complex) in Richmond but grew up on Coventry Road not far from Grauer Elementary School and before that Craigflower Drive, which is two block away. My parents still live in their house and as I live just a few minutes away and am close with my family, I am there visiting several days a week as are my sisters and my nephew, visiting with my parents, former neighbours and enjoying the quiet and spacious backyard. My parents may be the only ones to sleep there but it really is a "family home" and I hope to own a nice house in Richmond myself one day. I also keep in touch with my former neighbours and hear the concerns they and my parents share with me.

My concerns are the exact same ones my parents and neighbours have. No one I know really has a problem with large homes (mega homes), especially on main streets or in remote areas like Finn Road. We may not like to see completely good homes that are no more than 35 years old being torn down but understand the reality of the matter. The problem is that many of the new homes don't fit into the existing neighbourhoods for various reasons. Personally, I wouldn't say size is the problem. I have seen some nice new homes that fit in well that are in the 4000 sq range. My main concerns are the following.

- Lack of green space and excess of concrete: Older neighbourhoods are very green, with large front lawns and plant life. many newer homes have three-car that unlike most existing homes, have garages that face the house next door so the concrete driveways are larger to allow the cars drive straights and then turn right or left into the garage, as well as to allow more cars to park on the driveways. With double the concrete, there is obviously less

green space and houses don't match the existing neighbourhood. Three-car garages don't need such large concrete driveways if they face the street like the older houses. I think new homes in subdivisions should have to maintain at 85-90% of the front green space to blend into the current neighbourhoods and keep the neighbourhood streets aesthetically pleasing.

- Houses that go further back: Many new homes start further from the street (often because of the large driveways needed for side-facing three-car garages) and because they are larger, go much further back and have smaller yards. The problem with this is that the houses behind these homes are now closer to their neighbours than they ever used to be and the homes next to them lose their sun and feel more like a courtyard when their yard is surrounded by homes rather than other yards. I would like to see homes not allowed to go back as far so they don't close in on existing yards and homes.

Metal fences: Growing up, there was a real neighbourhood feeling but many new homes have metal fences that separate them from the rest of the neighbourhood. Besides not being very "neighbourly", these fences don't fit in with the older homes and block the view of what little greenspace these new homes have from other neighbours. Backyards are fenced in but front yards need not be. I'd like to see this practice stop and over a period of time (10 years perhaps), have the new houses that have popped up with un-friendly and unsightly metal fences be made to remove them so they fit in with their neighbourhood.

I was unable to attend the public hearing but ask council to please consider my input. To clarify, these concerns are regarding subdivisions, not main roads which i believe are a little bit of a different matter. Many long-time residents feel like they are being pushed out of their neighbourhoods and it's time their voices are heard.

Thank you for taking the time to read this.

Sincerely,
Michael Seidelman

Woo, Gavin

From: Marion Bellis [wmbellis@shaw.ca]
Sent: Saturday, 04 July 2015 12:27
To: Woo, Gavin
Subject: Mega houses

Dear Mr. Woo

I am unable to attend Public Workshop on Mega houses so I would like to take this opportunity to give my 2 cents worth to this problem as on my south side we have a Mega House.

My husband and I bought this house (a 3 bedroom bungalow) in 1962 when this subdivision was developed. All the houses on this street, the east side of Ainsworth Cres., were bungalows, as the west side of Ainsworth Cres. was developed the house built were two level and back split. All front yards were unfenced but the back yards had fences. Neighbors met one another and helped on another.

About 10 years ago the neighborhood started to change. Large houses with fencing all around were being built. About 6 or so years ago the house on our south side was torn down and a mega house complete with complete fencing went up. Our first problem was our tv was not cable but satellite so lo and behold no tv reception. Cost to us \$485 to move the receiver to the north west corner of our house and to raise it. Our second problem was the next door property was raised about 30 or so inches then a 6 ft fence went up, then a mega house went up almost to the property line, so now the garden area on the south side of our house became shade and I could no longer grow my tomatoes and beans there.

I know the property is occupied but a it is impossible to meet the people because a garage door opens, the gate opens a car drives out, the garage door closes and the gate closes with nobody being seen. Because of these large houses and in some cases with spaces in them being rented, we have a parking problem with so many cars. A good example is coming off Williams Road turning south onto Aragon there are so many cars parked one car only can pass, just be extra vigilant coming around the corner. Alas with so many changes my friendly neighborhood is no more and as a senior we become isolated because we cannot ask a neighbor for help is we need it which we could do before when we checked up on one another.

Thank you for the opportunity of saying my peace.

Regards

Mrs Marion Bellis,
10440 Ainsworth Cres.
Richmond, B.C.
V7A 3V6
604-277-8518

Woo, Gavin

From: Lois & Gilles Bouchard [glbouchard@telus.net]
Sent: Friday, 03 July 2015 15:50
To: Woo, Gavin
Cc: gwood@richmond-news.com
Subject: Richmond Building Sites ...

Mr. Woo,

I may be unable to attend the July 8 public consultation, so wish to submit the following:

From Fairdell Crescent, to Seafair Drive, Francis and Blundell to Number 1 Road, a great number of properties are in redevelopment status. New home sizes, lot coverage, fencing/gates, endless construction noise and absentee owners are significant and unpleasant neighbourhood changes. We are disappointed in City management that has allowed this to happen.

Equally distressing is the often twelve-month or more development time of projects where neighbours witness absolute neglect and disrespect – grossly unattractive construction fencing and excessive signage; filthy site management habits: garbage tossed and abandoned for weeks at a time to blight the landscape of otherwise tidy neighbourhoods and blow across neighbours' lawns; grass and weeds gone wild.

As Buildings Approval Manager, I ask you to share this message with relevant City authorities. We see City vehicles all around the neighbourhoods – they should be reporting these conditions and new builders/owners should be charged with the responsibility of maintaining clean sites. It's all a very sloppy mess!

Regards,

Lois Bouchard
8800 Fairdell Crescent, Richmond
604.275.3309

Woo, Gavin

From: Brandt Lorne [brandte1@telus.net]
Sent: Friday, 03 July 2015 10:21
To: Woo, Gavin
Cc: MayorandCouncillors
Subject: Housing bylaw changes.

Dear Mr. Woo,

I want to share with you and the mayor, staff and councillors of our city my thoughts on housing in Richmond. I am also copying it to our other city representatives at other government levels.

As so many have been saying for so long, the current building trend - which has already gone on far too long - **must stop**.

As a Christian who also is aware of and supports First Nations views on our need to care for our earth and try to keep it beautiful and sustainable for all, the way our Creator made it, I also believe I need to make my voice heard.

What we are doing to our city is destructive to the environment and contributing to global warming. Is that what we want to be remembered for? What we are doing is also **obscenely socially unjust**. If we had prophets as in biblical times, they would be calling judgment on our heads for what we are doing to the environment and to those who cannot afford any longer to live in their homes because of the greed of too many.

There are many groups involved. First is the federal government, who lets too many wealthy immigrants in, ostensibly to invest or get jobs. But that is another level of government beyond you all. However, I think it is the responsibility of city councillors and staff to bring citizens concerns on federal matters to that government.

Then there are the immigrants who build what are now often referred to as these monster houses. Indeed, some are bigger than small hotels in other parts of our country. These people often do not end up working here because in the end they really do not have the language skills and because they can make more money in Asia, so they contribute little to our economy besides what they spend on houses, cars and other purchases. They generally keep all their other assets offshore, nontaxable for Canada there. Therefore, they claim low income and drain our social welfare coffers. I have close ties to the new immigrant community and I know how they count the days until they can get the maximal benefits from our system - OAS, GIS, Sales tax rebate etc, not to mention low-cost bus and community amenity passes and extra medical care - all the benefits that accrue to low income. They are well-informed about these things by their immigration advisers and often know more about these things than many who grow up here. They also thus inflate our poverty figures, including for children, as again, many of these wealthy parents don't work here and claim no income here as it is still being earned and kept offshore.

We need to educate these newcomers about our Canadian values at the stage where they are expressing interest in coming here. They come here for our education and health care but, as I said, contribute little to its upkeep. They come here for our beauty and clean air, but are speeding up the process of changing all that by their driving and housing habits.

Then there are the realtors who are just too happy to let home prices go up and up so they can make more. This is driving away many of our citizens; those who have lived here for years and those who have grown up here and have every right to keep living here in this beautiful environment. Instead, we sell out to wealthy

immigrants at overblown prices. If the market cannot correct this, government needs to step in somehow. There are ethics involved here.

Then there are the developers and builders. Again, why not, they will build what the customer wants. More money is made that way. Maybe the architects and developers need to teach their clients that large house are giving them a bad name in the eyes of fellow Canadians and making them unwelcome. I have taken guests around our city and heard them and other newcomers comment on how ugly many of these new homes are with their mix of old, new and pretentious. It is again, **socially and morally obscene** the way we tear down perfectly sound homes in this city to make way for these monstrosities. In any other part of this country these homes would be kept up and renovated over time. Here? Why bother, let it deteriorate and we can sell it for a fortune. Four hundred homes gone in a year? That's a whole village in other parts of our land. We need to encourage preservation of our homes, not destruction. At least these older homes would be more affordable to those who now cannot afford to live here.

Here is where the city comes in. We need to turn the tide on the increasing growth of our carbon footprint because of these building methods. Every tree cut down - and our tree bylaws and their reinforcement, I'm sorry, are just a window-dressing joke in far too many instances - contributes to loss of oxygen and increase in carbon dioxide in or environment. It also directly drives up the temperature because trees give off water vapour which has a cooling effect. They also provide shade which further cools. They way some trees repeatedly have their limbs amputated - I won't give the practice the dignity of calling it pruning - even right on Number 3 Rd. almost in sight of city hall, is contrary to city bylaws, not mention that it eventually kills the trees. Our newcomers come from cities and places where they are not used to greenery and trees. They are not used to looking after yards (mowing grass and raking up leaves), so they want no big trees that might cause more work such as pruning and cleaning up fallen leaves. We need to teach them (and many of our so-called arborists and gardeners, who are too often tree butchers - look at what they do to trees near hydro lines etc. - overkill and then some) the value of trees.

Environmentally, lawns make no sense either - cutting, watering, fertilizing etc. However, one can plant ground cover, flowers and shrubs. One can make gardens, what with all our concern about food safety, transportation costs and loss of farmland. Every square foot of green replaced by paving stone and pavement, or larger house, again contributes to global warming. This calls for more air conditioning... see the energy usage and costs increase? These homes must be ovens inside in the summer with no trees or greenery around to absorb heat and provide shade and cooling.

Surely the City also realizes that many of these large homes with their large car-filled driveways are so made to accommodate the many illegal renters housed there. Many are also indeed unofficial hotels for tourists. All of this needs to stop or be controlled and monitored.

Every time I go for a walk in the neighbourhood and see more developer signs and orange fencing etc., a little bit of me dies along with our city. Is this what our city representatives want to be remembered for - the death of Richmond and loss of many of its citizens to the rest of the country? we need some major changes at City Hall... I know there are some allies there, but obviously still not enough.

Lorne Brandt, MD, FRCP
307-8300 Bennett Rd.
604-276-9304
Richmond BC.
E-mail: brandte1@telus.net
Twitter: [@elbrandt](https://twitter.com/elbrandt)
Blog: <http://reflect-lulu-isle.blogspot.ca>

Woo, Gavin

From: Penny Charlebois [pennycharlebois@telus.net]
Sent: Thursday, 02 July 2015 19:38
To: Woo, Gavin
Subject: Mega homes

I am in favour of changing the residential zoning bylaw. This city only seems to favour the developers and not the people such as myself who have lived in Richmond and paid taxes for many years. So far I am very fortunate that I have not had a mega home built next to me. I moved from my previous neighbourhood (broadmoor) because I feared for my children's lives with all the construction trucks going by our home.

I do not for a minute buy Alexa Loo's argument that we should build them because people want them, that is the most ridiculous statement I have ever heard. I know of someone building one right now, the first floor is the living area, the second are the bedrooms and the third is the builders "playroom". So this guy gets a playroom and his neighbours get to look at an eyesore and ruin there backyard.

My neighbourhood is not zoned for the three level homes, but close by it is and some are doing the slanted roof line but one in particular looks like a condo it is a full three stories high (this house is just being built but the top floor caught fire) it is so close to the road, I couldn't believe it when I first laid eyes on it. I feel so sorry for the neighbours.

No more Mega's
Penny Charlebois and Family

Sent from my iPad

Woo, Gavin

From: Ryan Bullard [ryan09560@gmail.com]
Sent: Sunday, 05 July 2015 21:20
To: Woo, Gavin
Subject: Development bylaws

Just don't bow down and cater to the developers any longer.

Please, for the sake of my city, do the moral and right thing.

Thanks,

Ryan

Woo,Gavin

From: Woo,Gavin
Sent: Friday, 10 July 2015 16:25
To: 'WILDE DEBBIE'
Subject: RE: Mega home consulation

Dear Ms. Wilde,

This is to acknowledge and thank you for your email on July 7, 2015. We are reviewing all comments and will be bringing this information and providing recommendations in our proposed amendments of the Zoning Bylaw to our Mayor and Councillor.

If you have any questions or further concerns at this time, please give me a call.

Thank you again for taking the time to make your views know.

Gavin Woo, P. Eng
Senior Manager, Building Approvals Division
City of Richmond
604-276-4113

From: WILDE DEBBIE [<mailto:debralynnwilde@hotmail.com>]
Sent: Tuesday, 07 July 2015 20:45
To: Woo, Gavin
Subject: Mega home consulation

Dear Mr. Woo:

I write as a 50 year plus resident of Steveston/Richmond and, although I've come to learn that deaf ears often hold these consultations with no intention of "hearing" or changing the feedback (with them mostly for show and to cover bases), that must change. We, the people who made these communities what they are today, will not settle for any less.

Our children no longer can find "homes" as what is being built here are palaces, castles and hotels. This was recently confirmed by a report of an advertisement in Asian promoting a home on Gilbert Road as just that. Someone is turning a blind eye and will be held accountable. People building these homes are not invested in the community, they are simply looking for profit through quick turnover investments. It is for profit, but at such an expense. For what has made Richmond so appealing is the sense of safety and community that has been established over the years here. That's because families all have reached out to one another in modest family homes, joining together in backyards for barbecues and gatherings. That is changing, as greed and profit pave the way over homes where memories were made.

It is a huge imposition and intrusion to have these gigantic fortresses placed beside homes that families have been raised in, forcing them out when they can no longer see the forest for the trees. The mountains beyond the buildings. The sunsets.

We will continue to strive for what is so treasured here and insist it is preserved. It is not too late, but once it's gone it'll never come back. We will never come back. And the Richmond that was formed on families will

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be just another city of concrete. And the legacy will be gone...but not forgotten. We will be sure to spread the word on how some have failed us...have stripped from us what we so cherish.

I have a following of 50,000 people on a site where my profile is viewed daily. I will continue to speak out about the injustices I'm seeing and will not rest until this is put to a halt. There is no need for monstrosities that we are seeing here. And we're wise to how they're being bought, sold, rented and promoted. Someone has to step up and lead the way.

And, if they are to be "hotels", they must be taxed and monitored as such with business licenses and zoning regulations in place. Audits and reports on revenue. Who's steering the ship here (and turning a blind eye)?

Please, preserve this beautiful community by reeling things back in and permitting "homes" not "buildings". It is your duty to do so.

I have to work (overtime, just to now make ends meet here). But I will be there in spirit, and my voice is to be heard. I will make sure it is.

Debbie Wilde

Woo,Gavin

From: Kelly Greene [kelly_jelly@hotmail.com]
Sent: Tuesday, 07 July 2015 15:48
To: Woo, Gavin
Subject: Out of scale new home development

Hello Gavin,

I'm writing in response to a call for comments (Richmond Review, July 1, 2015) regarding new home development in established neighbourhoods.

I'm disappointed that some established neighbourhoods, like Westwind and Steveston North (Diefenbaker), have been allowed to become "Franken-hoods." The damage to established neighbourhoods is two pronged: inappropriate design from the street, affecting the entire neighbourhood, and inappropriate design from the rear of the property, affecting adjacent owners.

To understand what I mean by inappropriate design from the street, I would encourage you to drive down Freshwater Drive, where exactly two homes ruin the streetscape. You will not have any question which ones they are. They use two design features that are employed extensively (to the detriment of all neighborhoods in Richmond), namely a garage turned 90 degrees to the street, and a mortar and iron fence. I understand on arterial roads that these features may be desirable, for example, allowing a driver to enter/exit the road safely, or keeping errant pedestrians from loitering on their property. However, these design features have NO place inside a neighbourhood.

A garage turned 90 degrees is just an excuse to pave (in a variety of mediums) the whole front yard. Often developers leave a token tree, leftover from the demolition of the old home. This utterly decimates the collective urban garden we all have a duty to provide and maintain for all of our benefit. The strip of grass between the cinderblock and iron fence is not an adequate contribution, and in fact is often sorely neglected. And the "fence" effectively cuts a line around the house from the rest of the neighbours. They might deign to live there, but surely will not allow themselves to belong to a greater community. Although if not allowed a fully paved front yard, perhaps the "fence" would disappear as a natural consequence?

With regards to inappropriate design from the rear of the property, this naturally stems from the feature where the garage is turned 90 degrees. By turning the garage, the entire home is pushed as far back into the lot as possible. As a consequence, now the entire front yard is paved and nearly the entire lot is covered by a home. (Not to mention the additional accessory building which is also allowed.) I cannot imagine how much a huge home looming over an existing owner's yard would devalue that person's property, but I imagine it is significant. Who would want to spend quality time outside next to a home which, from the sides and rear, appears commercial rather than residential? Playtime with your kids or a barbecue with friends literally shadowed by a stucco wall?

Perhaps the issue is partly massing, but I believe a major portion of it is positioning the new home correctly on the lot. If the back wall of the new home is roughly in line with the neighbours, would anyone feel crowded out of their green space? If the front of the home had a garage which faced the street, and landscaping, rather than pavers, cinderblock and iron, would residents feel unwelcome from their own neighbourhoods?

I call on city council to make corrections to the building bylaws to address the erosion of existing neighbourhoods. **There is value** in maintaining mutually beneficial green spaces in our front yards. **There is**

value in ensuring all homeowners, old and new, have the ability to enjoy outdoor recreation in their backyards. This value can be measured with both financial benefits and intangible benefits, individually and collectively.

I trust city council to implement changes to protect our neighbourhoods for the betterment of all Richmond residents.

Sincerely,
Kelly Greene

Woo,Gavin

From: WILDE DEBBIE [debralynnwilde@hotmail.com]
Sent: Tuesday, 07 July 2015 20:45
To: Woo, Gavin
Subject: Mega home consulation

Dear Mr. Woo:

I write as a 50 year plus resident of Steveston/Richmond and, although I've come to learn that deaf ears often hold these consultations with no intention of "hearing" or changing the feedback (with them mostly for show and to cover bases), that must change. We, the people who made these communities what they are today, will not settle for any less.

Our children no longer can find "homes" as what is being built here are palaces, castles and hotels. This was recently confirmed by a report of an advertisement in Asian promoting a home on Gilbert Road as just that. Someone is turning a blind eye and will be held accountable. People building these homes are not invested in the community, they are simply looking for profit through quick turnover investments. It is for profit, but at such an expense. For what has made Richmond so appealing is the sense of safety and community that has been established over the years here. That's because families all have reached out to one another in modest family homes, joining together in backyards for barbecues and gatherings. That is changing, as greed and profit pave the way over homes where memories were made.

It is a huge imposition and intrusion to have these gigantic fortresses placed beside homes that families have been raised in, forcing them out when they can no longer see the forest for the trees. The mountains beyond the buildings. The sunsets.

We will continue to strive for what is so treasured here and insist it is preserved. It is not too late, but once it's gone it'll never come back. We will never come back. And the Richmond that was formed on families will be just another city of concrete. And the legacy will be gone...but not forgotten. We will be sure to spread the word on how some have failed us...have stripped from us what we so cherish.

I have a following of 50,000 people on a site where my profile is viewed daily. I will continue to speak out about the injustices I'm seeing and will not rest until this is put to a halt. There is no need for monstrosities that we are seeing here. And we're wise to how they're being bought, sold, rented and promoted. Someone has to step up and lead the way.

And, if they are to be "hotels", they must be taxed and monitored as such with business licenses and zoning regulations in place. Audits and reports on revenue. Who's steering the ship here (and turning a blind eye)?

Please, preserve this beautiful community by reeling things back in and permitting "homes" not "buildings". It is your duty to do so.

I have to work (overtime, just to now make ends meet here). But I will be there in spirit, and my voice is to be heard. I will make sure it is.

Debbie Wilde

July 06, 2015

To whom it may concern,

I Harjinder Vinepal resident of 3620 Blundell Rd is concerned about the new changes the city is planning which will limit the high ceilings. I am particularly in favour of these high ceilings which can amount up to 16 feet in height. These ceiling make the house look more open , bright and more appealing. The High ceiling have no effect on the exterior of the house. These houses are just as solid as others, even engineers sign off on them. These wonderful homes existed for the last 20 years and I do not see a problem in the future of these homes. As some say they look massive or big I personally feel they fit right in with the rest of the subdivision. I would personally love to raise my kids and family in this type of home. They do not seem to encroach on other homes, everyone still keeps their privacy .So I do not find a concern of any type with this type of land use. If there is any question or concerns please feel free to contact me at 604 729 0198 or harryvinepal@hotmail.com at anytime Thanks.

Harjinder Vinepal

Concerned Resident

Comments for Public Workshop, July 8, 2015 Building Height and Massing

The bylaw:

- Is too subjective—open to abuse. Language must be tightened so that the intent of the bylaw cannot be ignored.
- Is not being enforced.
 - Example: A house under construction on Granville at McCallan has an attached garage at the back of the lot. There is no lane, so the garage should not be so far back.

The building approval system:

- Must be flawed. It is too easy for builders to get anything and everything approved.
- Appears to allow builders to apply pressure on employees. Separate the intake process (with the builder/applicant) from the checking and approval process (without the applicant).
- Seems to be no one's responsibility. Make every employee down the line responsible for ensuring the bylaws are followed. What we see now is an attitude of "I don't know how this happened". Nobody takes ownership of the problem.

Megahouses:

- Are too large for their lot sizes. They are shoehorned into lots, spoiling the look of established neighbourhoods. Expanded volumes and roof heights cause new houses to dwarf neighbours.
- Affect quality of life. Houses are set far back on the lots so that the neighbouring homes lose privacy and the feeling of open space in their back yards.
- Block neighbouring houses' sunlight.
 - Example: Long-time neighbours moved because the new megahouse cast a permanent shadow on their swimming pool. The pool no longer had sun to warm the water.
- Send water runoff to the neighbouring lots.
 - Example: At least two blocks in our subdivision have noticed higher water levels after construction of megahouses on each block. Higher water tables can drown established gardens.
- Begin a domino effect on a neighbourhood. Long established neighbourhoods come apart as people decide to sell and leave Richmond.
 - Example: On just one side of my street, of the original twelve houses, seven have been replaced in the past couple of years. One of these new houses has already clearly been abandoned by its owner.

Cheating:

- Megahouses are built with void spaces to be filled in after final inspection.
- Houses are built with knock-out trusses meant to be removed after inspection.
 - Example: A house on Riverdale Drive had the garage roof trusses removed last fall/winter. The windows are now covered with blinds.
- Extra-high rooms are converted to two rooms, one above the other.
- Double height spaces are not counted as double floor area.
- Ceilings are pushed higher than the nominally accepted height.

Fire hazards:

- Void spaces between false ceilings and attics are a fire hazard because they aren't obvious.
 - History: Sometime ago, there was a condo fire on or near Minoru Blvd, where there was a hidden hallway that had been built into the building but not connected to the suites. The fire was difficult to contain because of that hidden space.
- Megahouses have very minimal side yards.
 - Some houses are only an armspan apart from each other
 - Side yards are made even narrower by projections on the house, making the space between the fence and house difficult to access.
 - History: Many years ago, the Richmond Fire Department attended a city meeting about a new subdivision. The fire department stated the houses were so close together that if one were to catch on fire, it would be very difficult to keep others from also burning. Megahouses are much larger and closer than houses were in those days.

Richmond has a big problem:

- Builders regularly use the terms *teardowns* and *shacks* to convince Richmond's council and planning department that older homes should be demolished.
- We are losing the truly affordable homes—those in middle income neighbourhoods that have been owned for many years. We have also lost many affordable basement suites that were in now-demolished homes.
- We will lose even more citizens who have tried to make Richmond a liveable community. People want to live in a city where everyone lives by the rules.
- Richmond is now the wild west of building construction. Anything goes. If it isn't already, it will soon be impossible to reign in uncontrolled construction.

Marion Smith
marionsmith@shaw.ca

Woo, Gavin

From: Ryan Bullard [ryan09560@gmail.com]
Sent: Sunday, 05 July 2015 21:20
To: Woo, Gavin
Subject: Development bylaws

Just don't bow down and cater to the developers any longer.

Please, for the sake of my city, do the moral and right thing.

Thanks,

Ryan

Woo, Gavin

From: Marion Bellis [wmbellis@shaw.ca]
Sent: Saturday, 04 July 2015 12:27
To: Woo, Gavin
Subject: Mega houses

Dear Mr. Woo

I am unable to attend Public Workshop on Mega houses so I would like to take this opportunity to give my 2 cents worth to this problem as on my south side we have a Mega House.

My husband and I bought this house (a 3 bedroom bungalow) in 1962 when this subdivision was developed. All the houses on this street, the east side of Ainsworth Cres., were bungalows, as the west side of Ainsworth Cres. was developed the house built were two level and back split. All front yards were unfenced but the back yards had fences. Neighbors met one another and helped on another.

About 10 years ago the neighborhood started to change. Large houses with fencing all around were being built. About 6 or so years ago the house on our south side was torn down and a mega house complete with complete fencing went up. Our first problem was our tv was not cable but satellite so lo and behold no tv reception. Cost to us \$485 to move the receiver to the north west corner of our house and to raise it. Our second problem was the next door property was raised about 30 or so inches then a 6 ft fence went up, then a mega house went up almost to the property line, so now the garden area on the south side of our house became shade and I could no longer grow my tomatoes and beans there.

I know the property is occupied but a it is impossible to meet the people because a garage door opens, the gate opens a car drives out, the garage door closes and the gate closes with nobody being seen. Because of these large houses and in some cases with spaces in them being rented, we have a parking problem with so many cars. A good example is coming off Williams Road turning south onto Aragon there are so many cars parked one car only can pass, just be extra vigilant coming around the corner. Alas with so many changes my friendly neighborhood is no more and as a senior we become isolated because we cannot ask a neighbor for help is we need it which we could do before when we checked up on one another.

Thank you for the opportunity of saying my peace.

Regards

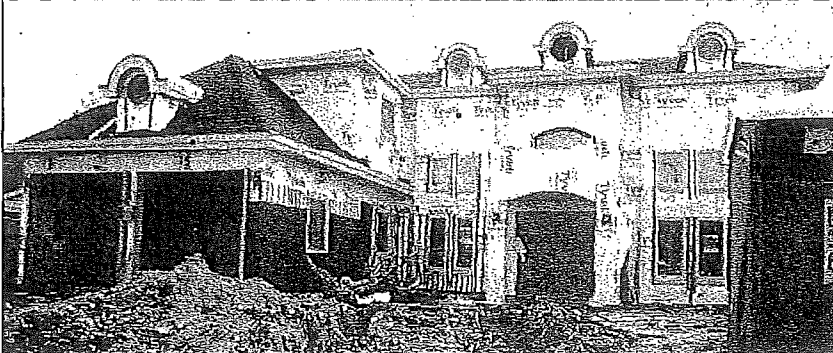
Mrs Marion Bellis,
10440 Ainsworth Cres.
Richmond, B.C.
V7A 3V6
604-277-8518

ated

to embellish, state his evi- ant negative 'edibility and reliability.'" gory Rideout

with binoculars...I'm medium-to-large- nt with my training officer." at gunpoint in the way. ral examples where veive scrutiny. s, without prompt- : court that he was tions with surveil- the same time, re- ith the radio given Jaggassar along to Bal would continu- few activities in the here nine feet away cult to accept" of the taller X5 SUV ked Buick, Rideout :hat Bal would have being placed on the Nor am I persuaded able to see the bag lap with zippers fac- (Bahamonde)." al pled guilty for an an. 26, 2012 while he nd RCMP constable. sentence and a six-

Why are Richmond houses so massive?



Have you lost your sunshine? Your privacy?

LEARN about back framing, filling in void spaces, knock out trusses, double height calculations with false dropped ceilings that circumvent the intent of our City's Zoning Bylaws

City's Proposed amendments don't go far enough!

- Extra Free Bonuses to double height void spaces on the second floor are counter productive to limiting excessive massing of new houses.
- Large allowances for detached accessory buildings, are not precluded from front yards, and further push back houses to maximum depth.
- No change to 2-1/2 storey peak height at 34.5 feet differs from the proposed 2 storey height reduction. Both were the same pre-2008 at a maximum of 29.5 feet to peak.
- Dropping double height calculations to 12 feet is a step in the right direction.

BRING your backyard pictures...TALK about your concerns...

- Richmond size control of LUC properties is deferred. (Surrey has started process)
- SEND a copy of your backyard pictures to info@WRAPd.org

MAKE YOUR VIEWS KNOWN DIRECTLY to the CITY:
City Sponsored Meetings July 8 (Public) & July 9 (Builders)
(both meetings are open to the public)
4 to 7pm at the Richmond City Hall, Council Chambers

This ad is paid for by the West Richmond Association for Positive development.

www.WRAPd.org

DELIVERING FRESHNESS

CNCT 458

Woo, Gavin

From: MayorandCouncillors
Sent: Thursday, 02 July 2015 15:20
To: 'Tessa D'Aguiar'
Subject: RE: Mega Houses

This is to acknowledge and thank you for your email of July 2, 2015 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Gavin Woo, Senior Manager, Building Approvals. If you have any questions or further concerns at this time, please call Mr. Woo at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson

Manager, Legislative Services

City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1

Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Tessa D'Aguiar [<mailto:skydogs@telus.net>]
Sent: Thursday, 02 July 2015 12:11 PM
To: MayorandCouncillors
Cc: Woo, Gavin
Subject: Mega Houses

It appears that again the mayor and his band with the exception of Carol Day is not getting the issue of mega houses and just how invasive they are to other taxpayers. These houses are too BIG, TOO LONG, TOO WIDE FOR THE LOT THAT THEY ARE ON. They are multi dwelling homes with no where for their tenants to park as the roads in these residential areas are too narrow. They are houses on my street of Aintree Crescent where nine cars can be found parked in front of one house all at the same time. As massive homes are being built on my street at this moment they is no conformity, they all look massive with no class or decorum to them. Contrary to what one developer said we are not envious nor are we jealous of these big homes and it is not in our culture to have many families living under the same roof. No one is saying these large homes should not be built but they belong on lot sizes that are much bigger than what they are on. We are taxpayers too and the time has come to stop this mega home building on too small a lots. Listen to the people to Richmond, we put you there and we can

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take you out. this has been a long standing issue which you all have ignored over the years and now you are forcing people to leave this city because you refuse to do nothing in favour of the almighty dollar. Richmond has become a disaster and if you are proud of what you have done you are all misguided and totally oblivious to the wants and need of the people living here. The signage issue is another subject where we English speaking people have rights too and since when is Canada a country of English & Chinese. Even with this public forum you all will still go ahead and allow the developers to build ugly big homes so you don't have to deal with affordable living while turning Richmond into the uglier city it is becoming

Sincerely,
Tessa D'Aguiar.



FREE Animations for your email [Click Here!](#)

Woo, Gavin

Subject: FW: Zoning Bylaw Amendments Building Height and Massing

From: Lynda Terborg [<mailto:lterborg@shaw.ca>]
Sent: July-02-15 9:12 AM
To: Erceg, Joe; Craig, Wayne
Subject: Zoning Bylaw Amendments Building Height and Massing

Good Morning gentlemen,

Members of the WRAPd group who have been involved in providing concerned citizen inputs to the staff recommendations for controlling building height and massing since the April 20th Council meeting, understand senior staff have had follow-up meetings with the small builders group, and others subsequent to the Planning meeting of June 16th.

We have reviewed the material posted on the City's website and do not find any updates from the June 16th planning committee recommendations. The material posted does not include Wayne Craig's memo to Council dated June 19th that was not addressed at Council due to Item 17 (the Planning Committee report) being deleted from the agenda.

Are we going to see any changes to the proposals presented with the story boards provided at workshop meetings?

We would like to request a meeting with you, at your earliest convenience, and prior to the proposed workshops next week July 8 and 9 to discuss the recommendations, and provide our input and concerns directly.

Thank you

Lynda Terborg
WRAPd Steering Committee
West Richmond Association for Positive development
604-250-8676

Mayor and Councillors

TO: MAYOR & EACH COUNCILLOR
FROM: CITY CLERK'S OFFICE

From: Mayor and Councillors
Sent: Monday, 22 June 2015 9:59 AM
To: 'Robert Ethier'
Subject: RE: Council Meeting to be held on June 22, 2015.

pe: Gavin Woo
Wayne Craig
Joe Erceg

This is to acknowledge and thank you for your email of June 21, 2015 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Gavin Woo, Senior Manager, Building Approvals. If you have any questions or further concerns at this time, please call Mr. Woo at 604.276.4000.

Thank you again for taking the time to make your views known.

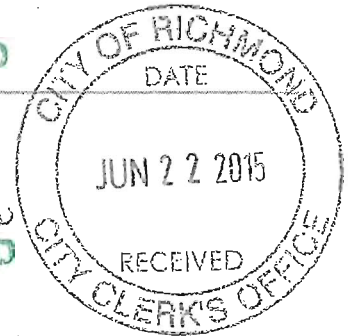
Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

PHOTOCOPIED

JUN 22 2015

& DISTRIBUTED



From: Robert Ethier [<mailto:rethier@shaw.ca>]
Sent: Sunday, 21 June 2015 9:12 PM
To: Mayor and Councillors
Cc: 'Ajit Thaliwal'; 'Raman Kooner'; 'SAM SANDHU'
Subject: Council Meeting to be held on June 22, 2015.

Dear Mayor & Councillors

This email is sent to City of Richmond Mayor & Councillors as a record and to be filed accordingly.

Thank you for taking the time to read this email. I do understand the high demands placed on all our City's Public members for their time.

After reviewing the Agenda for the Council Meeting to be held on the 22nd June 2015. I also read Linda McPhail's Memo to motion the item to be deleted on the agenda and to be referred back to staff for further consultations and be brought back to Council Meeting at the end of July and moved forward to Sept 8th 2015 Public Hearing.

We as the Small Builders Group, would also like to make a commitment to Council Members that we would like to do our part for the community and the concerned residents, by hiring a reputable Architectural Design Firm, to further study the proposed staff recommendations that were made by City Staff to the Planning Committee.

The Richmond Small Builders Group, will without hesitation, commit to pay for all the costs associated in this process. The Architectural Design Firm will be able to go into further details and

examine the impacts of each option presented in the Staff report at the Planning Committee on the 16th June 2015, which may pose on the design styles and functionality of our future homes.

The Firm will also be asked to look at the various Residential Zoning's for Single Family Detached Dwellings and demonstrate in a visual format, the implications of the proposed changes and also advise on their recommendations.

For the Firm to properly assess the proposed changes in a thorough and meaningful way, and to properly assess their impacts (if any) on our current neighbourhoods, we ask Council to allow us more time before staff brings this to a Council Meeting at the end of July 2015.

We believe that the Architect's reports could be ready by the end of August, given that July and August are typically months when many individuals take their yearly holidays.

Kindest Regards,

Bob Ethier

Reliable-Value Homes, Inc.
10471 Truro Dr. Richmond, BC
Mobile: 778-865-2428



This email has been checked for viruses by Avast antivirus software.

www.avast.com

Mayor and Councillors

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

From: Mayor and Councillors
Sent: Monday, 22 June 2015 9:42 AM
To: 'Jim Wright'
Subject: RE: procrastination motion re oversized-houses bylaw

PC: Gavin Woo
Wayne Craig
Joe Erceg

This is to acknowledge and thank you for your email of June 21, 2015 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Gavin Woo, Senior Manager, Building Approvals. If you have any questions or further concerns at this time, please call Mr. Woo at 604.276.4000.

Thank you again for taking the time to make your views known.

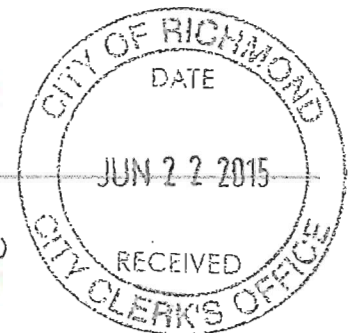
Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

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JUN 22 2015

& DISTRIBUTED



From: Jim Wright [<mailto:jamesw8300@shaw.ca>]
Sent: Sunday, 21 June 2015 11:29 PM
To: Mayor and Councillors
Subject: procrastination motion re oversized-houses bylaw

Mayor and Councillors,

I've been trying to figure out what's going on with oversized-houses bylaw. As far as I can tell, there's a late addition to the June 22 council agenda to give developers an extra two months to get permits to oppress our city's family neighbourhoods with oversized houses. The procrastination motion appears to be one more example of putting developers first instead of putting Richmond first.

When I looked through the meeting agenda and noticed the procrastination motion, it immediately brought to mind what happened with the tree bylaw in the fall of 2007. There was a long period between the time when the bylaw provisions were known and the time when they came into effect. As a result, everyone whose business included tree removal was working from dawn to dusk six days a week to meet the demand to cut down trees before the deadline. The sound of chainsaws was everywhere. I hope the equivalent won't happen with applications to build oversized houses, but it's likely that it will if the regulations are put off for the proposed procrastination period, a period of more than two months.

In this case, though, the rush during the summer procrastination period would be to get permits for oversized-house building, not necessarily to begin the construction. If builders are close to being fully occupied over the summer, a good guess is that much of the actual additional construction of oversized-houses would occur later, with any new law—passed in September at best—NOT applying to the oversized-houses that got permits over the summer.

The oversized-houses bylaw will always need refining. Furthermore, even if it could actually ever become perfect, there would be no value in making the perfect the enemy of the good at this time. (This is the kind of situation that makes that cliché true.) Passing the procrastination motion that's been added to the June 22 council agenda would intensify the killing of neighbourhoods. In contrast, acting decisively to protect neighbourhoods can only have good effects. The precautionary timely action can always be reviewed in the fall to make the protection laxer again if a council majority prefers that.

Sincerely,
Jim Wright
8300 Osgoode Drive, Richmond, B.C. V7A 4P1

Re "procrastination motion," the reference is to the motion described in the memorandum on page 52 at http://www.richmond.ca/agendafiles/Open_Council_6-22-2015.pdf.

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

Mayor and Councillors

From: Bradley Dore [brad.dore@icloud.com]
Sent: Monday, 22 June 2015 8:17 AM
To: Cooper, James
Cc: Mayor and Councillors; Day, Carol
Subject: Where in current zoning is the Single Storey Floor to Ceiling Definition
Attachments: Sec431c Defined.pdf

Categories: 12-8060-20-9249

PC: Gavin Woo,
Wayne Craig,
Joe Erceg

As we are about to move to a new set of bylaw clauses addressing building massing one critical question needs to be answered, as it demonstrates staff's bias in the interpretation of the current zoning bylaw.

Where in current zoning is the "floor to ceiling definition" for a single storey?

Attached is the pdf showing the only applicable "height" definition in the bylaw available to be used.

Please forward the staff's interpretation memo and/or bulletin showing how the zoning bylaw permits height to be defined from floor to ceiling.

Brad Doré
Residential Designer &
Building Technologist
604.782.8240

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JUN 22 2015



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Maximum Allowable Height of a Single Floor Area

Sec.4 General Development Regulation

Sec.4.3.1(c) Calculation of Density in Single Detached Housing

4.3 Calculation of Density in Single Detached Housing and Two-Unit Housing Zones

- 4.3.1 The following items are not included in the calculation of maximum floor area ratio in all residential zones and site specific zones that permit single detached housing and two-unit housing:
- a) 10% of the floor area total calculated for the lot in question, which must be used exclusively for covered areas of the principal building which are always open on two or more sides and are never enclosed;
 - b) 50.0 m² for use only as accessory buildings and on-site parking, which cannot be used for habitable space;
 - c) an area of up to 10.0 m² used exclusively for interior entry and staircase purposes where the interior entry and staircase exceeds 5.0 m in height (the remaining portion of floor area which exceeds 5.0 m in height shall be considered to comprise two floors and shall be measured as such); and
 - d) one accessory building which is less than 10.0 m².

Height Definition
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Sec.3 Interpretation

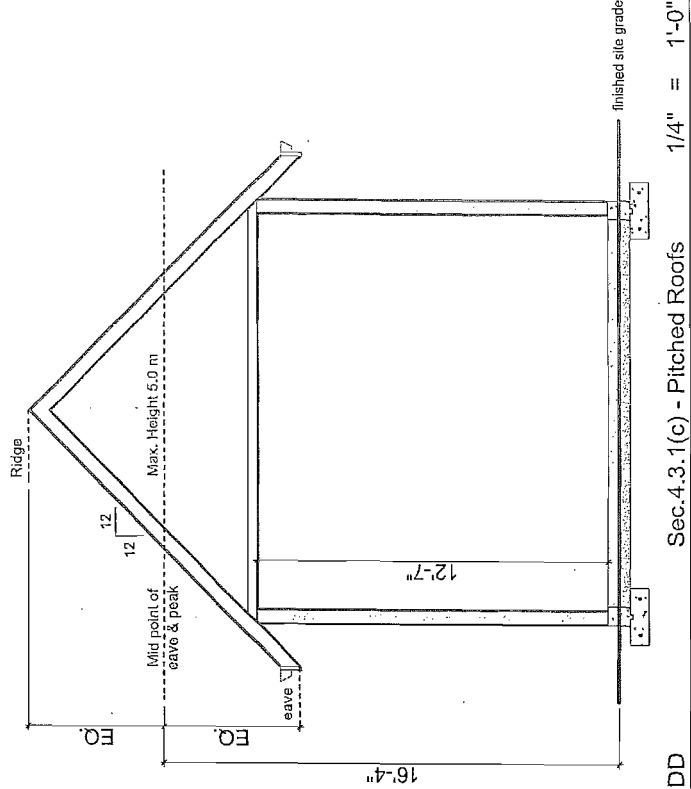
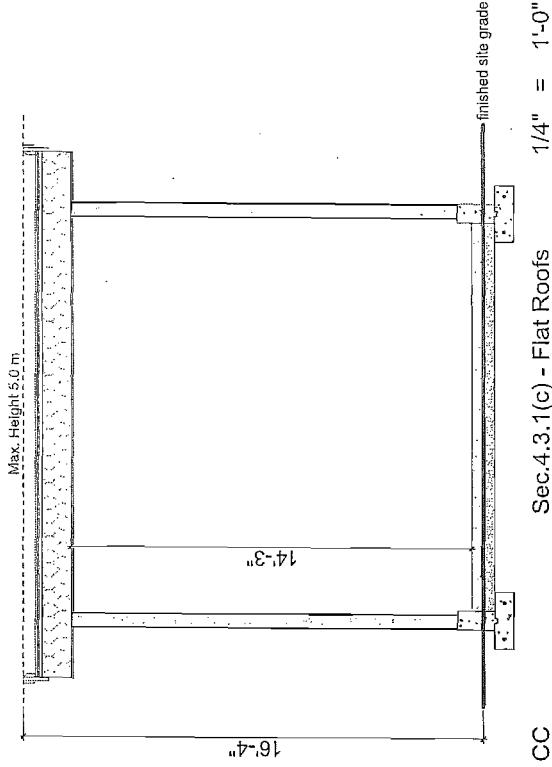
Sec.3.1 Rules of Interpretation

3.1.6. Words, phrases and terms neither defined in this bylaw nor in the Local Government Act or the Community Charter or the Interpretation Act shall be given their usual and customary meaning.

Sec.3.4 Use and Term Definitions

Height, building means the vertical distance between finished site grade and:

- a) the highest point of a building having a flat roof; or
- b) the mid-point between the eaves line and ridge of a roof having a roof pitch greater than 4-to-12 and not exceeding a roof pitch of 12-to-12, provided that, the ridge of the roof is not more than 1.5 m above the mid-point; or
- c) the highest point of a building having a roof pitch other than those identified in b) above; or
- d) the greater of the measurements referred to in a), b) and c) above in the case of a building with more than one type of roof.





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Many new houses are egregiously oversized, questionably legal and are clearly negatively impacting the privacy and natural light of adjacent homes, says a letter-writer.

Editor:

No Richmond resident could fail to observe the rampant demolition of older Richmond homes (464 in 2014; on track for over 500 in 2015) and their subsequent replacement by much larger houses that dwarf their neighbours.

Many new houses are egregiously oversized, questionably legal and are clearly negatively impacting the privacy and natural light of adjacent homes. Changing streetscapes are irrevocably altering the character and livability of Richmond neighbourhoods.

This is not about new house styles or who is buying them. It is about houses that are too tall, too wide and too deep for their lot size.

Richmond council is considering changes to the zoning bylaw. Purportedly, these changes will reduce the massive height and imposing front, back and side wall faces of new houses. I hope that the mayor and councillors are up to the task of analyzing critically the proposals presented to them. City planners have consulted extensively with the builders' lobby. Concessions to builders are eroding reasonable, common sense solutions, such as regulating just how far back a house can extend into its backyard, how close to the neighbours it can be, fixing a maximum height and reducing the area on second floors.

I urge council to listen to the voices of Richmond residents and homeowners in a public forum. As tempting as all that additional revenue generated for the city from permit fees and taxes on high value properties might be, and despite generous campaign contributions to politicians from the developer community, current homeowners deserve to be heard above the clamouring and complaints of builders crying foul. Strengthen the bylaw to reduce massive houses, do not water down common sense proposals, and above all, enforce the regulations.

Elizabeth Hardacre

Richmond

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Residents deserve public forum on mega-houses

Richmond Review

June 23, 2015 08:06 AM

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Councillors Linda McPhail and Carol Day sit side by side on council but couldn't be further apart when it comes to policies on development. June, 2015.

Richmond City Council postponed a decision to amend the city's residential zoning bylaws, which could have stopped mega homes in their tracks.

As such, developers have at least another three months to "build big" under the existing bylaws.

At Monday evening's council (http://www.richmond.ca/agendafiles/Open_Council_6-22-2015.pdf) meeting the majority of councillors cited the need for more public consultation from all sides of the issue.

"I suggest that a little more analysis and to engage the community would be beneficial," said planning committee chair Coun. Linda McPhail.

With Coun. Ken Johnston absent, a near majority on council proceeded to direct staff to consult for four more weeks. With the item off the meeting agenda, people filed outside without having had the opportunity to speak. After a public hearing was scheduled for July 6, the earliest one can occur now is early September.

Last week, developers and residents raised several bones of contention with the proposed bylaw amendment, which was supposed to be a compromise between the two sides.

As a result, a set of new recommendations from director of planning Wayne Craig was tabled in a letter to council before Monday's meeting.

In the recommendations is the option to implement design controls on new homes, which, if implemented, "would add significant time to the processing of single-family building permits."

As such, a large group of homebuilders was on hand to witness the meeting along with many residents concerned about mega homes ruining backyards, privacy and the character of neighbourhoods.

Only Coun. Carol Day opposed the postponement, citing the fact roughly 40 homes per month are being demolished.

Day said she wanted to debate the merits of the staff recommendation.

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"The referral (postponement) should come after we have the opportunity to hear from the people," said Day.

The proposed bylaw amendment would reduce the height of two-storey houses by five feet, from 34 feet to 29 feet, and interior double-ceiling allowances by four feet, from 16 feet to 12 feet. Furthermore, accessory buildings will also be curtailed and home setbacks will be better managed so new walls don't loom over other properties.



The changes are meant to manage the shape of new homes and how they fit in established neighbourhoods.

The city's proposal also gave developers a few carrots in the form of extra ceiling height within the interior of a home and maintaining 34-foot high two-and-a-half storey homes.

Craig's department also gave council a series of options to approve (such as changing certain proposed measurements to setbacks) and recommended reviewing the changes after one year.

Although Coun. Chak Au voted to postpone the decision he read a letter from a concerned resident stating that 'the time for a public hearing is before, not after the bylaw is drafted.'

While raising concerns about the process he concluded "we should make a decision based on good information."

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Coun. Harold Steves said he needed assurances from staff that the existing bylaw would be enforced over the summer. When he got that he too voted to postpone the debate.

Coun. Alexa Loo said if there's a summer rush to build big homes then it would mean people want them and thus it would be unfair to "cut them out ...before giving it a closer examination."

She questioned if four weeks was enough time for staff to consult and make additional changes but Deputy Chief Administrative Officer Joe Erceg interjected and stated that it was.

Councillors Bill McNulty and Derek Dang also voted to postpone any debate. As such a public workshop is planned to take place.

"Let's get this right," said McNulty.

Among the many complaints over the new stock of housing being built in the city, is design and character.

In his letter, Craig noted council can implement design guidelines to regulate the form and character of homes by mandating development permits for certain residential neighbourhoods.

This would effectively solve some of the concerns raised by developer and Urban Development Institute member Dana Westermark; namely that a house should conform to its surroundings (and thus a one-size-fits-all bylaw is ineffective). Ergo, in Westwind a new home would likely feature pitched roofs while in Broadmoor a new home could be more of a large box-style home — said to be popular amongst new Chinese immigrants — to conform to that neighbourhood's late 1990s stock.

Craig cautioned that the legal feasibility of such a plan would need to be "comprehensively examined" and individual permits "would add significant time to the processing of single-family Building Permits."

Craig dismissed concerns from developers that the new bylaw would affect compact single-family homes. Yet, he noted to council that it has the ability to alter the bylaw at any time. He also presented an example of a bylaw amendment for council's consideration.

Au said he didn't want to be reviewing this issue every six months.

Craig reiterated that it was the opinion of city planners that the amended bylaw would be clear enough as to not require new enforcement measures, a common complaint from the Westwind Ratepayers' Association. Even still, he said it would be possible for the city to provide a new checklist of bylaw rules on the building application form.

The proposed bylaw amendment would encapsulate all single-family homes in Richmond save for about 4,000 properties that fall under a provincial contract, known as a land-use contract, which allow for even bigger homes.

Such contracts are in the process of being extinguished by the city. When that occurs all residential properties would fall under the powers of city zoning bylaws.

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**Richmond Zoning Bylaw 8500,
Amendment Bylaw 9278
(Building Height and Massing Regulations)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by:

- (a) adding the following definition of “**height, ceiling**”, in alphabetical order:

“**Height, ceiling** means the top of the finished floor of a **storey** to the underside of the floor joist or underside of roof joist or underside of the bottom chord of a structural truss above that **storey.**”

- (b) deleting the definition of **Height, building** in its entirety and substituting the following:

“**Height, building** means the vertical distance between **finished site grade** and:

- a) for **single detached housing** with 2 and half (½) **storeys**, having a roof pitch greater than 4-to-12 and not exceeding a roof pitch of 12-to-12, the mid-point between the bottom of the **eave** line and ridge of a roof, provided that the ridge of the roof may not be more than 1.5 m above the mid-point; and
- b) for all other **buildings**, the highest point of the **building**, whether such **building** has a flat roof, pitched roof or more than one type of roof.”

2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 4.3 [Calculation of Density in Single Detached Housing and Two-Unit Housing Zones] by:

- (a) deleting Section 4.3.1(c) in its entirety and marking it as “Repealed.”; and

- (b) adding the following after Section 4.3.1:

“4.3.2 Any portion of **floor area** in a **principal building** with a **ceiling height** which exceeds 3.7 m shall be considered to comprise two floors and shall be measured as such for the purposes of calculating **density** in all **residential zones** and **site specific zones** that permit **single detached housing** or **two-unit housing**, the following **floor area** shall be considered to comprise one floor:

- a) a maximum of 10 m² of **floor area** with a **ceiling height** which exceeds 3.7 m, provided such **floor area** is exclusively for interior entry and staircase purposes.”
3. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsections 4.7.7 and 4.7.8 and substituting the following:

“4.7.7 Unless otherwise specified in a **zone**, detached **accessory buildings** up to 70.0 m² may be located within the **rear yard**, provided:

- a) the area of all detached **accessory buildings** located entirely or partially in the **rear yard** cover no more than 40% of the **rear yard**;
- b) the **setback** from the **front lot line** is greater than 20.0 m;
- c) for a **lot** with a **lot width** that is 12.5 m or less, the **setback** from the exterior **side lot line** is greater than 3.0 m;
- d) for a **lot** with a **lot width** that is greater than 12.5 m but equal to or less than 15.5 m, the **setback** from the exterior **side lot line** is greater than 4.5 m;
- e) for a **lot** with a **lot width** that is greater than 15.5 m the **setback** from the exterior **side lot line** is greater than 7.5 m; and
- f) the **setback** from the **rear lot line** and interior **side lot line** is greater than 1.2 m.

4.7.8 Repealed”

4. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsections 4.8.3 and 4.8.4 and substituting the following:

“4.8.3 Unless otherwise specified in a **zone**, detached **accessory buildings** up to 70.0 m² may be located within the **rear yard**, provided:

- a) the area of all detached **accessory buildings** located entirely or partially in the **rear yard** cover no more than 40% of the **rear yard**;
- b) the **setback** from the **front lot line** is greater than 20.0 m;
- c) for a **lot** with a **lot width** that is 12.5 m or less, the **setback** from the exterior **side lot line** is greater than 3.0 m;
- d) for a **lot** with a **lot width** that is greater than 12.5 m but equal to or less than 15.5 m, the **setback** from the exterior **side lot line** is greater than 4.5 m;
- e) for a **lot** with a **lot width** that is greater than 15.5 m the **setback** from the exterior **side lot line** is greater than 7.5 m; and

- f) the **setback** from the **rear lot line** and interior **side lot line** is greater than 1.2 m.

4.8.4 Repealed”

5. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsection 4.14.4 and substituting the following:

“4.14.4 Except as set-out in 4.14.4(a) to (c) below or otherwise specified in a **zone**, the **accessory building** or **accessory structures** shall not be higher than the permitted **height** of the **principal building** in that **zone**. The following apply to the **height** of **accessory buildings** in **residential zones** and **site specific zones** that permit **single detached housing** and **town housing**:

- a) the maximum **height** for detached **accessory buildings** less than 10 m² is 3.0 m measured from **finished site grade** to the roof ridge for a detached **accessory building** with a pitched roof, and 2.5 m for a detached **accessory building** with a flat roof;
- b) the maximum **height** for detached **accessory buildings** greater than 10 m² is 4.0 m measured from **finished grade** to the roof ridge for an **accessory building** with a pitched roof, and 3.0 m for an **accessory building** with a flat roof; and
- c) the maximum **height** for an attached **garage** constructed as part of a **principal building** is 6.0 m measured from **finished grade** to the roof ridge for a **garage** with a pitched roof, and 4.5 m for a **garage** with a flat roof.”

6. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.1 [Single Detached (RS1/A-H, J-K; RS2/A-H, J-K)] by deleting subsection 8.1.7.2 and marking it “Repealed.”.

7. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.2 [Compact Single Detached (RC1, RC2)] by:

- a) deleting subsections 8.2.6.5 and marking it “Repealed.”; and
- b) deleting subsection 8.2.7.6 and marking it “Repealed.”.

8. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.3 [Coach Houses (RCH, RCH1)] by:

- a) deleting Section 8.3.7.6 in its entirety and substituting the following:

“6. The maximum **height** for an **accessory building** containing a **coach house** shall be:

- a) in the RCH **zone**, 2 **storeys** or 7.4 m, whichever is less, measured to the roof ridge; and

b) in the RCH1 zone, 2 storeys or 6.0 m above the highest elevation of the crown of the abutting lane measured to the roof ridge, whichever is less.”

- 9. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.4 [Two-Unit Dwellings (RD1, RD2)] by deleting subsection 8.4.7.3 and marking it “Repealed.”.
- 10. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.13 [Residential Child Care (RCC)] by deleting subsection 8.13.7.2 and marking it “Repealed.”.
- 11. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.14 [Single Detached with Granny Flat or Coach House – Edgemere (RE1)] by deleting subsection 8.14.7.6 and marking it “Repealed.”
- 12. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9278**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

| |
|-----------------------------------|
| CITY OF RICHMOND |
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MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500,
Amendment Bylaw 9280
(Building Height and Massing Regulations)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by:

- (a) adding the following definition of “**height, ceiling**”, in alphabetical order:

“**Height, ceiling** the vertical distance from top of the finished floor of a **storey** to:
a) the underside of the floor joist;
b) the underside of the roof joist;
c) the underside of the bottom chord of a structural truss; or
d) the underside of a structural deck
above that **storey**, whichever is the greatest distance from the finished floor.”

- (b) deleting the definition of **Height, building** in its entirety and substituting the following:

“**Height, building** means the vertical distance between **finished site grade** and:
a) for **single detached housing** with 2 and **half (½) storeys**, having a roof pitch greater than 4-to-12 and not exceeding a roof pitch of 12-to-12, the mid-point between the bottom of the **eave** line and ridge of a roof, provided that the ridge of the roof is not more than 1.5 m above the mid-point; and
b) for all other **buildings**, the highest point of the **building**, whether such **building** has a flat roof, pitched roof or more than one type of roof.”

2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 4.3 [Calculation of Density in Single Detached Housing and Two-Unit Housing Zones] by:

- (a) deleting Section 4.3.1(c) in its entirety and marking it as “Repealed.”; and

- (b) adding the following after Section 4.3.1:

“4.3.2 Any portion of **floor area** in a **principal building** with a **ceiling height** which exceeds 5.0 m shall be considered to comprise two floors and shall be measured as

such for the purposes of calculating **density** in all **residential zones** and **site specific zones** that permit **single detached housing** or **two-unit housing**, the following **floor area** shall be considered to comprise one floor:

- a) a maximum of 10 m² of **floor area** with a **ceiling height** which exceeds 5.0 m, provided such **floor area** is exclusively for interior entry and staircase purposes.”
3. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsections 4.7.7 and 4.7.8 and substituting the following:

“4.7.7 Unless otherwise specified in a **zone**, detached **accessory buildings** up to 70.0 m² may be located within the **rear yard**, provided:

- a) the area of all detached **accessory buildings** located entirely or partially in the **rear yard** cover no more than 40% of the **rear yard**;
- b) the **setback** from the **front lot line** is greater than 20.0 m;
- c) for a **lot** with a **lot width** that is 12.5 m or less, the **setback** from the exterior **side lot line** is greater than 3.0 m;
- d) for a **lot** with a **lot width** that is greater than 12.5 m but less than 15.5 m, the **setback** from the exterior **side lot line** is greater than 4.5 m;
- e) for a **lot** with a **lot width** that is greater than 15.5 m the **setback** from the exterior **side lot line** is greater than 7.5 m; and
- f) the **setback** from the **rear lot line** and interior **side lot line** is greater than 1.2 m.

4.7.8 Repealed”

4. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsections 4.8.3 and 4.8.4 and substituting the following:

“4.8.3 Unless otherwise specified in a **zone**, detached **accessory buildings** up to 70.0 m² may be located within the **rear yard**, provided:

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- b) the **setback** from the **front lot line** is greater than 20.0 m;
- c) for a **lot** with a **lot width** that is 12.5 m or less, the **setback** from the exterior **side lot line** is greater than 3.0 m;
- d) for a **lot** with a **lot width** that is greater than 12.5 m but equal to or less than 15.5 m, the **setback** from the exterior **side lot line** is greater than 4.5 m;

- e) for a **lot** with a **lot width** that is greater than 15.5 m the **setback** from the exterior **side lot line** is greater than 7.5 m; and
- f) the **setback** from the **rear lot line** and interior **side lot line** is greater than 1.2 m.

4.8.4 Repealed”

5. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsection 4.14.4 and substituting the following:

“4.14.4 Except as set-out in 4.14.4(a) to (c) below or otherwise specified in a **zone**, the **accessory building** or **accessory structures** shall not be higher than the permitted **height** of the **principal building** in that **zone**. The following apply to the **height** of **accessory buildings** in **residential zones** and **site specific zones** that permit **single detached housing** and **town housing**:

- a) the maximum **height** for detached **accessory buildings** less than 10 m² is 3.0 m measured from **finished site grade** to the roof ridge for a detached **accessory building** with a pitched roof, and 2.5 m for a detached **accessory building** with a flat roof;
- b) the maximum **height** for detached **accessory buildings** greater than 10 m² is 4.0 m measured from **finished grade** to the roof ridge for an **accessory building** with a pitched roof, and 3.0 m for an **accessory building** with a flat roof; and
- c) the maximum **height** for an attached **garage** constructed as part of a **principal building** is 6.0 m measured from **finished grade** to the roof ridge for a **garage** with a pitched roof, and 4.5 m for a **garage** with a flat roof.”

6. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.1 [Single Detached (RS1/A-H, J-K; RS2/A-H, J-K)] by deleting subsection 8.1.7.2 and marking it “Repealed.”.

7. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.2 [Compact Single Detached (RC1, RC2)] by:

- a) deleting subsections 8.2.6.5 and marking it “Repealed.”; and
- b) deleting subsection 8.2.7.6 and marking it “Repealed.”.

8. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.3 [Coach Houses (RCH, RCH1)] by:

- a) deleting Section 8.3.7.6 in its entirety and substituting the following:

“6. The maximum **height** for an **accessory building** containing a **coach house** shall be:

- a) in the RCH zone, 2 storeys or 7.4 m, whichever is less, measured to the roof ridge; and
 - b) in the RCH1 zone, 2 storeys or 6.0 m above the highest elevation of the crown of the **abutting lane** measured to the roof ridge, whichever is less.”
9. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.4 [Two-Unit Dwellings (RD1, RD2)] by deleting subsection 8.4.7.3 and marking it “Repealed.”.
 10. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.13 [Residential Child Care (RCC)] by deleting subsection 8.13.7.2 and marking it “Repealed.”.
 11. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.14 [Single Detached with Granny Flat or Coach House – Edgemere (RE1)] by deleting subsection 8.14.7.6 and marking it “Repealed.”
 12. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9280**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

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|-----------------------------------|
| CITY OF RICHMOND |
| APPROVED by |
| <i>BE/CW</i> |
| APPROVED by Director or Solicitor |
| <i>R</i> |

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500,
Amendment Bylaw 9282
(Building Height and Massing Regulations – Building Envelope)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by:

- a) deleting the definition of **Residential vertical lot width envelope** and substituting the following:

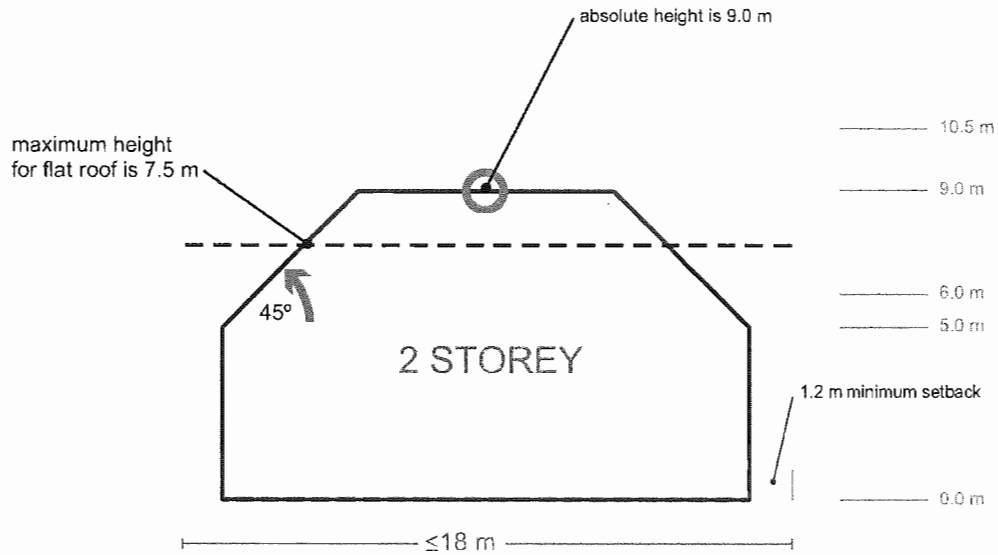
“Residential vertical lot width envelope means the vertical envelope within which a **single detached housing** or **two-unit housing** must be contained, as calculated in accordance with Section 4.18”

2. Richmond Zoning Bylaw 8500, as amended, is further amended by adding the following after Section 4.17:

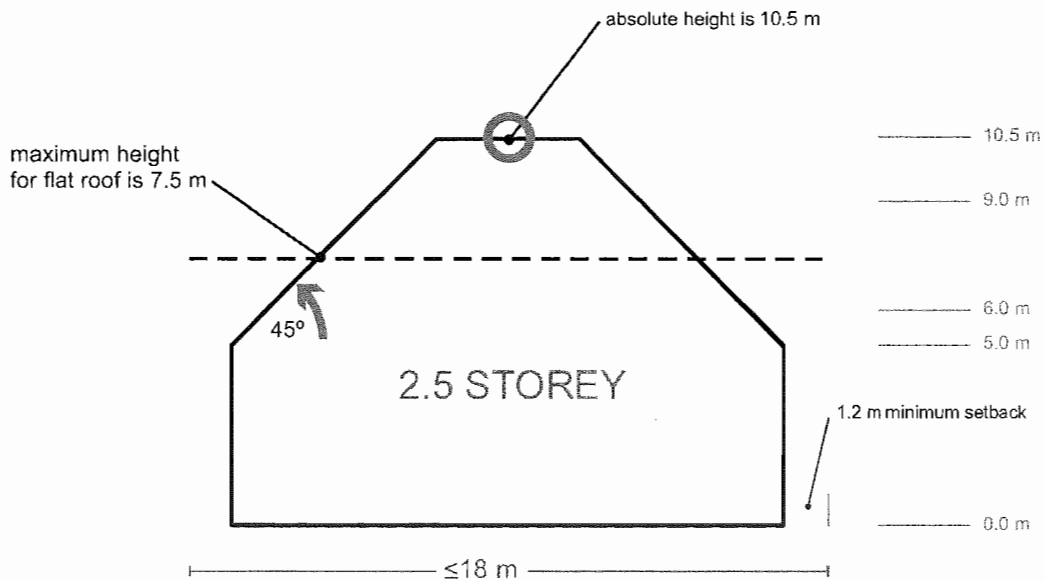
“4.18.1 The residential vertical lot width envelope of a lot in residential zones and site specific zones that permit single detached housing or two-unit housing shall be calculated in accordance with Sections 4.18.2 to 4.18.3.

4.18.2 For a lot with a lot width that is less than or equal to 18.0 m:

- a) for **single detached housing** and **two-unit housing** with two storeys, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 45° from the top of the vertical 5.0 m to the point at which the planes intersect with the maximum height plane of 9.0 m, as generally shown in the diagram below:



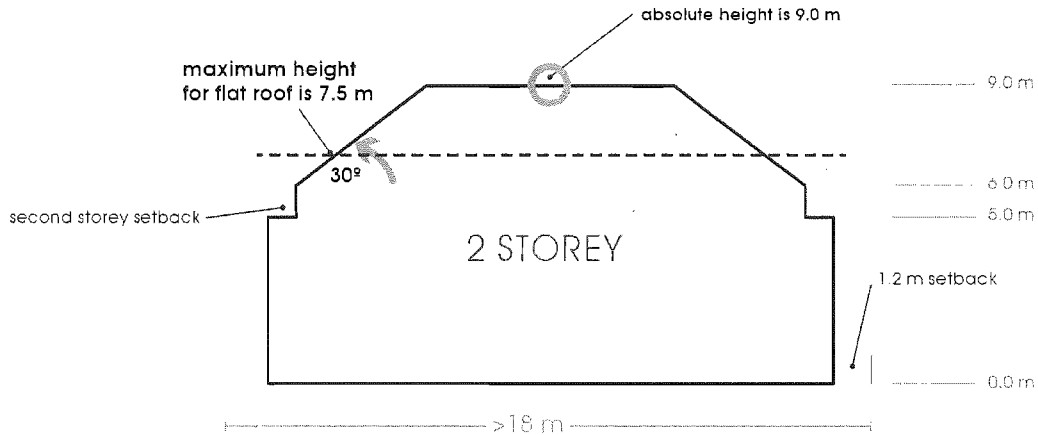
- b) for **single detached housing** and **two-unit housing** with two and half (½) storeys, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 45° from the top of the 5.0 m to the point at which the planes intersect with the maximum height plane of 10.5 m, as generally shown in the diagram below:



4.18.3 For a lot with a lot width that is greater than 18.0 m:

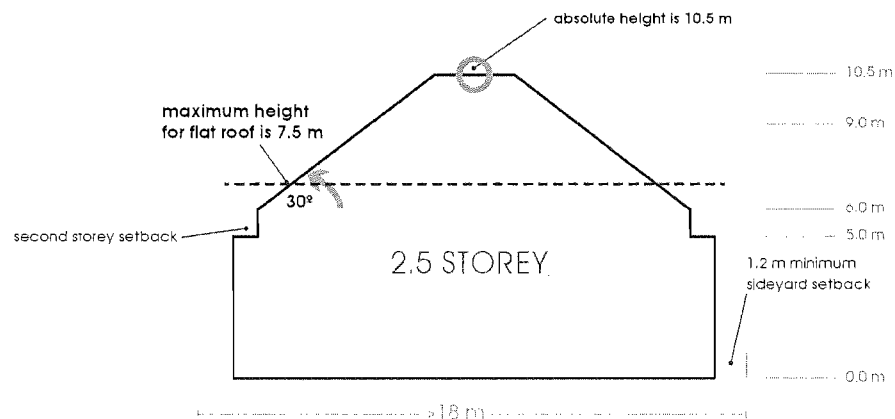
- a) for **single detached housing** and **two-unit housing** with two storeys, the

residential vertical lot width envelope shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 30° from the top of the vertical 6.0 m to the point at which the planes intersect with the maximum height plane of 9.0 m, as generally shown in the diagram below:



(A) When lot width is greater than 18 m

- b) for **single detached housing** and **two-unit housing** with two and half (½) storeys, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 30° from the top of the 6.0 m to the point at which the planes intersect with the maximum height plane of 10.5 m, as generally shown in the diagram below:



(B) When lot width is greater than 18 m

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9282”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

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| CITY OF RICHMOND |
| APPROVED by |
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| APPROVED by Director or Solicitor |
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MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500,
Amendment Bylaw 9279
(Building Height and Massing Regulations)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by:

- (a) adding the following definition of “**height, ceiling**”, in alphabetical order:

“**Height, ceiling** means the top of the finished floor of a **storey** to the underside of the floor joist or underside of roof joist or underside of the bottom chord of a structural truss above that **storey.**”

- (b) deleting the definition of **Height, building** in its entirety and substituting the following:

“**Height, building** means the vertical distance between **finished site grade** and:

- a) for **single detached housing** with 2 and **half** ($\frac{1}{2}$) **storeys**, having a roof pitch greater than 4-to-12 and not exceeding a roof pitch of 12-to-12, the mid-point between the bottom of the **eave** line and ridge of a roof, provided that the ridge of the roof may not be more than 1.5 m above the mid-point; and
- b) for all other **buildings**, the highest point of the **building**, whether such **building** has a flat roof, pitched roof or more than one type of roof.”

2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 4.3 [Calculation of Density in Single Detached Housing and Two-Unit Housing Zones] by:

- (a) deleting Section 4.3.1(c) in its entirety and marking it as “Repealed.”; and

- (b) adding the following after Section 4.3.1:

“4.3.2 Any portion of **floor area** in a **principal building** with a **ceiling height** which exceeds 3.7 m shall be considered to comprise two floors and shall be measured as such for the purposes of calculating **density** in all **residential zones** and **site specific zones** that permit **single detached housing** or **two-unit housing**, the following **floor area** shall be considered to comprise one floor:

- a) a maximum of 10 m² of **floor area** with a **ceiling height** which exceeds 3.7 m, provided such **floor area** is exclusively for interior entry and staircase purposes; and
 - b) an additional maximum of 15 m² of **floor area** with a **ceiling height** between 3.7 m and 5 m, provided the **floor area** is located at least 2.0 m from the **rear yard**.”
3. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsections 4.7.7 and 4.7.8 and substituting the following:

“4.7.7 Unless otherwise specified in a **zone**, detached **accessory buildings** up to 70.0 m² may be located within the **rear yard**, provided:

- a) the area of all detached **accessory buildings** located entirely or partially in the **rear yard** cover no more than 40% of the **rear yard**;
- b) the **setback** from the **front lot line** is greater than 20.0 m;
- c) for a **lot** with a **lot width** that is 12.5 m or less, the **setback** from the exterior **side lot line** is greater than 3.0 m;
- d) for a **lot** with a **lot width** that is greater than 12.5 m but equal to or less than 15.5 m, the **setback** from the exterior **side lot line** is greater than 4.5 m;
- e) for a **lot** with a **lot width** that is greater than 15.5 m the **setback** from the exterior **side lot line** is greater than 7.5 m; and
- f) the **setback** from the **rear lot line** and interior **side lot line** is greater than 1.2 m.

4.7.8 Repealed”

4. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsections 4.8.3 and 4.8.4 and substituting the following:

“4.8.3 Unless otherwise specified in a **zone**, detached **accessory buildings** up to 70.0 m² may be located within the **rear yard**, provided:

- a) the area of all detached **accessory buildings** located entirely or partially in the **rear yard** cover no more than 40% of the **rear yard**;
- b) the **setback** from the **front lot line** is greater than 20.0 m;
- c) for a **lot** with a **lot width** that is 12.5 m or less, the **setback** from the exterior **side lot line** is greater than 3.0 m;
- d) for a **lot** with a **lot width** that is greater than 12.5 m but equal to or less than 15.5 m, the **setback** from the exterior **side lot line** is greater than 4.5 m;

- e) for a **lot** with a **lot width** that is greater than 15.5 m the **setback** from the exterior **side lot line** is greater than 7.5 m; and
- f) the **setback** from the **rear lot line** and interior **side lot line** is greater than 1.2 m.

4.8.4 Repealed”

5. Richmond Zoning Bylaw 8500, as amended, is further amended by deleting subsection 4.14.4 and substituting the following:

“4.14.4 Except as set-out in 4.14.4(a) to (c) below or otherwise specified in a **zone**, the **accessory building** or **accessory structures** shall not be higher than the permitted **height** of the **principal building** in that **zone**. The following apply to the **height** of **accessory buildings** in **residential zones** and **site specific zones** that permit **single detached housing** and **town housing**:

- a) the maximum **height** for detached **accessory buildings** less than 10 m² is 3.0 m measured from **finished site grade** to the roof ridge for a detached **accessory building** with a pitched roof, and 2.5 m for a detached **accessory building** with a flat roof;
- b) the maximum **height** for detached **accessory buildings** greater than 10 m² is 4.0 m measured from **finished grade** to the roof ridge for an **accessory building** with a pitched roof, and 3.0 m for an **accessory building** with a flat roof; and
- c) the maximum **height** for an attached **garage** constructed as part of a **principal building** is 6.0 m measured from **finished grade** to the roof ridge for a **garage** with a pitched roof, and 4.5 m for a **garage** with a flat roof.”

6. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.1 [Single Detached (RS1/A-H, J-K; RS2/A-H, J-K)] by deleting subsection 8.1.7.2 and marking it “Repealed.”.

7. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.2 [Compact Single Detached (RC1, RC2)] by:

- a) deleting subsections 8.2.6.5 and marking it “Repealed.”; and
- b) deleting subsection 8.2.7.6 and marking it “Repealed.”.

8. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.3 [Coach Houses (RCH, RCH1)] by:

- a) deleting Section 8.3.7.6 in its entirety and substituting the following:

“6. The maximum **height** for an **accessory building** containing a **coach house** shall be:

- a) in the RCH **zone**, 2 **storeys** or 7.4 m, whichever is less, measured to the roof ridge; and
 - b) in the RCH1 **zone**, 2 **storeys** or 6.0 m above the highest elevation of the crown of the **abutting lane** measured to the roof ridge, whichever is less.”
9. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.4 [Two-Unit Dwellings (RD1, RD2)] by deleting subsection 8.4.7.3 and marking it “Repealed.”.
 10. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.13 [Residential Child Care (RCC)] by deleting subsection 8.13.7.2 and marking it “Repealed.”.
 11. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.14 [Single Detached with Granny Flat or Coach House – Edgemere (RE1)] by deleting subsection 8.14.7.6 and marking it “Repealed.”
 12. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9279”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500,
Amendment Bylaw 9281
(Building Height and Massing Regulations – Building Envelope)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by:

- a) deleting the definition of **Residential vertical lot width envelope** and substituting the following:

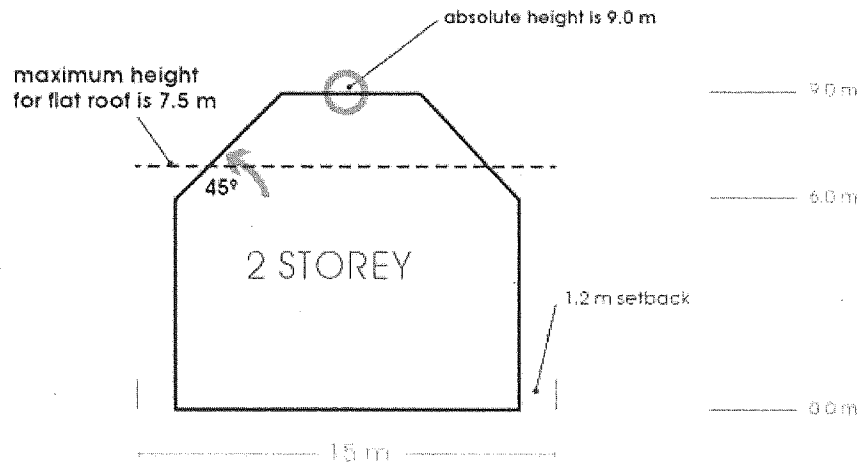
“Residential vertical lot width envelope means the vertical envelope within which a **single detached housing** or **two-unit housing** must be contained, as calculated in accordance with Section 4.18”

2. Richmond Zoning Bylaw 8500, as amended, is further amended by adding the following after Section 4.17:

“4.18.1 The **residential vertical lot width envelope** of a **lot in residential zones and site specific zones** that permit **single detached housing** or **two-unit housing** shall be calculated in accordance with Sections 4.18.2 to 4.18.4.

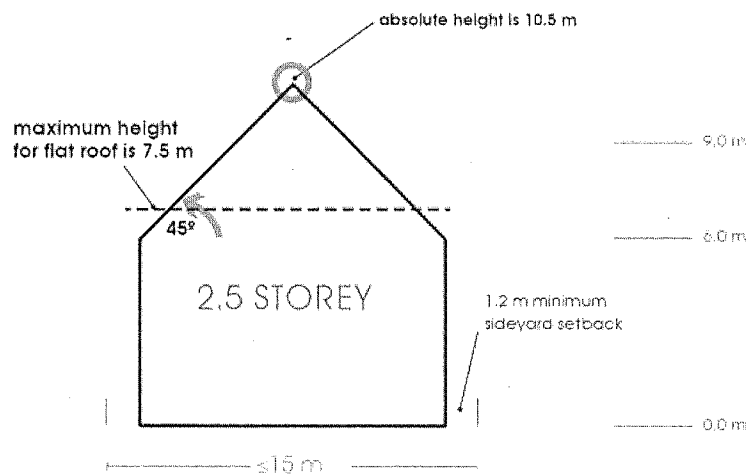
4.18.2 For a **lot** with a **lot width** that is 15.0 m or less:

- a) for **single detached housing** and **two-unit housing** with two **storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 6.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 45° from the top of the vertical 6.0 m to the point at which the planes intersect with the maximum height plane of 9.0 m, as generally shown in the diagram below:



(A) Lot width is less than and equal to 15m

b) for **single detached housing** and **two-unit housing** with two and **half (½)** **storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 6.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 45° from the top of the 6.0 m to the point at which the planes intersect with the maximum height plane of 10.5 m, as generally shown in the diagram below:

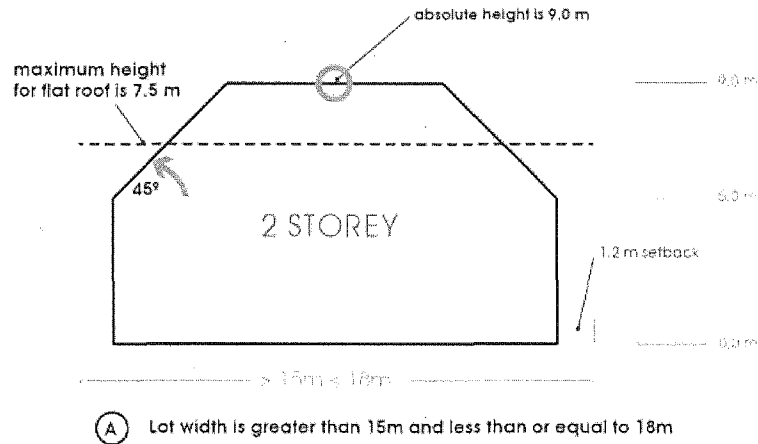


(B) Lot width is less than or equal to 15m

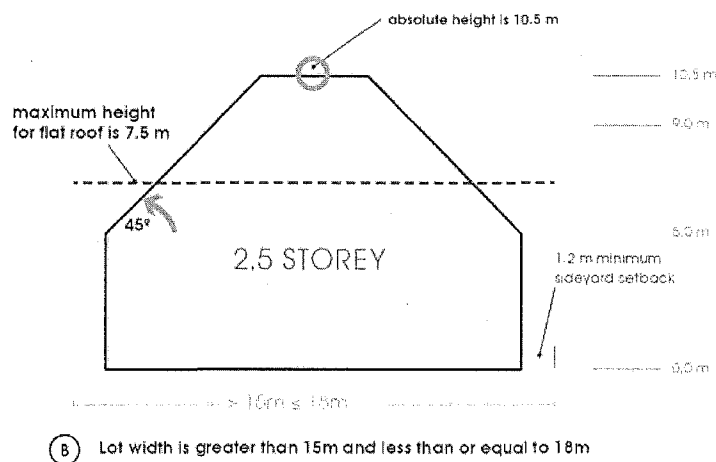
4.18.3 For a lot with a lot width that is greater than 15.0 m but less than or equal to 18.0 m:

a) for **single detached housing** and **two-unit housing** with two **storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated

from the **finished site grade**, and then extending inward and upward at an angle of 45° from the top of the vertical 5.0 m to the point at which the planes intersect with the maximum height plane of 9.0 m, as generally shown in the diagram below:



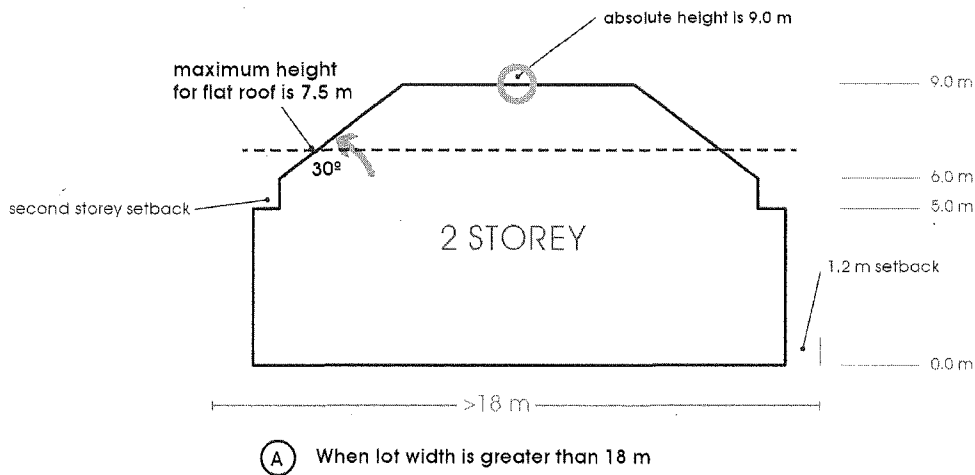
- b) for **single detached housing** and **two-unit housing** with two and **half (½) storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 45° from the top of the 5.0 m to the point at which the planes intersect with the maximum height plane of 10.5 m, as generally shown in the diagram below:



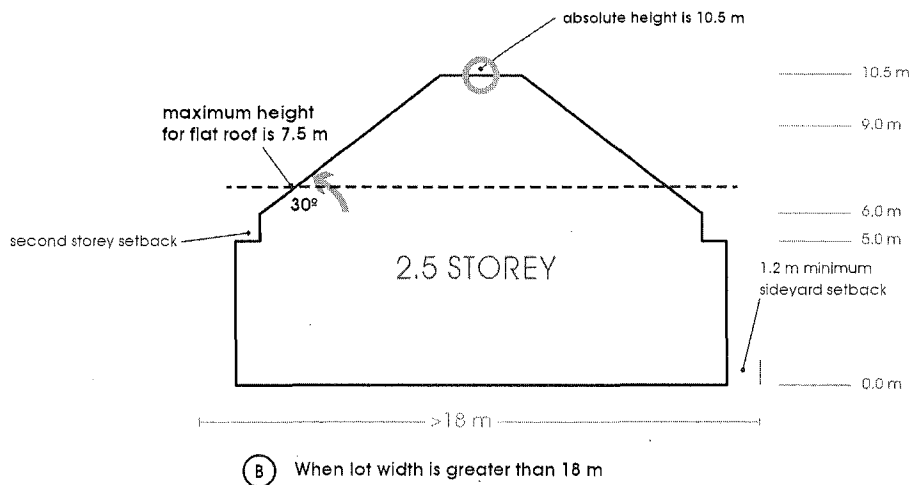
4.18.4 For a lot with a lot width that is greater than 18.0 m:

- a) for **single detached housing** and **two-unit housing** with two storeys, the **residential vertical lot width envelope** shall be a vertical envelope located

parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward (horizontally) by 0.6 m and upward (vertically) by 1.0 m, and then further inward and upward at an angle of 30° from the top of the 1.0 m to the point at which the planes intersect with the maximum height plane of 9.0 m, as generally shown in the diagram below:



b) for **single detached housing** and **two-unit housing** with two and half (½) **storeys**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to and 1.2 m from each **side lot line**, and formed by planes rising vertically 5.0 m, as calculated from the **finished site grade**, and then extending inward by 0.6 m and upward by 1.0 m, and then further inward and upward at an angle of 30° from the top of the 1.0 m to the point at which the planes intersect with the maximum height plane of 10.5 m, as generally shown in the diagram below:



3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9281".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

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| CITY OF RICHMOND |
| APPROVED by <i>BK/GW</i> |
| APPROVED by Director or Solicitor <i>D</i> |

MAYOR

CORPORATE OFFICER



Housing Agreement (8111 Granville Avenue and 8080 Anderson Road) Bylaw No. 9227

The Council of the City of Richmond enacts as follows:

- 1. The Mayor and Corporate Officer for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out in Schedule A to this Bylaw, with Turning Point Housing Society on behalf of a non-profit consortium consisting of: (a) Atira Women's Resource Society; (b) Coast Foundation Society (1974); (c) S.U.C.C.E.S.S. (Also known as United Chinese Community Enrichment Services Society); (d) Tikva Housing Society; (e) Turning Point Housing Society; and (f) Pathways Clubhouse Society of Richmond

in respect to lands and premises legally described as:

- PID: 000-562-203 Lot 2, Block 5, Section 9, Block 4 North Range 6 West New Westminster District Plan 6498
PID: 001-973-355 Lot 1, Block 5, Section 9, Block 4 North Range 6 West New Westminster District Plan 6498

- 2. This Bylaw is cited as "Housing Agreement (8111 Granville Avenue And 8080 Anderson Road) Bylaw No. 9227".

FIRST READING

JUN 0 8 2015

SECOND READING

JUN 0 8 2015

THIRD READING

JUN 0 8 2015

LEGAL REQUIREMENTS SATISFIED

JUL 2 1 2015

ADOPTED

MAYOR

CORPORATE OFFICER

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

Schedule A to Bylaw No. 9227

To Housing Agreement (8111 Granville Avenue and 8080 Anderson Road) Bylaw No. 9227

HOUSING AGREEMENT BETWEEN the City of Richmond and Turning Point Housing Society on behalf of a Non-Profit Consortium consisting of: Atira Women's Resource Society, Coast Foundation Society (1974), S.U.C.C.E.S.S. (Also known as United Chinese Community Enrichment Services Society), Tikva Housing Society, Turning Point Housing Society, and Pathways Clubhouse Society of Richmond.

HOUSING AGREEMENT
(Section 905 *Local Government Act*)

THIS AGREEMENT is dated for reference the _____ day of _____, 20__.

BETWEEN:

TURNING POINT HOUSING SOCIETY, a society pursuant to the laws of the Province of British Columbia (Inc. No. S-0059143) having an office at 10411 Odlin Road, Richmond, BC V6X 1E3

("the Operator" as more fully defined in section 1.1 of this Agreement)

AND:

CITY OF RICHMOND,
a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the "City" as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 905 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration and management of housing units and rent which may be charged for housing units;
- B. The City is the registered owner of the Lands (as hereinafter defined) and the City has pursuant to the Ground Lease (as hereinafter defined) granted the Operator a leasehold interest in the Lands;
- C. Following construction of mixed residential/non-residential building on the Lands, the Operator will deposit a leasehold strata plan with respect to the Lands in the LTO (as hereinafter defined), and the Ground Lease will be converted into individual Strata Lot Leases (as hereinafter defined), pursuant to which each member of the Consortium will be the tenant of a Strata Lot or Strata Lots (hereinafter defined); and
- D. The Operator and the City wish to enter into this Agreement (as hereinafter defined) to provide for affordable housing on the terms and conditions set out in this Agreement.

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Operator and the City covenant and agree as follows:

ARTICLE 1
DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **“Affordable Housing Strategy”** means the Richmond Affordable Housing Strategy dated May 9, 2007, and approved by the Richmond City Council on May 28, 2007, as amended as of the date of this Agreement, and as may be further amended by the City from time to time in its sole discretion;
- (b) **“Affordable Housing Unit”** means a residential dwelling unit or units located or to be located on the Lands and designated as such in accordance with a building permit and/or development permit issued by the City, whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof;
- (c) **“Agreement”** means this agreement as it may be amended or modified from time to time together with all schedules, appendices and attachments attached hereto;
- (d) **“Business Day”** means any day except Saturday, Sunday or any “holiday” as defined under the *Interpretation Act*;
- (e) **“City”** means the City of Richmond when referring to the corporate entity;
- (f) **“City Solicitor”** means the individual appointed from time to time to be the City Solicitor of the Law Department of the City, or his or her designate;
- (g) **“Commission”** means the British Columbia Housing Management Commission or its successors in function;
- (h) **“Consortium”** means collectively:
 - (i) Atira Women’s Resource Society;
 - (ii) S.U.C.C.E.S.S. (Also Known as United Chinese Community Enrichment Services Society);
 - (iii) Coast Foundation Society (1974);
 - (iv) Tikva Housing Society;
 - (v) Pathways Clubhouse Society of Richmond; and
 - (vi) the Operator;

and their permitted assigns pursuant to the terms of the Strata Lot Leases, each being a member of the Consortium, but does not include any person after such person has sold, assigned or transferred all of its leasehold interest in the Lands in accordance with the applicable Strata Lot Lease and this Agreement;

- (i) **“Co-owner’s Agreement”** means the co-owner’s agreement, as may be amended from time to time, among the members of the Consortium, the City and the Strata Corporation;
- (j) **“CPI”** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (k) **“Daily Amount”** means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2009, to January 1 of the year that a written notice is delivered to the Operator by the City pursuant to section 6.1 of this Agreement. In the absence of any obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (l) **“Director of Development”** means the individual appointed to be the chief administrator from time to time of the Department Applications Department of the City and his or her designate;
- (m) **“Eligible Individual”** means an individual with an annual income of \$34,000 or less, provided that, commencing January 1, 2015 and each year thereafter, such annual income shall be adjusted, plus or minus, in accordance with any change in CPI since January 1, 2014. In the absence of obvious error or mistake, any calculation by the City of an Eligible Individual’s permitted income in any particular year shall be final and conclusive;
- (n) **“Eligible Family”** means a Family with an aggregate household annual income of \$55,500 or less, provided that, commencing January 1, 2015 and each year thereafter, such annual income shall be adjusted, plus or minus, in accordance with any change in CPI since January 1, 2014. In the absence of obvious error or mistake, any calculation by the City of an Eligible Family’s permitted income in any particular year shall be final and conclusive;
- (o) **“Eligible Occupant”** means an Eligible Individual or an Eligible Family;
- (p) **“Excess Charges”** means, to the extent applicable, any fees or charges of any nature whatsoever that are or may be charged in respect of the tenancy of an Affordable Housing Unit that are not Permitted Rents, and includes without limitation insurance costs and user fees but does not include any hydro, internet or cable billed directly to an Eligible Occupant by a service provider or any premiums or deductibles of any contents insurance maintained by an Eligible Occupant;

- (q) **“Family”** means a household that contains as least one census family, that is, a married couple with or without children, or a couple living common-law with or without children, or a lone parent or guardian living with one or more children;
- (r) **“Ground Lease”** means the lease dated _____ entered into among the City, the Operator, the Commission and the Provincial Rental Housing Corporation pursuant to which the Operator leases the Lands from the City, as may be amended from time to time;
- (s) **“Guidelines”** means the City’s guidelines for subsidized rental housing in effect from time to time;
- (t) **“Housing Covenant”** means the agreements, covenants and charges in respect to the Affordable Housing Units granted by the Operator to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) registered or to be registered against the Operator’s leasehold interest in to the Lands, as it may be amended or replaced from time to time;
- (u) **“Indemnified Parties”** means the City and its elected officials, officers, directors, employees, agents, contractors, subcontractors, permittees and invitees and their heirs, executors, administrators, personal representatives, successors and assigns and each of the City’s subsidiary, affiliated or associated corporations and all others for whose conduct the City is responsible in law;
- (v) **“Interpretation Act”** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (w) **“Land Title Act”** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (x) **“Lands”** means the lands and premises located at 8111 Granville Avenue and 8080 Anderson Road, Richmond, BC and legally described as PID 001-973-355 Lot 1, Block 5, Section 9, Block 4 North, Range 6 West, New Westminster District, Plan 6498 and PID 000-562-203 Lot 2, Block 5, Section 9, Block 4 North, Range 6 West, New Westminster District, Plan 6498, as the same may be Subdivided;
- (y) **“Local Government Act”** means the *Local Government Act*, R.S.B.C. 1996, Chapter 323, together with all amendments thereto and replacements thereof;
- (z) **“LTO”** means the New Westminster Land Title Office or its successor;
- (aa) **“Manager, Community Social Development”** means the individual appointed to be the Manager, Community Social Development from time to time of the Community Services Department of the City and his or her designate;

- (bb) **“Operating Agreements”** means the Community Partnership Initiative Operating Agreements, the terms of which shall be co-terminus with the term of the Ground Lease, entered into between the Commission and each member of the Consortium, which provide, among other things, for the Commission to provide assistance to the Operator in relation to the Operator’s cost of acquiring, developing or operating the Lands with no ongoing subsidies, as may be amended from time to time;
- (cc) **“Operations Management Plan”** means all policies, procedures and manuals adopted and used by the Operator or by a member of the Consortium, as appropriate depending on the Affordable Housing Unit, for the operation and management of the Affordable Housing Units, including without limitation, resident eligibility criteria and waiting lists, application procedures and guidelines, tenancy agreements and addenda, tenant regulations and manuals and tenant’s insurance requirements for each member of the Consortium;
- (dd) **“Operator”** means the party described on page 1 of this Agreement as the Operator and any subsequent leasehold tenant of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a leasehold tenant of an Affordable Housing Unit from time to time, but excludes a Tenant;
- (ee) **“Permitted Rents”** means the rents set out for each member of the Consortium in Appendix A hereto, provided that the rents set out in Appendix A may be increased once per year in accordance with any positive change in CPI between the date on which a final building permit granting occupancy is issued for all of the residential Strata Lots on the Lands and the month in which the rent is being increased, but provided always that:
- (i) in the event that, in applying the values set out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*;
 - (ii) the highest Permitted Rents for each of the studio and one bedroom Affordable Housing Units on the Lands for each member of the Consortium, plus the amount of the Excess Charges, if any, charged in respect of such unit shall not exceed the amount established from time to time in the City’s Affordable Housing Strategy as the maximum rent for affordable studio low end of market rental housing, being on the reference date of this Agreement \$850 per month (see Addendum No. 3 of the Affordable Housing Strategy as amended from time to time);
 - (iii) the highest Permitted Rents for each of the two bedroom and three bedroom Affordable Housing Units on the Lands for each member of the Consortium, plus the amount of the Excess Charges, if any, charged in respect of such unit shall not exceed \$75 per month less than the amount established from time to time in the City’s Affordable Housing Strategy as

the maximum rent for affordable three bedroom low end of market rental housing, being on the reference date of this Agreement \$1,437 per month (see Addendum No. 3 of the Affordable Housing Strategy as amended from time to time); and

- (iv) the rents may be further increased with the approval of the City to cover unexpected increases in operating, maintenance and servicing costs.

In the absence of obvious error or mistake, any calculation by the City of the Permitted Rents in any particular year shall be final and conclusive;

- (ff) **“Related Agreements”** means the Housing Covenant, the Ground Lease, the Strata Lot Leases, the Operating Agreements, the Co-owner’s Agreement and the Operations Management Plan, as such agreements may be amended from time to time, together with any other agreements that may be entered into between the City and any member of the Consortium with respect to the Lands or the affordable housing project located thereon;
- (gg) **“Residential Tenancy Act”** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (hh) **“Strata Corporation”** means the corporation created by the provisions of the *Strata Property Act* upon the deposit in the LTO of the leasehold strata plan pertaining to the Lands;
- (ii) **“Strata Lot”** means a strata lot, whether residential or non-residential, created by the deposit in the LTO of the leasehold strata plan pertaining to the Lands;
- (jj) **“Strata Lot Leases”** means the leases for the various Strata Lots among the City, as landlord, the Operator, as tenant, the Commission and the Provincial Rental Housing Corporation arising from the conversion of the Ground Lease pursuant to Section 203(1) of the *Strata Property Act* upon deposit in the LTO of the leasehold strata plan pertaining to the Lands, as assigned and assumed by the other members of the Consortium and the Strata Corporation, as may be amended from time to time;
- (kk) **“Strata Property Act”** means the *Strata Property Act*, S.B.C. 1998, Ch. 43, and amendments thereto, including without limitation, the *Strata Property Amendment Act*, S.B.C. 1999, Ch. 21, together with all regulations passed from time to time pursuant thereto, or, any successor legislation in effect from time to time;
- (ll) **“Subdivide”** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, including without limitation subdivision of the Lands by way of a leasehold strata plan under Part 12 of the *Strata Property Act*;

- (mm) “**Tenancy Agreement**” means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit;
- (nn) “**Tenant**” means an Eligible Occupant of an Affordable Housing Unit by way of a Tenancy Agreement; and
- (oo) “**Zoning Bylaw**” means the City of Richmond Zoning Bylaw No. 8500, as may be amended or replaced from time to time.

1.2 In this Agreement:

- (a) except as otherwise expressly set out, where any provision in this Agreement provides for any approval, consent, or agreement of any party to this Agreement, with respect to any matter:
 - (i) it must be obtained prior to any action being taken thereon;
 - (ii) it must be requested and responded to in writing; and
 - (iii) it must not be unreasonably delayed or withheld, except if this Agreement otherwise expressly stipulates or if the City is acting in its capacity as regulator in which case the discretion, rights, duties and powers of the City or the Council of the City under any enactment or at common law cannot be fettered or limited in any way;
- (b) if the singular, masculine, or neuter is used, the same will be deemed to include reference to the plural, feminine, or body corporate according to the context in which it is used. The words "herein", "hereby", "hereunder" and words of similar import refer to this Agreement as a whole and not to any particular part, section or subsection hereof;
- (c) the division into articles and the insertion of headings are for convenience of reference only and are not intended to govern, limit, or aid in the construction of any provision. In all cases, the language in this Agreement will be construed simply, according to its fair meaning, and not strictly for or against any party. If a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;

- (g) time will be of the essence. If any party expressly or impliedly waives the requirement that time will be of the essence, that party may re-instate that requirement by delivering notice to any other party who is affected. If a time is specified in this Agreement for observing or performing any obligation, such time will be the then local Vancouver, British Columbia time;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a “party” is a reference to a party to this Agreement and to that party’s respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a “party” also includes an Eligible Occupant, agent, officer and invitee of the party;
- (j) reference to a “day”, “month”, “quarter” or “year” is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) the word “including” when following any general statement, term, or matter is not to be construed to limit such general statement, term, or matter to the specific items or matters set forth immediately following such word or to similar items or matters whether or not non-limiting language such as “without limitation” or “but not limited to” or words of similar import is used with reference thereto, but rather such general statement, term, or matter is to be construed to refer to all other items or matters that could reasonably fall within the broadest possible scope of such general statement, term, or matter.

1.3 The obligations of the Operator to the City in this Agreement are in addition to and not in substitution of the obligations of the Operator to the City set out in the Related Agreements. In the event that there is a conflict between the terms and conditions of this Agreement and the terms and conditions of any of the Related Agreements, the terms and conditions of this Agreement shall, so far as is necessary to resolve such conflict, prevail.

ARTICLE 2 USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Operator agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Occupant. An Affordable Housing Unit must not be occupied by the Operator, the directors or family members of the directors of the Operator or other members of the Consortium (unless such directors or family members qualify as Eligible Occupants), or any tenant or guest of the Operator, other than an Eligible Occupant. For the purpose of this Article, “permanent residence”, means that the Affordable Housing Unit is used as the usual, main, regular, habitual, principal residence, abode or home of the Eligible Occupant.
- 2.2 Within 30 days after receiving notice from the City, the Operator must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor’s discretion, such further amendments or additions as deemed necessary) attached as Appendix B, sworn by the Operator, containing all of the

information required to complete the statutory declaration. The City may request such statutory declaration in respect of each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Operator may have already provided such statutory declaration in the particular calendar year, the City may request and the Operator shall provide to the City such further statutory declarations as requested by the City in respect of an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Operator is in breach of any of its obligations under this Agreement.

- 2.3 The City acknowledges having approved the Operations Management Plan, and the Operator agrees that it, and each member of the Consortium, will not amend or revise the Operations Management Plan without the approval of the City.
- 2.4 The Operator hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Operator is complying with this Agreement.

**ARTICLE 3
MANAGEMENT, DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING
UNITS**

- 3.1 The Operator will operate and manage each Affordable Housing Unit and the Strata Lots in accordance with the Affordable Housing Strategy, Guidelines and Related Agreements, unless otherwise agreed to by the Operator, the Director of Development and the Manager, Community Social Development.
- 3.2 The Operator will, or will include a clause in each Tenancy Agreement requiring the Tenant to, repair and maintain the Affordable Housing Unit in good order and condition, excepting reasonable wear and tear.
- 3.3 The Operator will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.4 Upon the creation of the Strata Corporation, each member of the Consortium will deliver to the City, and will cause the Strata Corporation to deliver to the City, at the City's election, either:
 - (a) an assumption agreement which will be binding and enforceable by the City against the Strata Corporation and that member of the Consortium whereby the Strata Corporation and that member of the Consortium will agree to assume and be bound by the Operator's obligations under this Agreement with respect to the Strata Lot(s) in which that Consortium member has a leasehold interest; or
 - (b) a new housing agreement pursuant to section 905 of the *Local Government Act* with respect to the Strata Lot(s) in which that Consortium member has a leasehold interest, in the same form as this Agreement except with respect to the description of the Lands or as otherwise agreed by the parties;

together with a priority agreement from all prior charge holders granting this Agreement as assumed or the new housing agreement, as applicable, priority over such charges and any other agreements or documents as may be reasonably required by the City, all in a form prepared or approved by the City. If the City elects to require new housing agreements from each member of the Consortium pursuant to Section 3.4(b), upon final registration in the LTO of new housing agreements for every Strata Lot, all priority agreements required by the City and any other documents as may be reasonably required by the City, the City will, at the request of the Consortium members, execute a discharge of this Agreement in registrable form for submission to the LTO. The costs of preparing and registering such discharge will be borne solely by the members of the Consortium.

- 3.5 The Operator must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Occupant and except in accordance with the following additional conditions:
- (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rents applicable to that size of Affordable Housing Unit;
 - (c) the Operator will allow the Tenant and any other permitted occupant of an Affordable Housing Unit to have full access to and unlimited use and enjoyment of all common property, the limited common property designated for the use of the Strata Lot of which that Affordable Housing Unit is a part, or other common areas, facilities or amenities of the Strata Corporation, including without limitation parking facilities, all in accordance with the Zoning Bylaw and the bylaws and regulations of the Strata Corporation, provided that such bylaws and regulations of the Strata Corporation do not unreasonably restrict the Tenant or any permitted occupant's access to and use of such properties, areas, facilities and amenities;
 - (d) the Operator will not require the Tenant or any other permitted occupant of an Affordable Housing Unit to pay any strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities of the Strata Corporation, including without limitation parking facilities, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Operator may charge the Tenant the Operator's cost, if any, of providing cablevision, telephone, other telecommunications, gas, or electricity fees, charges or rates;
 - (e) the Operator will make available at its main business office in the Lower Mainland a copy of this Agreement for review by the Tenant during normal business hours;

- (f) the Operator will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (g) the Operator will include in the Tenancy Agreement a clause entitling the Operator to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Occupant;
 - (ii) the annual income of an Eligible Occupant rises above the applicable maximum amount specified in section 1.1(m) or section 1.1(n) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Housing Unit remains vacant for 60 days or longer, notwithstanding the timely payment of rent; and/or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part;

and in the case of each breach, the Operator hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.5(g)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(m) or section 1.1(n), as applicable, of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.5(g)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Operator provided the notice of termination to the Tenant. The Operator acknowledges and agrees that no compensation is payable, and the Operator is not entitled to and will not claim any compensation from the City, for any payments that the Operator may be required to pay to the Tenant under the *Residential Tenancy Act*, whether or not such payments relate directly or indirectly to the operation of this Agreement;

- (h) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (i) the Operator will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.

- 3.6 If the Operator has terminated the Tenancy Agreement, then the Operator shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4

DEMOLITION AND REPLACEMENT OF AFFORDABLE HOUSING UNIT

- 4.1 The Operator will not demolish an Affordable Housing Unit other than in accordance with the provisions of the Ground Lease and the Strata Lot Leases, as applicable. The Operator will use and occupy any replacement residential Strata Lot in compliance with this Agreement and the Related Agreements and all such agreements will apply to any replacement residential Strata Lot to the same extent and in the same manner as those agreements apply to the original Strata Lot, and the residential Strata Lot must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

ARTICLE 5

STRATA CORPORATION BYLAWS

- 5.1 Any bylaw of the Strata Corporation which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.2 The Strata Corporation shall not pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.3 The Strata Corporation shall not pass any bylaw or approve any levies which would result in only the Operator or the Tenant or any other permitted occupant of an Affordable Housing Unit paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or amenities of the Strata Corporation, including without limitation any charges or fees for the use of the parking facilities, notwithstanding that the Strata Corporation may levy such charges or fees on the non-residential Strata Lots or their occupants or visitors.
- 5.4 The Strata Corporation shall not pass any bylaw or make any rule which would restrict the Operator or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, the limited common property designated for the use of the Strata Lot of which that Affordable Housing Unit is a part or other common areas, facilities or amenities of the Strata Corporation, including without limitation the parking facilities, except on the same basis that governs the use and enjoyment of any common property, limited common property or other common areas, facilities or amenities of the Strata Corporation by all the owners, tenants, or any other permitted occupants of the Affordable Housing Units.
- 5.5 Notwithstanding Sections 5.3 and 5.4, the Strata Corporation may pass bylaws and approve levies which result in the leasehold owners or other permitted occupants of the non-residential Strata Lots paying charges or fees for the use of the common property, limited common property or other common areas, facilities or amenities of the Strata Corporation,

including without limitation the parking facilities, that are not also paid by the Operator, the Tenant or any other occupant of an Affordable Housing Unit. The Strata Corporation may also pass bylaws or make rules that restrict the leasehold owners or other permitted occupants of the non-residential Strata Lots from using or enjoying any common property, limited common property or other common areas, facilities or amenities of the Strata Corporation that are specific to or designated for the Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Operator agrees that, in addition to any other remedies available to the City under this Agreement, the Related Agreements or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rents or the Operator is otherwise in breach of any of its obligations under this Agreement, the Operator will pay the Daily Amount to the City for every day that the breach continues after thirty (30) days written notice from the City to the Operator stating the particulars of the breach. For greater certainty, the Operator will not be required to pay the Daily Amount to the City with respect to any breach of this Agreement until any applicable cure period set out in this Agreement has expired. The Daily Amount is due and payable thirty (30) business days following receipt by the Operator of an invoice from the City for the same, and such invoice will be given and deemed received in accordance with Section 8.10 [*Notice*] of this Agreement.
- 6.2 The Operator and the Strata Corporation each acknowledge and agree that a default by the Operator or the Strata Corporation of any of its promises, covenants, representations or warranties set-out in any of the Related Agreements shall also constitute a default under this Agreement, but that the Operator will not be required to pay the Daily Amount pursuant to Section 6.1 for breach of one or more of the Related Agreements.

ARTICLE 7 DISPUTE RESOLUTION

- 7.1 Any dispute between the parties in connection with this Agreement may be submitted to arbitration and such arbitration will be in accordance with the procedure set out in this 7.1 and the provisions of the *Arbitration Act* of British Columbia as may be amended or replaced from time to time:
- (a) all arbitration proceedings conducted pursuant to this Agreement will be conducted in Richmond, British Columbia;
 - (b) any arbitration award will be in writing and will contain the reasons for the award as well as a decision regarding payment of costs by the parties to the arbitration;
 - (c) within 15 days from the date on which one party notifies the other, or others as the case may be, of an intention to arbitrate the dispute, the matter will be referred to a single arbitrator with expertise in the matter being arbitrated;

- (d) if the parties to the dispute cannot agree upon a single arbitrator within the 15 days from the date on which one party notifies the other, or others as the case may be, of an intention to arbitrate the dispute, then any party to the dispute may apply to the Supreme Court of British Columbia to have it select an arbitrator;
 - (e) the arbitrator appointed by the parties to the dispute, or the Court, as the case may be, will hand down a decision within 30 days after that arbitrator is appointed;
 - (f) if that arbitrator does not hand down a decision within that 30 day period, then any party to the dispute may, by giving notice to the other, cancel the appointment of the arbitrator, and initiate new arbitration proceedings by a new request and appointment; and
 - (g) each party will bear its own expense of preparing and presenting its case to the arbitrator, irrespective of whether any such expense was incurred or contracted for prior to the commencement of the arbitration process, including the expenses of appraisals, witnesses and legal representation. The fees of the arbitrator will be paid as determined by the arbitrator.
- 7.2 The arbitrator will not have the power to grant provisional or conservatory measures including injunctions, restraining orders and specific performance, and each party reserves its rights to apply for such remedies to any ordinary court of competent jurisdiction, in which case such party may apply directly to such court without complying with Article 7.
- 7.3 The arbitration conducted pursuant to this Agreement will not, unless otherwise agreed by the parties, be binding on the parties thereto, and notwithstanding Article 7, at any time before, during or after the conclusion of the arbitration any party to the dispute may elect to have the dispute submitted to a court of competent jurisdiction.

ARTICLE 8 MISCELLANEOUS

8.1 Housing Agreement

The Operator acknowledges and agrees that:

- (a) this Agreement constitutes a housing agreement entered into under section 905 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate Strata Lot or part of a separate Strata Lot, the City may file notice of this Agreement in the LTO against the Operator's leasehold interest in the Strata Lot and may note this Agreement on the index of the common property of the Strata Corporation stored in the LTO as well;

- (c) where the Lands have not yet been Subdivided to create the separate legal parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the Operator's leasehold interest in the Lands. It is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are Subdivided, to charge and secure only the legal parcels or Strata Lots which contain the Affordable Housing Units, and the City Solicitor shall without further City Council approval, authorization or bylaw, at the request and expense of the Operator, partially discharge this Agreement accordingly. The Operator acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect in perpetuity and, but for the partial discharge, otherwise unamended. Further, the Operator acknowledges and agrees that this Agreement shall remain noted on the Strata Corporation's common property sheet in perpetuity in addition to against the leasehold interest in those residential Strata Lots created upon the Subdivision of the Lands;
- (d) this Agreement secures 129 Affordable Housing Units comprising 85 studio units, 32 one bedroom units, 4 two bedroom units and 8 three bedroom units together with non-residential spaces to complement the social programing and use of the Affordable Housing Units; and
- (e) subject to the terms and conditions of this Agreement, this Agreement shall apply in perpetuity.

8.2 Modification

Subject to section 8.1 of this Agreement, this Agreement may not be modified or amended except by a bylaw duly passed by the Council of the City and an instrument in writing of equal formality herewith executed by all of the parties hereto or by their successors or permitted assigns. This Agreement will not be modified or amended so as to conflict with the Operating Agreements without the consent of the Commission.

8.3 Management

The Operator covenants and agrees that it will, at its cost, furnish good and efficient management of the Affordable Housing Units in accordance with the terms of the Related Agreements. Notwithstanding the foregoing, the Operator acknowledges and agrees that the City, in its absolute discretion, may require the Operator, at the Operator's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

8.4 Indemnity

Unless resulting from the negligence or willful acts of the City or its elected officials, officers, directors, employees, agents or contractors, the Operator shall indemnify and save harmless the Indemnified Parties from and against all losses, judgments, builder's liens, damages, costs (including, without limitation, legal costs and defence costs on a solicitor and own client basis), expenses, liabilities, actions, proceedings, suits, debts,

accounts, claims and demands, including any and all claims of third parties, which the Indemnified Parties may suffer or incur or be put to, arising out of or in connection with:

- (a) this Agreement;
- (b) the License Agreement dated for reference November 1, 2013 between the City and Turning Point Housing Society;
- (c) the occupation and use of the Lands, including the Affordable Housing Units, by the Operator or any officers, directors, employees, agents, contractors, subcontractors, permittees or invitees of the Operator, any Eligible Occupant or any other person; including any injury or death to any person, or damage to or loss of any property owned by any person, occurring in or on lands adjacent to the Lands relating to or arising from such occupation and use of the Lands;
- (d) injury or death to any person or damage to or loss of any property owned by any person occurring in or about the Lands, including the Affordable Housing Units, or relating to or arising from the occupation or use of the Lands (including claims under the *Occupier's Liability Act*) by the Operator or any of its officers, directors, employees, agents, contractors, subcontractors, permittees or invitees or any of their machinery, tools, equipment and vehicles;
- (e) any breach of this Agreement on the part of the Operator or its officers, directors, employees, agents, contractors, subcontractors, permittees or invitees;
- (f) the Indemnified Parties:
 - (i) reviewing, accepting or approving any documents submitted to the City hereunder;
 - (ii) withholding any permission or any building permits, development permits, occupancy permits, or subdivision approvals in relation to the Lands;
 - (iii) performing any work in accordance with the terms of this Agreement or requiring the Operator to perform any work pursuant to this Agreement;
 - (iv) exercising discretion for any matter relating to this Agreement;
 - (v) exercising any rights under this Agreement or an enactment;
- (g) any act done or neglect caused by the Operator or its respective officers, directors, employees, agents, contractors, subcontractors, permittees or invitees during the term of this Agreement in relation to anything occurring on the Lands, or on or in the improvements thereon, or in regard to any machinery, equipment or other property of any nature whatsoever thereon or therein; and/or

- (h) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Units or the enforcement of any Tenancy Agreement.

This indemnity is an integral part of this Agreement.

8.5 Release

Unless resulting from the negligence or willful acts of the City or its elected officials, officers, directors, employees, agents or contractors, the Operator hereby releases and forever discharges the Indemnified Parties from any and all losses, judgments, builder's liens, damages, costs (including, without limitation, legal costs and defence costs on a solicitor and own client basis), expenses, liabilities, actions, proceedings, suits, debts, accounts, claims and demands, including any and all claims of third parties, which the Operator or its officers, directors, employees, agents, contractors, subcontractors, permittees or invitees may have against the Indemnified Parties arising out of or in connection with:

- (a) this Agreement;
- (b) the License Agreement dated for reference November 1, 2013 between the City and Turning Point Housing Society;
- (c) the occupation and use of the Lands, including the Affordable Housing Units, by the Operator or any officers, directors, employees, agents, contractors, subcontractors, permittees or invitees of the Operator, any Eligible Occupant or any other person; including any injury or death to any person, or damage to or loss of any property owned by any person, occurring in or on lands adjacent to the Lands relating to or arising from such occupation and use of the Lands;
- (d) injury or death to any person or damage to or loss of any property owned by any person occurring in or about the Lands, including the Affordable Housing Units, or relating to or arising from the occupation or use of the Lands (including claims under the *Occupier's Liability Act*) by the Operator or any of its officers, directors, employees, agents, contractors, subcontractors, permittees or invitees or any of their machinery, tools, equipment and vehicles;
- (e) any breach of this Agreement on the part of the Operator or its officers, directors, employees, agents, contractors, subcontractors, permittees or invitees;
- (f) the Indemnified Parties:
 - (i) reviewing, accepting or approving any documents submitted to the City hereunder;
 - (ii) withholding any permission or any building permits, development permits, occupancy permits, or subdivision approvals in relation to the Lands;

- (iii) performing any work in accordance with the terms of this Agreement or requiring the Operator to perform any work pursuant to this Agreement;
- (iv) exercising discretion for any matter relating to this Agreement;
- (v) exercising any rights under this Agreement or an enactment;
- (g) any act done or neglect caused by the Operator or its respective officers, directors, employees, agents, contractors, subcontractors, permittees or invitees during the term of this Agreement in relation to anything occurring on the Lands, or on or in the improvements thereon, or in regard to any machinery, equipment or other property of any nature whatsoever thereon or therein; and/or
- (h) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Units or the enforcement of any Tenancy Agreement.

8.6 Survival

The obligations of the Operator set out in this Agreement will survive the termination or discharge of this Agreement, including without limitation the obligation of the Operator to indemnify, save harmless and release the Indemnified Parties under the provisions of this Agreement which will apply and continue notwithstanding the termination of this Agreement or breach of this Agreement by the City, anything in this Agreement to the contrary notwithstanding.

8.7 Priority

The Operator will do everything necessary, at the Operator's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against the Operator's leasehold interest in the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 905(5) of the *Local Government Act* will be filed on the title to the Lands.

8.8 City's Powers Unaffected

This Agreement does not:

- (a) affect, fetter or limit the discretion, rights, duties or powers of the City or the Council of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;

- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Operator from complying with any enactment, including in relation to the use or subdivision of the Lands.

8.9 Agreement for Benefit of City Only

The Operator and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Operator, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building thereon or any portion thereof, including any Affordable Housing Unit; and
- (c) the City shall have no liability to any person for the release or discharge of this Agreement.

8.10 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Operator agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

8.11 Notice

All notices, demands or requests of any kind which a party may be required or permitted to serve on another party in connection with this Agreement, must be given in writing and shall be sufficiently given if served personally upon the party or an executive officer of the party for whom it is intended or mailed by prepaid registered mail or by fax or sent by e-mail to the applicable address as follows:

- (a) to the City:

City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1
Attention: City Clerk
Fax: (604) 276-5139

with a copy to the Manager, Community Social Development:

City of Richmond

6911 No. 3 Road
Richmond BC V6Y 2C1
Attention: Manager, Community Social Development
Fax: (604) 276-4132

and the City Solicitor

City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1
Attention: City Solicitor
Fax: (604) 276-5139

(b) to the Operator, to the address as set out on the leasehold interest for the Lands:

Turning Point Housing Society
10411 Odlin Road, Richmond, BC V6X 1E3
Attention: Executive Director
Fax: (604) _____
Email: _____

With a copy to James B. Myers Law Corporation:

619 - 610 Granville Street, Vancouver, BC V6C 3T3
Attention: James B. Myers
Fax No: 604-682-2348
Email: jbmyers@telus.cet

or to any other address, fax number or individual that the party designates. Any party may, from time to time, give notice to the other party of any change of address, fax number or e-mail address.

Any notice, demand or request which is validly:

- (c) delivered on a Business Day will be deemed to have been given on that Business Day;
- (d) delivered on a day that is not a Business Day will be deemed to have been given on the next Business Day;
- (e) sent by prepaid registered mail will be deemed to have been given on the third Business Day after the date of mailing, except in the case of postal disruption;
- (f) sent by e-mail will be deemed to have been given only upon confirmation of receipt by the recipient; and

- (g) transmitted by fax on a Business Day:
 - (i) and for which the sending party has received confirmation of transmission before 3:00 p.m. (local time at the place of receipt) on that Business Day, will be deemed to have been given on that Business Day,
 - (ii) and for which the sending party has received confirmation of transmission after 3:00 p.m. (local time at the place of receipt) on that Business Day, will be deemed to have been given on the next Business Day, and
 - (iii) transmitted by fax on a day that is not a Business Day, will be deemed to have been given on the next Business Day.

If a notice, demand or request has been validly sent by prepaid registered mail and before the third Business Day after the mailing there is a discontinuance or interruption of regular postal service so that the notice, demand or request cannot reasonably be expected to be delivered within three Business Days after the mailing, the notice, demand or request will be deemed to have been given when it is actually received.

8.12 **Enuring Effect**

Except as otherwise herein expressly set out, the provisions of this Agreement will enure to the benefit of and be binding upon the successors and permitted assigns of each of the parties hereto.

8.13 **Severability**

If any provision contained in this Agreement is for any reason held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability will not affect any other provisions of this Agreement which will be construed as if such invalid, illegal, or unenforceable provision had never been contained therein and such other provisions will be enforceable to the fullest extent permitted by law.

8.14 **Waiver**

No consent or waiver, expressed or implied, by a party of any default by another party in observing or performing its obligations under this Agreement will be deemed or construed to be a consent or waiver of any other default. Failure on the part of any party to complain of any act or failure to act by another party or to declare the other party in default, irrespective of how long such failure continues, will not constitute a waiver by such party of its rights under this Agreement or at law or at equity.

8.15 **Further Assurance**

Upon request by the City the Operator will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

8.16 Covenant Runs with the Lands

This Agreement burdens and runs with the Operator's leasehold interest in the Lands and every parcel into which the Lands are Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Operator for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

8.17 Limitation on Operator's Obligations

The Operator is only liable for breaches of this Agreement that occur while the Operator is the registered owner of a leasehold interest in the Lands provided however that notwithstanding that the Operator is no longer the registered owner of a leasehold interest in the Lands, the Operator will remain liable for breaches of this Agreement that occurred while the Operator was the registered owner of a leasehold interest in the Lands. Notwithstanding the foregoing, if Turning Point Housing Society assigns this Agreement to the other members of the Consortium pursuant to Section 3.4(a), Turning Point Housing Society will be released of liability for breaches of this Agreement that pertain to Strata Lots in which other members of the Consortium have assumed a leasehold interest and that occur after such assignment, and Turning Point Housing Society's liability for breaches that occur after such assignments will be limited to breaches relating to Strata Lot(s) in which Turning Point Housing Society continues to maintain a leasehold interest.

8.18 Equitable Remedies

Each party to this Agreement, in addition to its rights under this Agreement or at law, will be entitled to all equitable remedies, including specific performance, injunction and/or declaratory relief, to enforce its rights under this Agreement.

8.19 No Joint Venture

Nothing in this Agreement will constitute the Operator as the agent, joint venturer, or partner of the City or give the Operator any authority to bind the City in any way.

8.20 Applicable Law

This Agreement will be governed by and construed and enforced in accordance with the laws of British Columbia. Without limiting the above, in the event of any conflict between any provision of this Agreement and the *Residential Tenancy Act*, this Agreement is without effect to the extent of the conflict.

8.21 Deed and Contract

By executing and delivering this Agreement the Operator intends to create both a contract and a deed executed and delivered under seal.

8.22 **Joint and Several**

If two or more individuals, corporations, partnerships, societies or other business associations comprise the Operator, then the liability of each individual, corporation, partnership, society or other business association to perform all obligations of the Operator under this Agreement is joint and several. If the Operator is a partnership or other business association the members of which are by virtue of statute or general law subject to personal liability, the liability of each member is joint and several. For greater certainty, the members of the Consortium are not jointly and severally liable for the covenants, agreements and obligations of the other members of the Consortium unless they have a joint leasehold interest in a Strata Lot.


8.23 **Counterparts/Fax.**


This Agreement may be executed in separate counterparts, each of which when so executed shall be deemed an original, but all such counterparts shall together constitute one and the same document. This Agreement may be executed and transmitted by fax or other electronic means and if so executed and transmitted this Agreement will be for all purposes as effective as if the parties had delivered an executed original Agreement.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

TURNING POINT HOUSING SOCIETY

by its authorized signatory(ies):

Per: 
Name: Gary Schubak, Director

Per: 
Name: Marc Strongman, Director

CITY OF RICHMOND

by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
David Weber, Corporate Officer

| |
|---|
| CITY OF RICHMOND |
| APPROVED for content by originating dept. |
| APPROVED for legality by Solicitor |
| DATE OF COUNCIL APPROVAL |

ACKNOWLEDGED AND AGREED TO as of this ___ day of _____, 20__

ATIRA WOMEN'S RESOURCE SOCIETY

by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

S.U.C.C.E.S.S. (Also known as United Chinese Community Enrichment Services Society)

by its authorized signatory(ies):

Per: *Q Choo* CEO
Name:

Per: _____
Name:

COAST FOUNDATION SOCIETY (1974)

by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

TIKVA HOUSING SOCIETY

by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

ACKNOWLEDGED AND AGREED TO as of this ___ day of _____, 20__

ATIRA WOMEN'S RESOURCE SOCIETY

by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

**S.U.C.C.E.S.S. (Also known as United Chinese
Community Enrichment Services Society)**

by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

COAST FOUNDATION SOCIETY (1974)

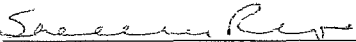
by its authorized signatory(ies):


Per: _____
Name:

Per: _____
Name:

TIKVA HOUSING SOCIETY

by its authorized signatory(ies):

Per: 
Name:

Per: 
Name:

ACKNOWLEDGED AND AGREED TO as of this ___ day of _____, 20__

ATIRA WOMEN'S RESOURCE SOCIETY

by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

**S.U.C.C.E.S.S. (Also known as United Chinese
Community Enrichment Services Society)**

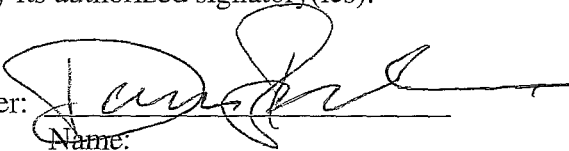
by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

COAST FOUNDATION SOCIETY (1974)

by its authorized signatory(ies):

Per: 
Name:

Per: _____
Name:

TIKVA HOUSING SOCIETY

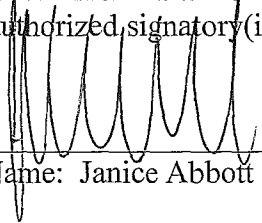
by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

ACKNOWLEDGED AND AGREED TO as of this 12 day of May, 2015

ATIRA WOMEN'S RESOURCE SOCIETY
by its authorized signatory(ies):

Per: 
Name: Janice Abbott

Per: _____
Name:

**S.U.C.C.E.S.S. (Also known as United Chinese
Community Enrichment Services Society)**
by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

COAST FOUNDATION SOCIETY (1974)
by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:


TIKVA HOUSING SOCIETY
by its authorized signatory(ies):

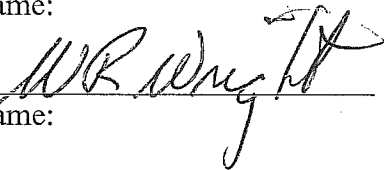
Per: _____
Name:

Per: _____
Name:

**PATHWAYS CLUBHOUSE SOCIETY
OF RICHMOND**

by its authorized signatory(ies):

Per: 
Name:

Per: 
Name:

Appendix A to Housing Agreement

PERMITTED RENTS

Atira Women's Resource Society

| Level | Unit Type | Number of Units | Rent Range |
|----------------|-----------|-----------------|---------------|
| Level 3 and 12 | Studio | 13 | \$575-\$850 |
| Level 12 | 1 Bedroom | 3 | \$640-\$850 |
| | 2 Bedroom | N/A | N/A |
| Level 12 | 3 Bedroom | 2 | \$835-\$1,375 |

Coast Foundation Society (1974)

| Level | Unit Type | Number of Units | Rent Range |
|-----------------------|-----------|-----------------|-------------|
| Level 7, 8, 9, and 10 | Studio | 28 | \$605-\$850 |
| Level 7, 8, 9, and 10 | 1 Bedroom | 10 | \$660-\$850 |
| | 2 Bedroom | N/A | N/A |
| | 3 Bedroom | N/A | N/A |

S.U.C.C.E.S.S. (Also Known as United Chinese Community Enrichment Services Society)

| Level | Unit Type | Number of Units | Rent Range |
|-------------------|-----------|-----------------|-------------|
| Level 4, 5, and 6 | Studio | 38 | \$850-\$850 |
| Level 4, 5 and 6 | 1 Bedroom | 15 | \$850-\$850 |
| | 2 Bedroom | N/A | N/A |
| | 3 Bedroom | N/A | N/A |

Tikva Housing Society

| Level | Unit Type | Number of Units | Rent Range |
|-----------------|-----------|-----------------|---------------|
| | Studio | N/A | N/A |
| | 1 Bedroom | N/A | N/A |
| Level 13 and 14 | 2 Bedroom | 4 | \$510-\$1,375 |
| Level 13 and 14 | 3 Bedroom | 6 | \$595-\$1,375 |

Turning Point Housing Society

| Level | Unit Type | Number of Units | Rent Range |
|----------|-----------|-----------------|-------------|
| Level 11 | Studio | 6 | \$555-\$850 |
| Level 11 | 1 Bedroom | 4 | \$580-\$850 |
| | 2 Bedroom | N/A | N/A |
| | 3 Bedroom | N/A | N/A |

Appendix B to Housing Agreement

STATUTORY DECLARATION

| | | |
|------------------------------|---|------------------------|
| CANADA |) | IN THE MATTER OF A |
| |) | HOUSING AGREEMENT WITH |
| PROVINCE OF BRITISH COLUMBIA |) | THE CITY OF RICHMOND |
| |) | ("Housing Agreement") |

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Housing Unit"), and make this declaration to the best of my personal knowledge.

2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Housing Unit, and all capitalized terms not otherwise defined herein have the meaning ascribed to them in the Housing Agreement.

3. For the period from _____ to _____, the Affordable Housing Unit was occupied as a permanent residence only by the Eligible Occupant whose name(s), age(s) and current address(es) and whose employer's name(s) and current address(es) appear below:

[Names, ages, addresses and phone numbers of all people comprising the Eligible Occupant and name(s) and address(es) of current employer(s)]

4. The rent charged each month for the Affordable Housing Unit is as follows:

(a) the monthly rent on the date 365 days before this date of this statutory declaration: \$ _____ per month;

(b) the rent on the date of this statutory declaration: \$ _____; and

(c) the proposed or actual rent that will be payable on the date that is 90 days after the date of this statutory declaration: \$ _____.

5. Attached hereto as Schedule A is a true copy of the most recent:

a) application form for Eligible Occupants;

b) Operations Management Plan;

- c) minutes of the most recent AGM of the Strata Corporation;
- d) joint operations management board report, containing updates on operation, maintenance, joint management responsibilities and tenant programming; and
- e) engineer's inspection report of the buildings on the Lands;

together with any revisions or updates thereto and the date such revisions or updates, if any, were adopted by the Operator's board of directors.

- 6. Attached hereto as Schedule B is evidence of the current income of the Eligible Occupant, occupying the Affordable Housing Unit in a form satisfactory to the City.
- 7. I acknowledge and agree to comply with the Operator's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Affordable Housing Unit is situated and confirm that the Operator has complied with the Operator's obligations under the Housing Agreement.
- 8. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

DECLARED BEFORE ME at the City of _____)
 _____, in the Province of British Columbia, this _____ day of _____, 20____.)
 _____)
 _____)
 _____)
 _____)
 _____)
 A Commissioner for Taking Affidavits in the Province of British Columbia)

DECLARANT



BOARD OF VARIANCE BYLAW NO. 9259

The Council of the City of Richmond enacts as follows:

PART ONE: CONTINUATION AND JURISDICTION OF BOARD

1.1 Continuation of Board

1.1.1 The **Board**, established by previous bylaw of the **City**, is hereby continued.

1.2 Jurisdiction of Board

1.1.2 The **Board** shall hear and determine **applications** on the grounds and to the extent set out in the *Local Government Act*.

PART TWO: ADMINISTRATIVE AND TECHNICAL SUPPORT

2.1 Administrative Support

2.1.1 The **Corporate Officer**, or a person assigned by the **Corporate Officer**, shall be the Secretary to the **Board**.

2.1.2 The **Secretary** shall have the following duties:

- (a) determine completeness of an **application**;
- (b) provide notice of an **application** in accordance with the *Local Government Act* and this bylaw;
- (c) prepare the agenda and minutes for each **Board** meeting;
- (d) provide notice of a **Board** decision in accordance with this bylaw; and
- (e) maintain a record of all decisions of the **Board** and ensure that the record is available for public inspection during normal business hours.

2.2 Technical Support

2.2.1 The **City's** Planning and Development Division shall provide technical support to the **Board** in respect to an **application**.

2.2.2 The representative(s) of the Planning and Development Division may:

- (a) provide a written report to the **Board** in respect to an **application**; and/or
- (b) attend a **hearing** and respond to any questions from the **Board**.

PART THREE: APPLICATION PROCEDURES

3.1 Completion of Application

- 3.1.1 A person or an owner, as applicable, may apply to the **Board** for an order under the following section(s) of the *Local Government Act*:
 - (a) section 901 [*Variance or exemption to relieve hardship*];
 - (b) section 901.1 [*Exemption to relieve hardship from early termination of land use contract*];
 - (c) section 902 [*Extent of damage preventing reconstruction as non-conforming use*].
- 3.1.2 The person or owner making an **application** shall submit the following to the **Secretary**:
 - (a) a completed application form together with any required supporting materials, including any applicable drawings and plans, and the grounds of the **application**, in form and content satisfactory to the **Secretary**;
 - (b) title search, dated no earlier than 30 days from the **application** date, for the land that is the subject of the **application**; and
 - (c) the applicable fee specified in the Consolidated Fees Bylaw No. 8636, which fee is non-refundable except in accordance with section 3.2.2 of this bylaw.
- 3.1.3 The owner making an **application** pursuant to section 3.1.1(b) of this bylaw shall submit the following additional materials and information:
 - (a) a copy of the land use contract registered on title, together with any amendments to the land use contract; and
 - (b) the length of extension requested for the termination of the land use contract, the nature of the hardship requiring the extension, and how the extension would relieve the hardship, together with any supporting documents or materials.
- 3.1.4 The **Secretary** shall examine each **application** and may request the applicant to submit such further information or materials as the **Secretary** may deem necessary.

- 3.1.5 An **application** for an order under section 3.1.1(b) of this bylaw shall be made within 6 months after the adoption of the bylaw, authorized by section 914.2 [*early termination of land use contracts*] of the *Local Government Act*, that is applicable to the land for which the order is sought.

3.2 Withdrawal or Adjournment

- 3.2.1 A person or owner who has made an **application** may, at any time prior to the **hearing** date, apply to the **Secretary** to withdraw the **application** or request an adjournment of the **hearing**.
- 3.2.2 If a person or owner withdraws an **application** prior to the mailing or delivery of notices for the **hearing** pursuant to section 4.1.2 of this bylaw, the person or owner is entitled to a refund of 50% of the fee paid pursuant to section 3.1.2(c) of this bylaw.
- 3.2.3 If the **Secretary** grants a request to adjourn a **hearing** after the mailing or delivery of the notices for the **hearing** pursuant to section 4.1.2 of this bylaw, the person or owner shall pay to the **City** the additional fee specified in the Consolidated Fees Bylaw No. 8636 for mailing or delivery of notices in respect to the new **hearing** date.

PART FOUR: BOARD PROCEDURES

4.1 Pre-Meeting Procedures

- 4.1.1 Upon the **Secretary** being satisfied the **application** is complete, the **Secretary** shall:
- (a) schedule the **hearing** of the **application** for the next available meeting date for the **Board**;
 - (b) provide notice of the **hearing** in accordance with section 4.1.2 of this bylaw; and
 - (c) provide the completed **application** to the **Board** and the **City's** Planning and Development Division.
- 4.1.2 Not less than 10 days before the **hearing** date for an **application** for an order pursuant to section 3.1.1(a) or (b) of this bylaw, the **Secretary** shall mail or otherwise deliver written notice of the **hearing** date, time, location and subject matter for the **application** to:
- (a) the person or owner making the **application**;
 - (b) the tenants in occupation of the land that is the subject of the **application**; and

- (c) the owners and tenants in occupation of land that is immediately adjacent to or within 50 metres of the land that is the subject of the **application**.

4.1.3 The **Secretary** may schedule more than one **hearing** for each **Board** meeting.

4.2 Meeting Procedures

4.2.1 The quorum of the **Board** for a meeting is the majority of its members.

4.2.2 If a quorum is not present within 15 minutes after the scheduled time of the meeting, the **Secretary** shall cancel the meeting and:

- (a) record the names of the persons present;
- (b) reschedule the **applications** to be heard at that meeting to the next available **Board** meeting; and
- (c) either:
 - (i) prior to cancelling the meeting, announce the new **hearing** date and location for each rescheduled **application**; or
 - (ii) provide notice of the new **hearing** date and location in accordance with section 4.1.2 of this bylaw.

4.2.3 At the beginning of each **hearing**, the **Secretary** must provide to the **Board** and the applicant any written submissions in respect to the **application** received in advance of the **hearing**.

4.2.4 The applicant must be afforded the first opportunity to make a submission to the **Board**, after which submissions may be presented by other persons in the order determined by the Chair of the meeting, until all persons wishing to make a submission relevant to the **application** have been given an opportunity to be heard.

4.2.5 Other than the applicant, persons making submissions to the **Board** at a **hearing** must not exceed a total speaking time of five minutes, excluding the time taken for questions posed by **Board** members, unless the **Board** authorizes additional speaking time.

4.2.6 The **Board**, in its discretion, may:

- (a) establish procedures for **Board** meetings and **hearings**, provided such procedures do not conflict with the provisions of this bylaw;
- (b) administer an oath or affirmation for oral evidence;
- (c) accept evidence that is unsworn, written or hearsay evidence; and

- (d) before evidence is presented at a **hearing**, direct that:
 - (i) no oral evidence will be allowed to be given unless all of the witnesses first take an oath or affirmation in the same manner as witnesses at a civil trial in the Supreme Court of British Columbia; or
 - (ii) no written evidence will be allowed to be given unless it is given by affidavit.

4.2.7 The **Board** may, at any time, adjourn a meeting or the **hearing** of an **application**, provided either:

- (a) prior to the adjournment, the **Secretary** announces the new date and location for the meeting or **hearing**; or
- (b) the **Board** directs the **Secretary** to provide notice of the new meeting or **hearing** date and location in accordance with section 4.1.2 of this bylaw.

4.2.8 The **Board** must not hear any oral or written submissions in respect to an **application** except at a **hearing** for the **application**.

4.3 Decision-Making Procedures

4.3.1 At the conclusion of the **hearing** for an **application**, the Board may:

- (a) grant or deny the order requested by the applicant and provide reasons for the grant or denial;
- (b) request further information from the applicant, the **City's** Planning and Development Division or any person who has made a submission to the **Board** in respect to the **application** and adjourn the **hearing** in accordance with section 4.2.7 of this bylaw; or
- (c) reserve its decision and provide a written decision at a later date.

4.3.2 The decision of the **Board** to either grant or deny an order must be supported by not less than 3 members of the **Board**.

4.3.3 A **Board** member must not abstain from voting in respect to an **application** heard by the **Board** member.

4.3.4 **Board** members not present during a **hearing** for an **application** must not participate in making a decision in respect to the **application**.

4.3.5 A **Board** member shall not discuss the merits of an **application** other than with another **Board** member who was present at the **hearing** for the **application**.

- 4.3.6 If an applicant, or his or her representative, does not attend the **hearing** for the **application**, the **Board** may adjourn the **hearing** in accordance with section 4.2.7 of this bylaw or make a decision in the absence of the person or owner.
- 4.3.7 Following a decision by the **Board** in respect to an **application**, the **Secretary** must mail or otherwise deliver to the applicant written notice of the **Board's** decision.
- 4.3.8 The **Board** shall not rehear an **application** covering the identical grounds or principles upon which the **Board** has previously rendered a decision.

PART FIVE: INTERPRETATION

5.1 In this bylaw, unless the context requires otherwise:

| | |
|-----------------------------|---|
| APPLICATION | means an application for an order under section 3.1.1(a), (b) or (c) of this bylaw |
| BOARD | means the Board of Variance for the City continued pursuant to this bylaw |
| CITY | means the City of Richmond |
| COMMUNITY CHARTER | means <i>Community Charter</i> , SBC 2003, c. 26, as amended or replaced from time to time |
| CORPORATE OFFICER | means the person appointed by Council pursuant to section 148 of the <i>Community Charter</i> as the Corporate Officer of the City , or his or her designate |
| HEARING | means the hearing of an application by the Board |
| LOCAL GOVERNMENT ACT | means <i>Local Government Act</i> , RSBC 1996, c. 323, as amended or replaced from time to time |
| SECRETARY | means the person assigned to be Secretary to the Board in accordance with section 2.1.1 of this bylaw |

PART SIX: SEVERABILITY

- 6.1 If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

PART SEVEN: REPEAL AND CITATION

- 7.1 Board of Variance Establishment and Procedure Bylaw No. 7150 is hereby repealed.
- 7.2 This bylaw is cited as "**Board of Variance Bylaw No. 9259**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

JUL 13 2015

JUL 13 2015

JUL 13 2015

CORPORATE OFFICER

| |
|---|
| CITY OF RICHMOND |
| APPROVED for content by originating dept. <i>[Signature]</i> |
| APPROVED for legality by Solicitor <i>[Signature]</i> |



Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9267

The Council of the City of Richmond enacts as follows:

- 1. The Consolidated Fees Bylaw No. 8636, as amended, is further amended by deleting the schedule titled "SCHEDULE – BOARD OF VARIANCE ESTABLISHMENT AND PROCEDURE" in its entirety and substituting the following:

"SCHEDULE – BOARD OF VARIANCE

Board of Variance Bylaw No. 9259

Application Fees

Sections 3.1.2(c), 3.2.3

Table with 2 columns: Description, Fee. Rows include application fees for variance, exemption, and notice of new hearing.

- 2. This Bylaw is cited as "Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9267".

FIRST READING

JUL 13 2015

SECOND READING

JUL 13 2015

THIRD READING

JUL 13 2015

ADOPTED

Approval stamp box with text: CITY OF RICHMOND, APPROVED for content by originating dept, DW, APPROVED for legality by Solicitor, ly

MAYOR

CORPORATE OFFICER



**Hamilton Area Plan Community Amenity
Capital Reserve Fund
Establishment Bylaw No. 9276**

WHEREAS:

- A. Section 188(1) of the *Community Charter* authorizes Council to establish a reserve fund for a specified purpose and direct that money be placed to the credit of the reserve fund;
- B. Council wishes to establish a reserve fund for the purposes of supporting capital costs related to community amenities as specified under the Hamilton Area Plan;

The Council of the City of Richmond enacts as follows:

1. The Hamilton Area Plan Community Amenity Capital Reserve Fund is hereby established.
2. Any and all amounts in the Hamilton Area Plan Community Amenity Capital Reserve Fund, including any interest earned and accrued, may be used and expended solely for capital costs for community amenities located within the Hamilton Area and those specified in the Hamilton Area Plan (whether or not undertaken by the City).
3. If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.
4. This Bylaw is cited as “**Hamilton Area Plan Community Amenity Capital Reserve Fund Establishment Bylaw No. 9276**”.

FIRST READING

JUL 13 2015

SECOND READING

JUL 13 2015

THIRD READING

JUL 13 2015

ADOPTED

| |
|---|
| CITY OF RICHMOND |
| APPROVED for content by originating dept. |
| <i>[Signature]</i> |
| APPROVED for legality by Solicitor |
| <i>[Signature]</i> |

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8943 (RZ 12-610919)
2420 McKessock Avenue and a portion of 2400 McKessock Avenue**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (RS2/B)**.

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw 8943".

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8943**".

FIRST READING

NOV 13 2012

A PUBLIC HEARING WAS HELD ON

DEC 17 2012

SECOND READING

DEC 17 2012

THIRD READING

DEC 17 2012

OTHER REQUIREMENTS SATISFIED

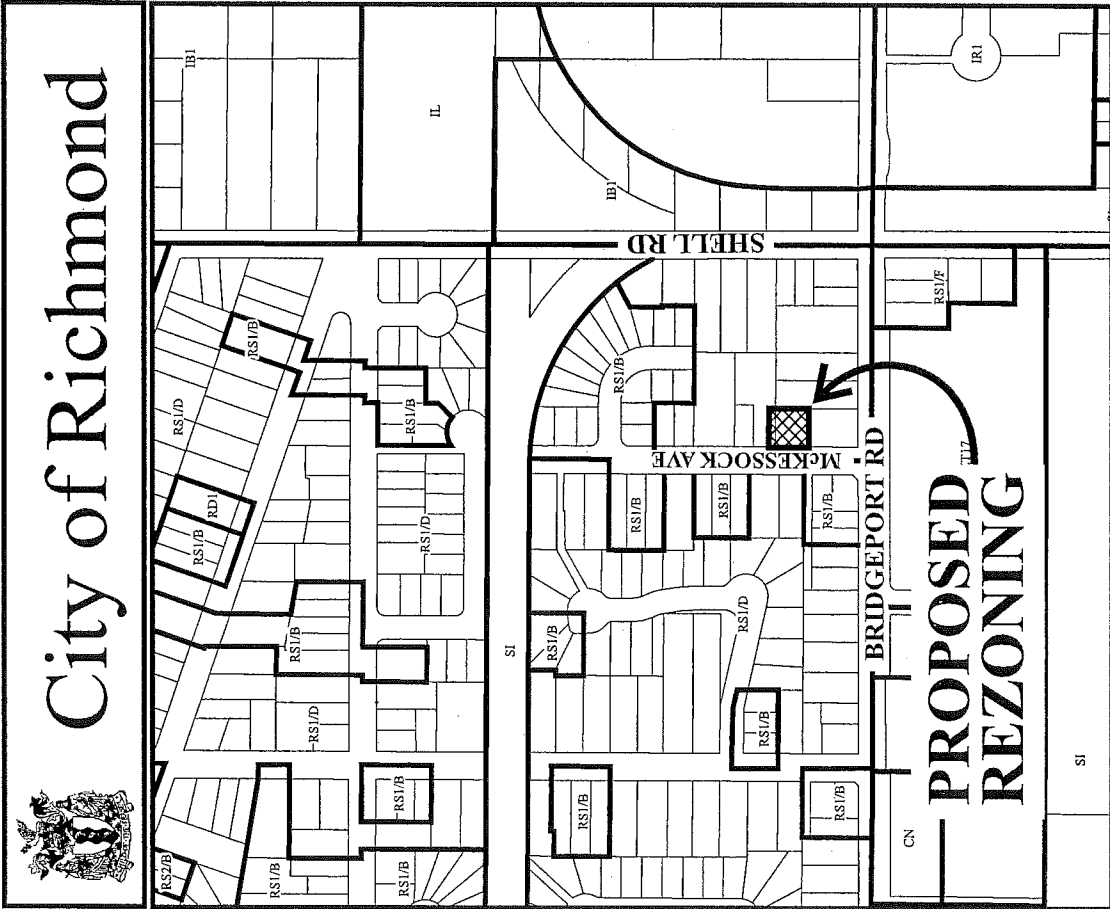
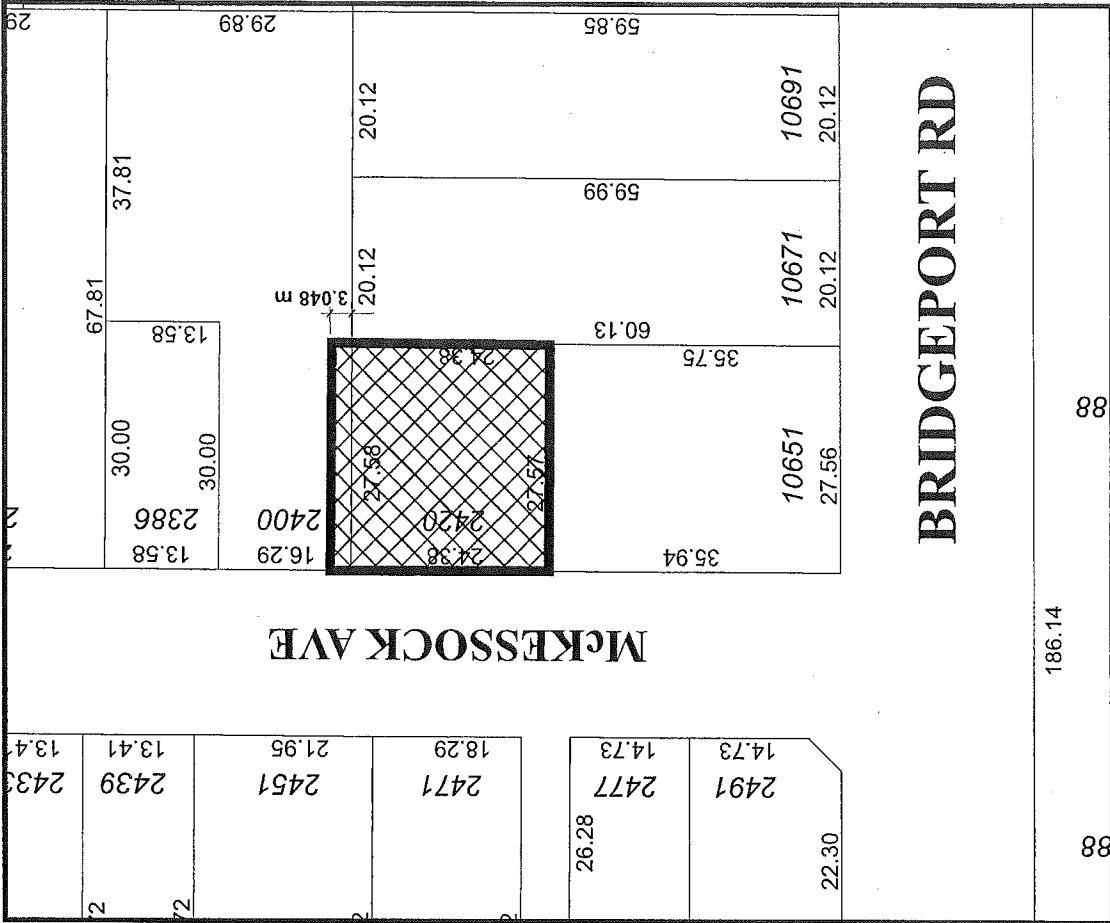
JUL 21 2015

ADOPTED



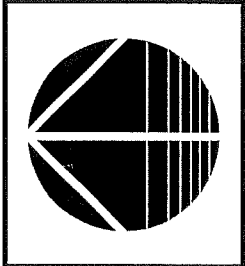
MAYOR

CORPORATE OFFICER



Original Date: 05/30/12
 Revision Date: 09/05/12
 Note: Dimensions are in METRES

RZ 12-610919





**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9065 (RZ 12-605272)
8451 Bridgeport Road and Surplus City Road**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:
 - a) Repealing the existing land use designation in the Generalized Land Use Map (2031) thereof for that area shown cross-hatched on “Schedule “A” attached to and forming part of Bylaw 9065”, and by designating it “Urban Centre T5”.
 - b) In the Generalized Land Use Map (2031) thereof, designating along the west and east property lines of 8451 Bridgeport Road “Proposed Streets”.
 - c) Repealing the existing land use designation in the Specific Land Use Map: Bridgeport Village (2031) thereof for that area shown cross-hatched on “Schedule “A” attached to and forming part of Bylaw 9065”, and by designating it “Urban Centre T5 (45m)”.
 - d) In the Specific Land Use Map: Bridgeport Village (2031) thereof, designating along the west and east property lines of 8451 Bridgeport Road “Proposed Streets”.
 - e) In the Specific Land Use Map: Bridgeport Village (2031) thereof, designating along the east property line of 8451 Bridgeport Road “Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages”.
 - f) Making various text and graphic amendments to ensure consistency with the Generalized Land Use Map (2031) and Specific Land Use Map: Bridgeport Village (2031) as amended.

- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9065".

FIRST READING

NOV 12 2013

PUBLIC HEARING

DEC 16 2013

SECOND READING

DEC 16 2013

THIRD READING

DEC 16 2013

OTHER CONDITIONS SATISFIED

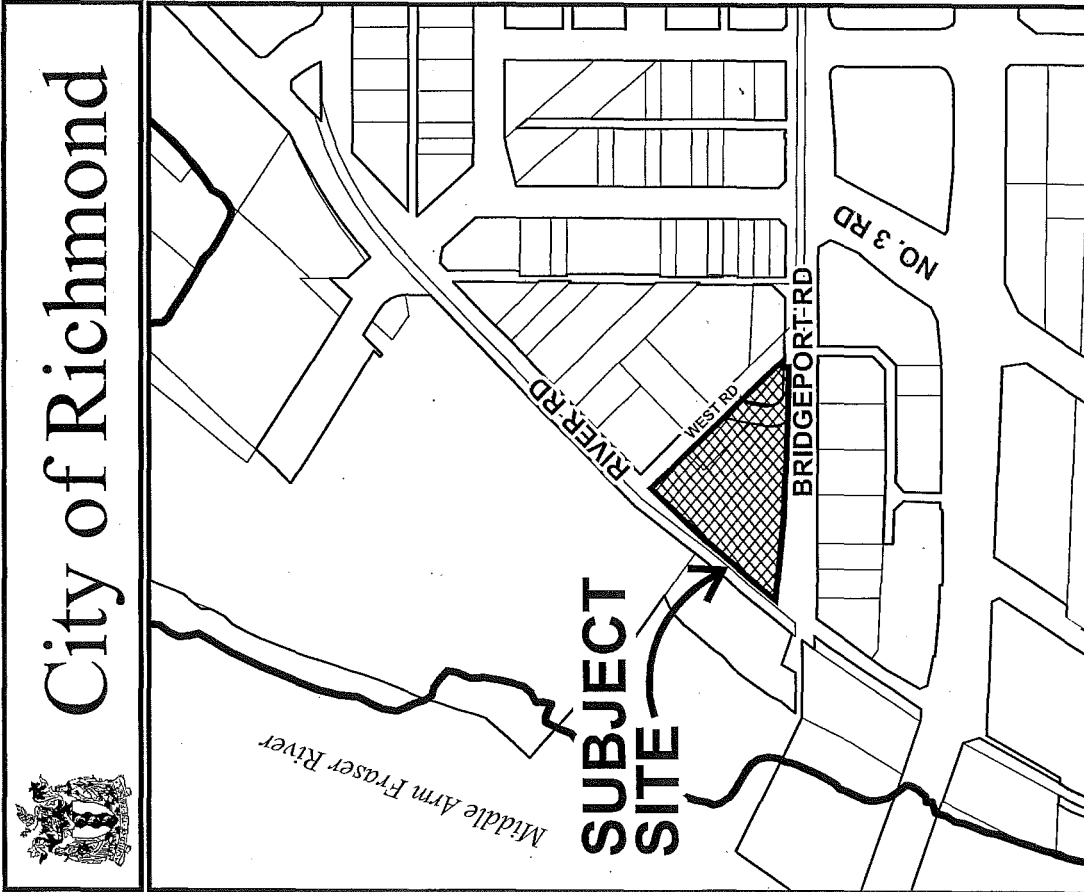
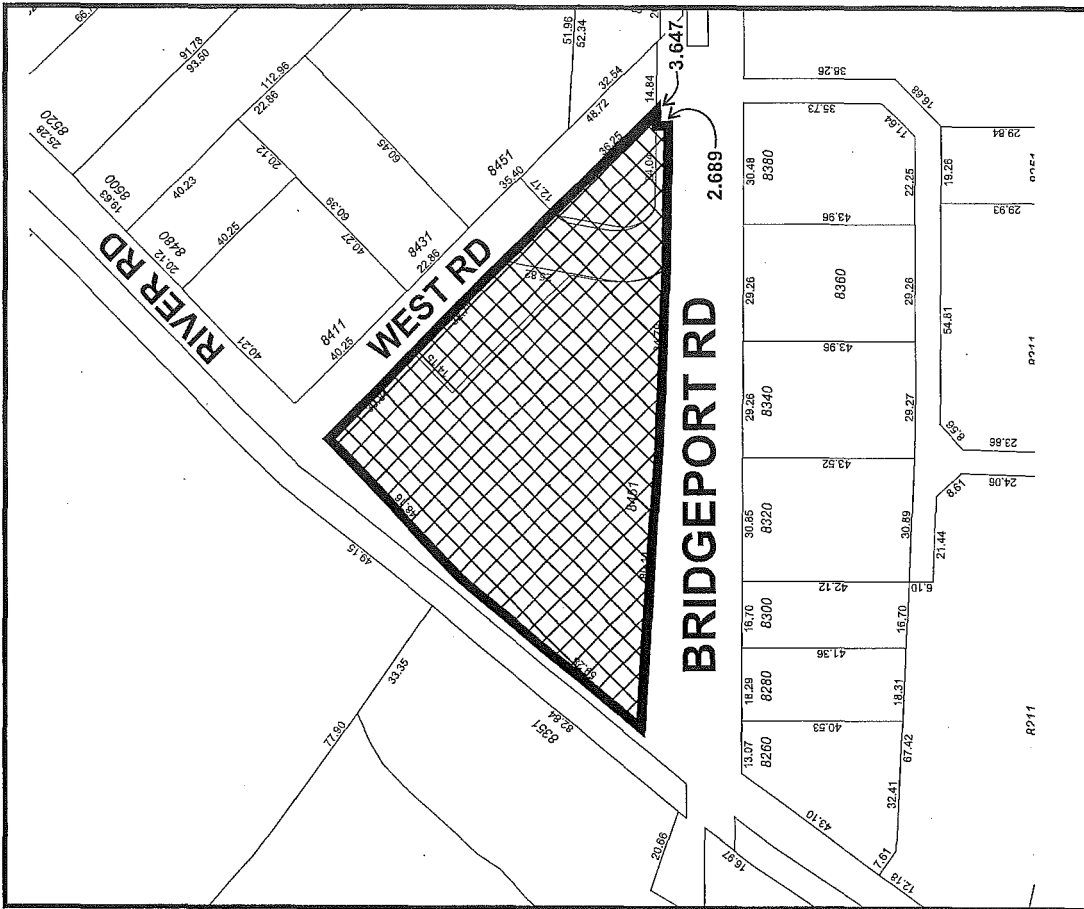
JUL 21 2015

ADOPTED



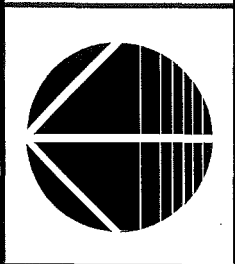
MAYOR

CORPORATE OFFICER



Original Date: 10/01/13
 Revision Date:
 Note: Dimensions are in METRES

RZ 12-605272





**Richmond Zoning Bylaw 8500
Amendment Bylaw 9066 (RZ 12-605272)
8451 Bridgeport Road and Surplus City Road**

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 inserting Section 22.33 thereof the following:

“22.33 High Rise Office Commercial (ZC33) – (City Centre)

22.33.1 Purpose

The **zone** provides for high-**density**, transit-supportive, non-residential, central **business** district **development** in an area affected by aircraft noise. The zone provides for an additional **density bonus** that would be used for rezoning applications in the Village Centre Bonus Area of the **City Centre** in order to achieve **City** objectives.

22.33.2 Permitted Uses

- hotel
- education, commercial
- entertainment, spectator
- government service
- health service, minor
- library and exhibit
- liquor primary establishment
- manufacturing, custom indoor
- neighbourhood public house
- office
- parking, non-accessory
- private club
- recreation, indoor
- recycling depot
- religious assembly
- restaurant
- retail, convenience
- retail, general

- retail, secondhand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

22.33.3 Secondary Uses

- n/a

22.33.4 Permitted Density

1. The maximum **floor area ratio** of the **site** is 2.0.
2. Notwithstanding Section 22.33.4.1, the reference to a maximum **floor area ratio** of "2.0" is increased to a higher **density** of "3.0" provided that the **lot** is located in the Village Centre Bonus Area designated by the City Centre Area Plan and the owner uses the additional 1.0 **density bonus floor area ratio** only for **office** purposes.
3. There is no maximum **floor area ratio** for **non-accessory parking** as a principal use.

22.33.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 90% for **buildings** and **landscaped** roofs over **parking spaces**.

22.33.6 Yards & Setbacks

1. The minimum **setback** of a **building** to a **public road** is 1.7 m for the **first storey** of a **building**, and 0.1 m for all other **storeys** of a **building**.

22.33.7 Permitted Heights

1. The maximum **height** for **buildings** is 47.0 m geodetic.
2. The maximum **height** for **accessory structures** is 12.0 m.

22.33.8 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

22.33.9 On-site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

22.33.10 Other Regulations

- 1. Signage must comply with the City of Richmond's *Sign Bylaw No. 5560*, as it applies to **development** in the Downtown Commercial (CDT1) zone.
- 2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**HIGH RISE OFFICE COMMERCIAL (ZC33) – (CITY CENTRE)**".

That area shown cross-hatched on "Schedule "A" attached to and forming part of Bylaw No. 9066"

- 3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9066**".

FIRST READING

NOV 12 2013

A PUBLIC HEARING WAS HELD ON

DEC 16 2013

SECOND READING

DEC 16 2013

THIRD READING

DEC 16 2013

OTHER CONDITIONS SATISFIED

JUL 21 2015

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

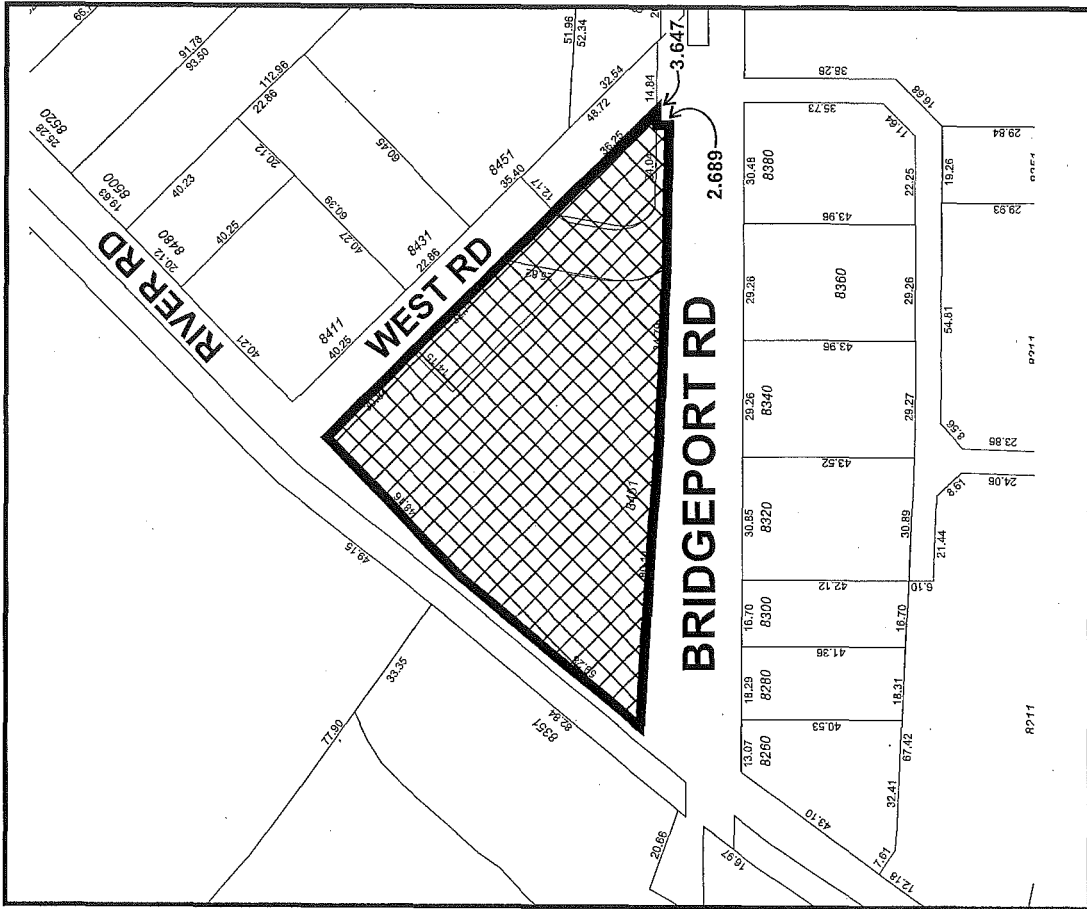
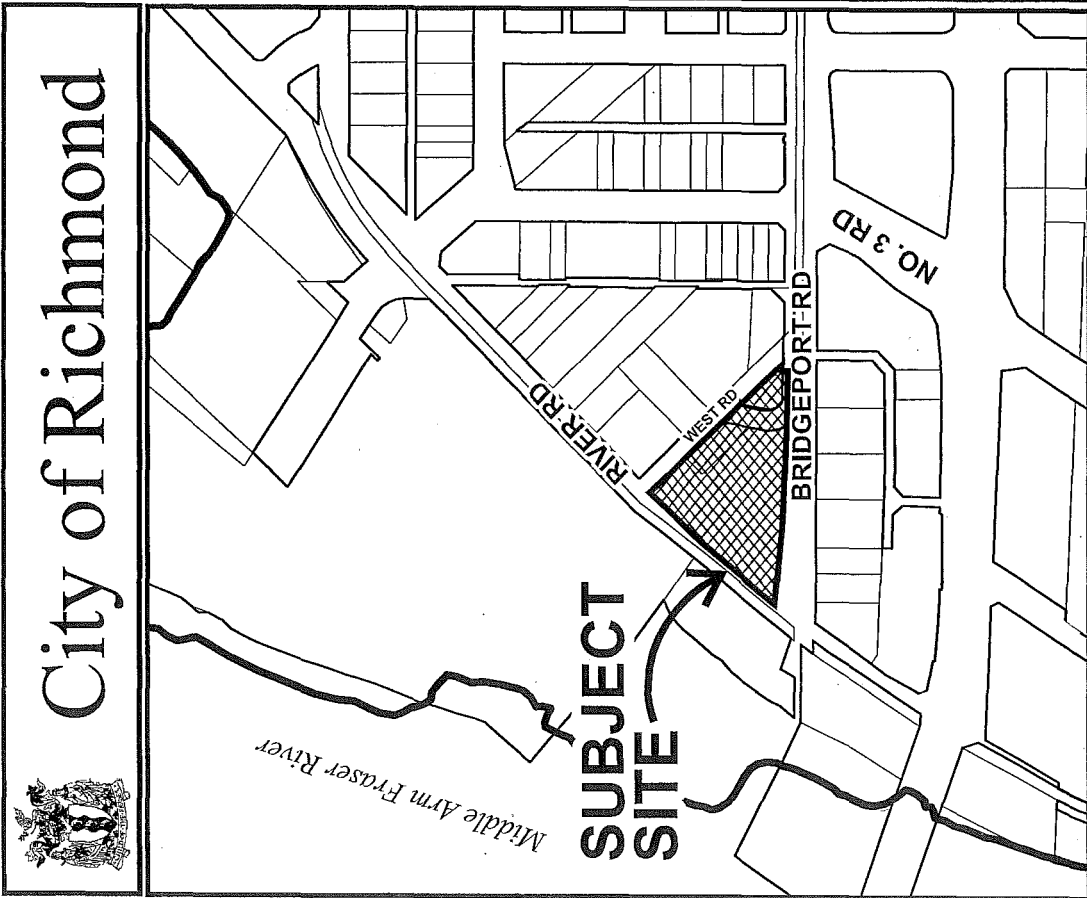
JAN 10 2014

ADOPTED

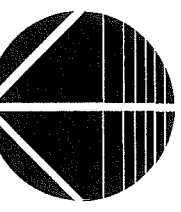


MAYOR

CORPORATE OFFICER



RZ 12-605272



Original Date: 10/01/13
 Revision Date:
 Note: Dimensions are in METRES



Richmond Zoning Bylaw 8500
Amendment Bylaw 9094 (RZ 12-602748)
13040 No. 2 Road

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:
 - a. Inserting the following into the end of the table contained in Section 5.15.1 regarding Affordable Housing density bonusing provisions:

| Zone | Sum Per Buildable Square Foot of Permitted Principal Building |
|--------|--|
| "ZMU24 | \$4.00" |

- b. Inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

"20.24 **Commercial Mixed Use (ZMU24) – London Landing (Steveston)**

20.24.1 **Purpose**

The **zone** provides for **commercial**, residential and industrial **uses** in the Steveston area.

20.24.2 **Permitted Uses**

- **child care**
- **education, commercial**
- **health service, minor**
- **housing, apartment**
- **industrial, general**
- **manufacturing, custom indoor**
- **office**
- **recreation, indoor**
- **restaurant**
- **retail, convenience**
- **retail, general**

- **service, business support**
- **service, financial**
- **service, household repair**
- **service, personal**
- **studio**

20.24.3 Secondary Uses

- **boarding and lodging**
- **community care facility, minor**
- **home business**

20.24.4 Permitted Density

1. The maximum **floor area ratio** (FAR) is 1.0, together with an additional:
 - a) 0.1 floor area ratio provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 20.24.4.1, the reference to “1.0” in relation to the maximum **floor area ratio** (FAR) is increased to a higher **density** of “1.37” if:
 - a) for rezoning applications involving 80 or less **apartment housing dwelling units**, the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZMU24 zone; or
 - b) for rezoning applications involving more than 80 **apartment housing dwelling units**, and prior to first occupancy of the **building**, the **owner**:
 - i) provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 5% of the total **building** area; and
 - ii) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

20.24.5 Permitted Lot Coverage

1. The maximum lot coverage is 54% for **buildings**.

20.24.6 Yards & Setbacks

1. The minimum **front yard** setback is 4.5 m, except that:
 - a) removable ramps, removable retaining walls and removable metal stairs attached to the foundation wall may project into the **setback** up to the **lot line**.

2. A parking **structure** may project into the public **road setback** subject to it being landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

3. There is no minimum **side yard** or **rear yard**.

20.24.7 Permitted Heights

1. The maximum **height** for **buildings** and **accessory structures** is 21.0 m and no more than four **storeys**.

20.24.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

20.24.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

20.24.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

20.24.11 Other Regulations

1. The following **uses** permitted by this **zone** shall only be located on the ground floor of a **building**:

- a) **child care**;
- b) **education, commercial**;
- c) **health service, minor**;
- d) **industrial, general**;
- e) **manufacturing, custom indoor**;
- f) **office**;
- g) **recreation, indoor**;
- h) **restaurant**;
- i) **retail, convenience**;
- j) **retail, general**;
- k) **service, business support**;
- l) **service, financial**;
- m) **service, household repair**;
- n) **service, personal**; and
- o) **studio**.

2. **Apartment housing** located within this **zone** shall not be situated within 19.8 m of the **lot line** abutting a **road** on the ground floor of a **building**.
3. The following **secondary uses** are permitted in this **zone** provided they are restricted to **apartment housing** units in which the **uses** are located:
 - a) **boarding and lodging**;
 - b) **community care facility, minor**;
 - c) **home business**.
4. Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as it applies to **development** in the Steveston Commercial (CS3) **zone**.
5. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it "**COMMERCIAL MIXED USE (ZMU24) – LONDON LANDING (STEVESTON)**".

P.I.D. 024-025-917

STRATA LOT 1 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-925

STRATA LOT 2 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-933

STRATA LOT 3 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-941

STRATA LOT 4 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-950

STRATA LOT 5 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-968

STRATA LOT 6 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-976

STRATA LOT 7 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-984

STRATA LOT 8 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-992

STRATA LOT 9 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-026-000

STRATA LOT 10 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9094".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JAN 27 2014

FEB 17 2014 MAY 20 2014

MAY 20 2014

MAY 20 2014

JUL 21 2015

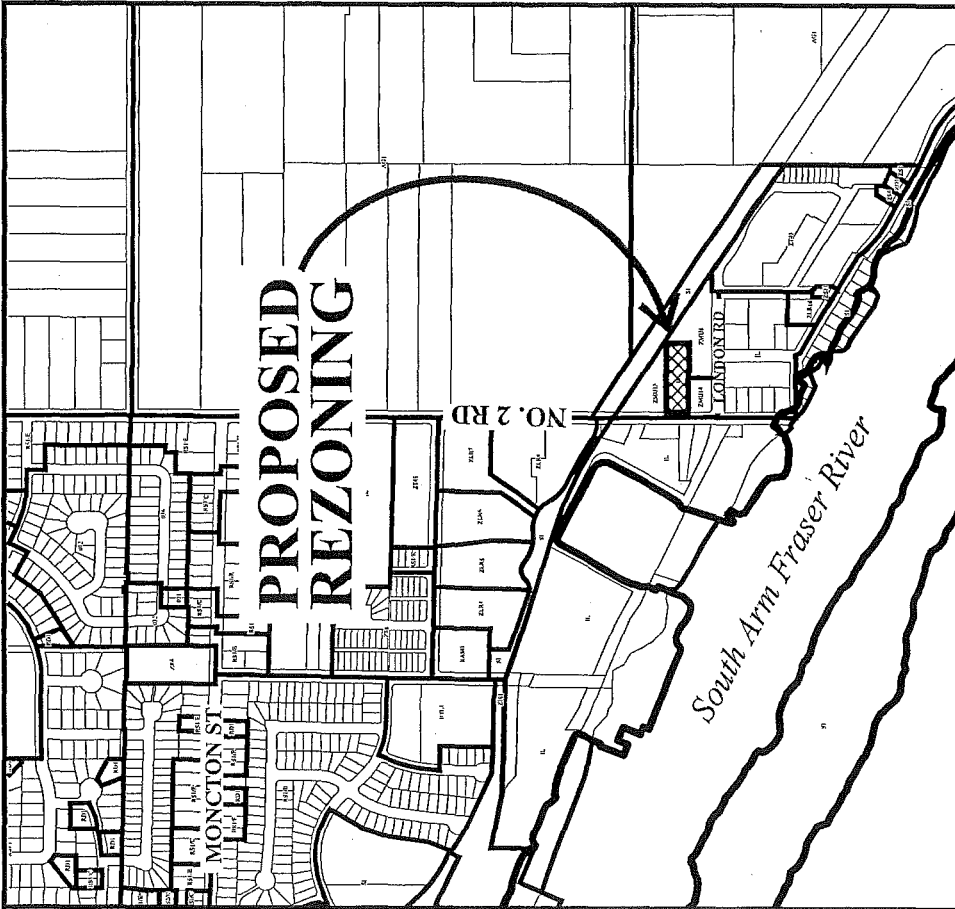
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| CITY OF RICHMOND |
| APPROVED by BK |
| APPROVED by Director or Solicitor |
| <i>ul</i> |

MAYOR

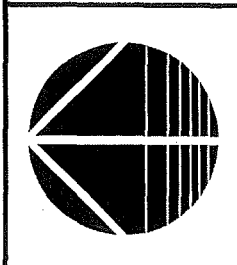
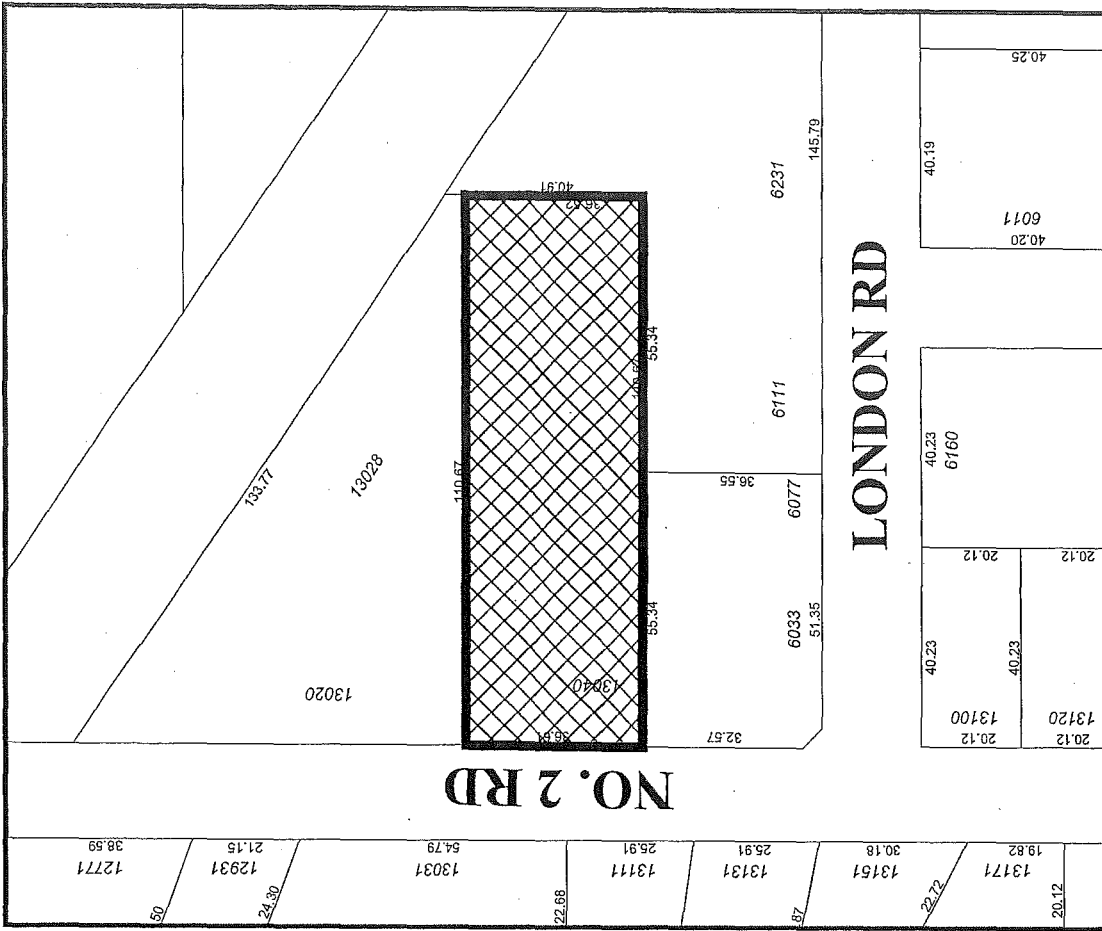
CORPORATE OFFICER



City of Richmond



CNCL - 553



RZ 12-602748

Original Date: 03/28/12

Revision Date:

Note: Dimensions are in METRES



Richmond Zoning Bylaw 8500
Amendment Bylaw 9174 (13-642848)
3011 No. 5 Road

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

1. Richmond Zoning Bylaw 8500 is amended by inserting Section 22.35 thereof the following:

“22.35 Car Wash & Service Station (ZC35) - Bridgeport

22.35.1 Purpose

The zone provides for **car wash** and **service station use**.

22.35.2 Permitted Uses

- **car wash**
- **service station**

22.35.3 Permitted Density

1. The maximum **floor area ratio** is 0.30.

22.35.4 Permitted Lot Coverage

1. The maximum **lot coverage** is 20% for **buildings**.

22.35.5 Yards & Setbacks

1. The minimum **front yard** (abutting Bridgeport Road) is 0.9 m for **buildings**.
2. The minimum **exterior side yard** (abutting No. 5 Road) is 10 m for **buildings**.
3. The minimum **interior side yard** and **rear yard** is 7.9 m for **buildings**.

22.35.6 Permitted Heights

1. The maximum **height** for **buildings** is 9.0 m.
2. **Accessory structures** are not permitted.

22.35.7 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

22.35.8 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0 except, that the minimum required landscaping is reduced from 3.0 m to:

- a) 0.9 m on the portion of the lot which abuts Bridgeport Road; and
- b) 2.0 m on the portion of the lot which abuts No. 5 Road.

22.35.9 On-Site Parking and Loading

- 1. On-site vehicle and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

22.35.10 Other Regulations

- 1. An automated or semi-automated car wash must be wholly contained in a building and must comply with the City's Noise Regulation Bylaw No. 8856.
 - 2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **CAR WASH & SERVICE STATION (ZC35) – BRIDGEPORT.**

P.I.D. 007-376-723
 East 150 Feet (Reference Plan 17050) Lot 1
 Except: Firstly; Part On Bylaw Plan 59971,
 Secondly; Part In Plan LMP21779
 Thirdly; Part On Plan LMP39115
 Section 25 Block 5 North Range 6 West New Westminster District Plan 1366

- 3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9174**".

FIRST READING

SEP 22 2014

PUBLIC HEARING

OCT 20 2014

SECOND READING

OCT 20 2014

THIRD READING

OCT 20 2014

OTHER CONDITIONS SATISFIED

JUL 20 2015

ADOPTED

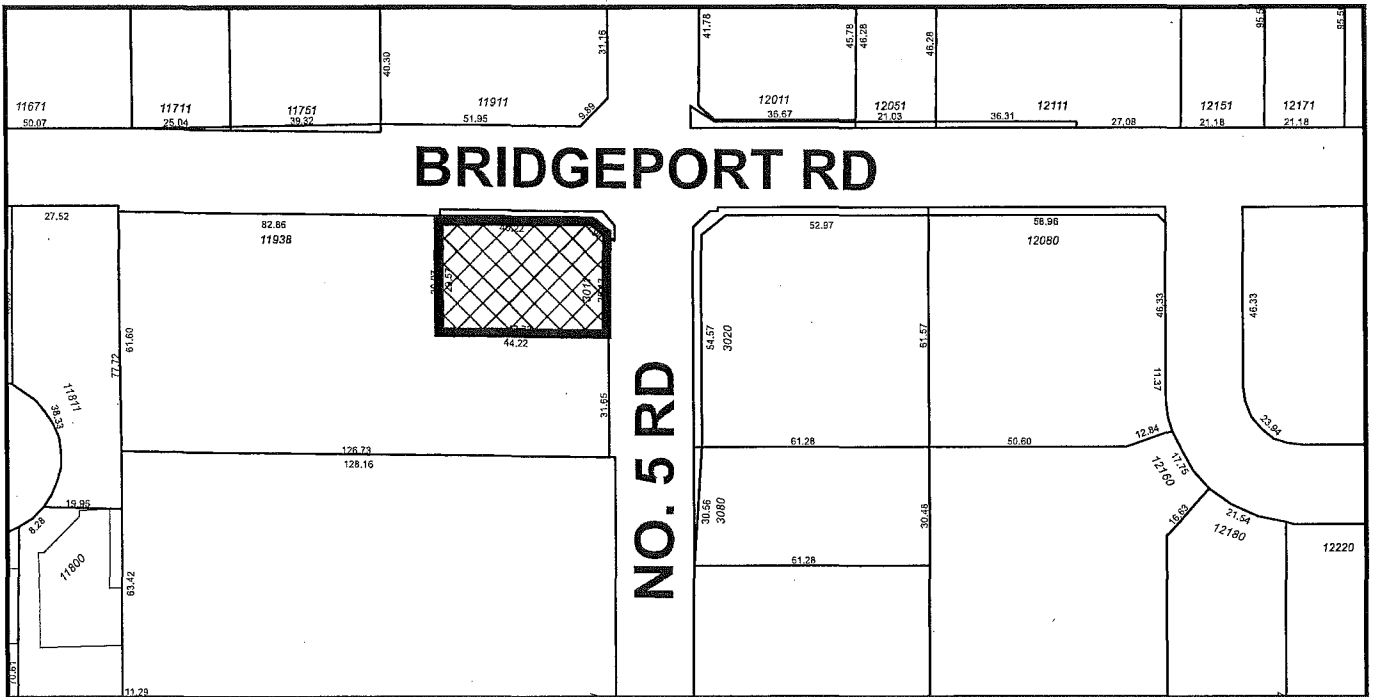
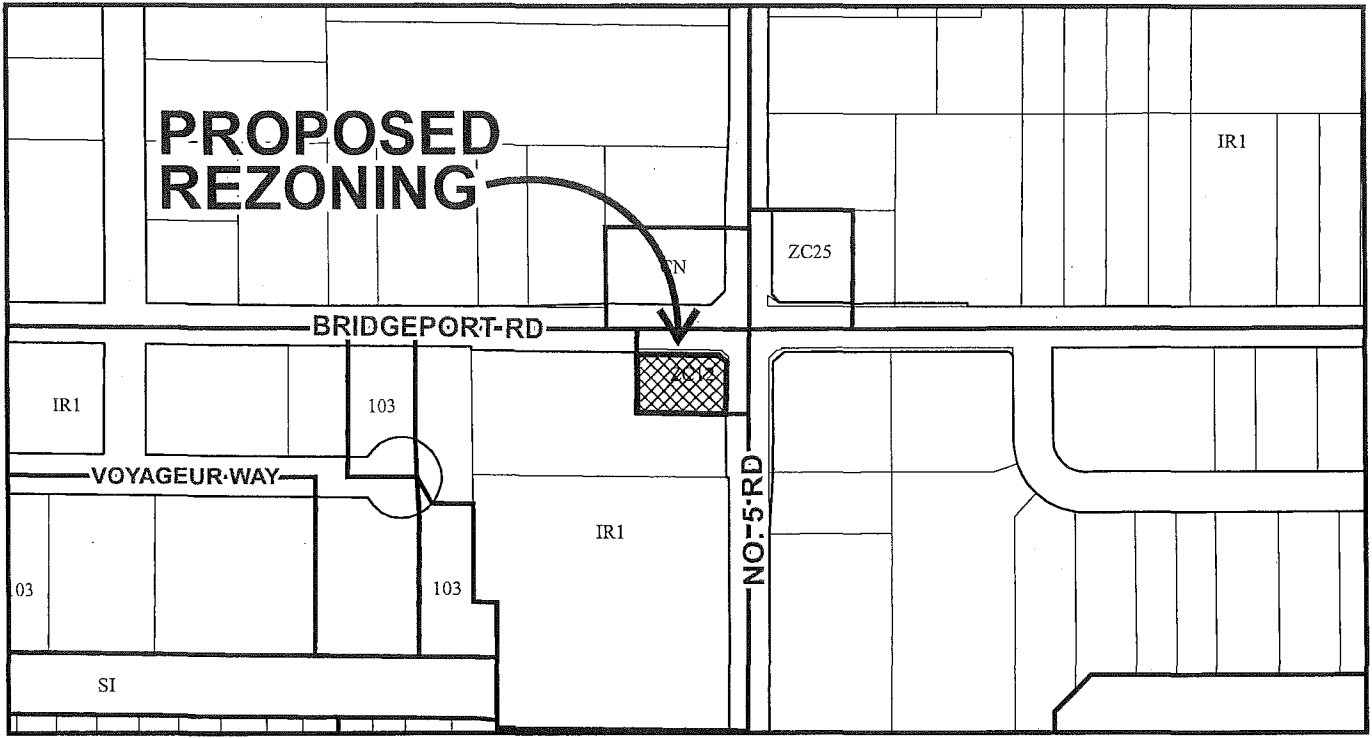


MAYOR

CORPORATE OFFICER



City of Richmond



RZ 13-642848

Original Date: 09/29/14

Revision Date:

Note: Dimensions are in METRES

CNCL - 556



Richmond Zoning Bylaw 8500
Amendment Bylaw 9177 (RZ 14-656004)
10231 No. 5 Road

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

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

P.I.D. 006-731-937

Lot 224 Section 36 Block 4 North Range 6 West New Westminster District Plan 32915

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9177".

Table with 2 columns: Milestone (FIRST READING, A PUBLIC HEARING WAS HELD ON, SECOND READING, THIRD READING, MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL, OTHER REQUIREMENTS SATISFIED, ADOPTED) and Date (OCT 14 2014, NOV 17 2014, NOV 17 2014, NOV 17 2014, NOV 25 2014, JUL 22 2015).

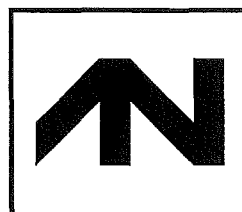
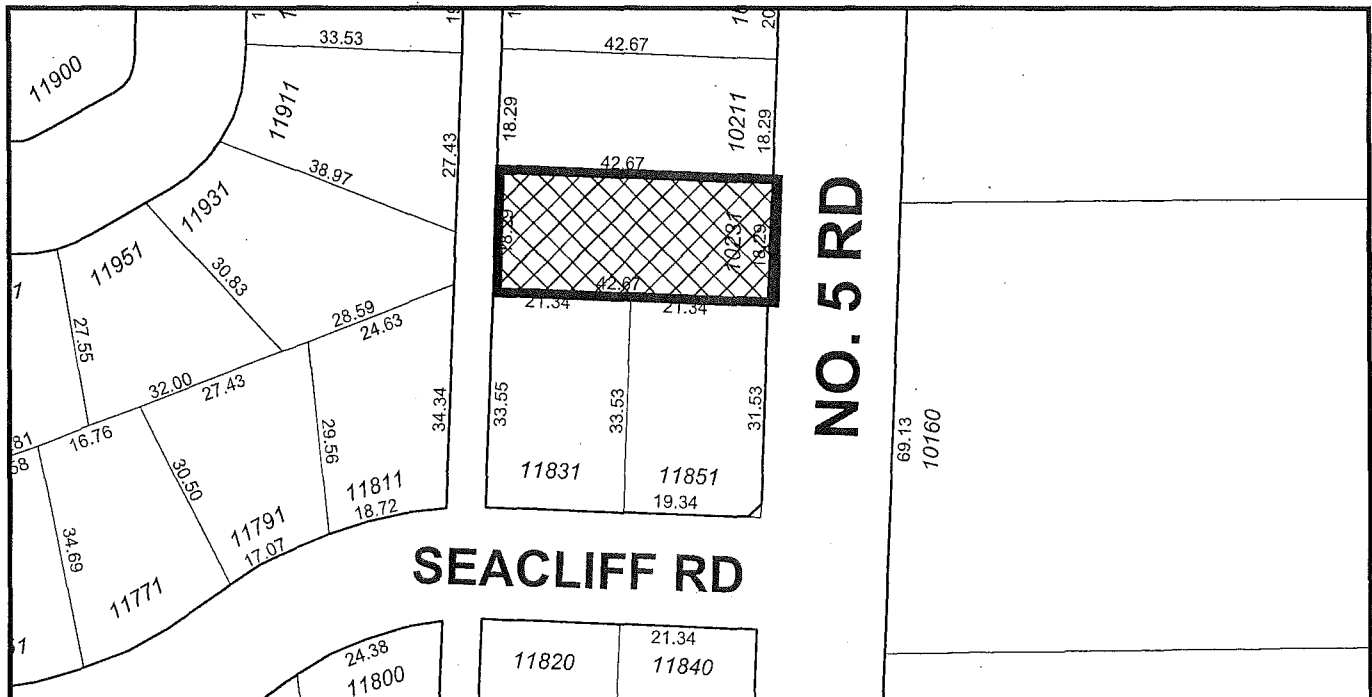
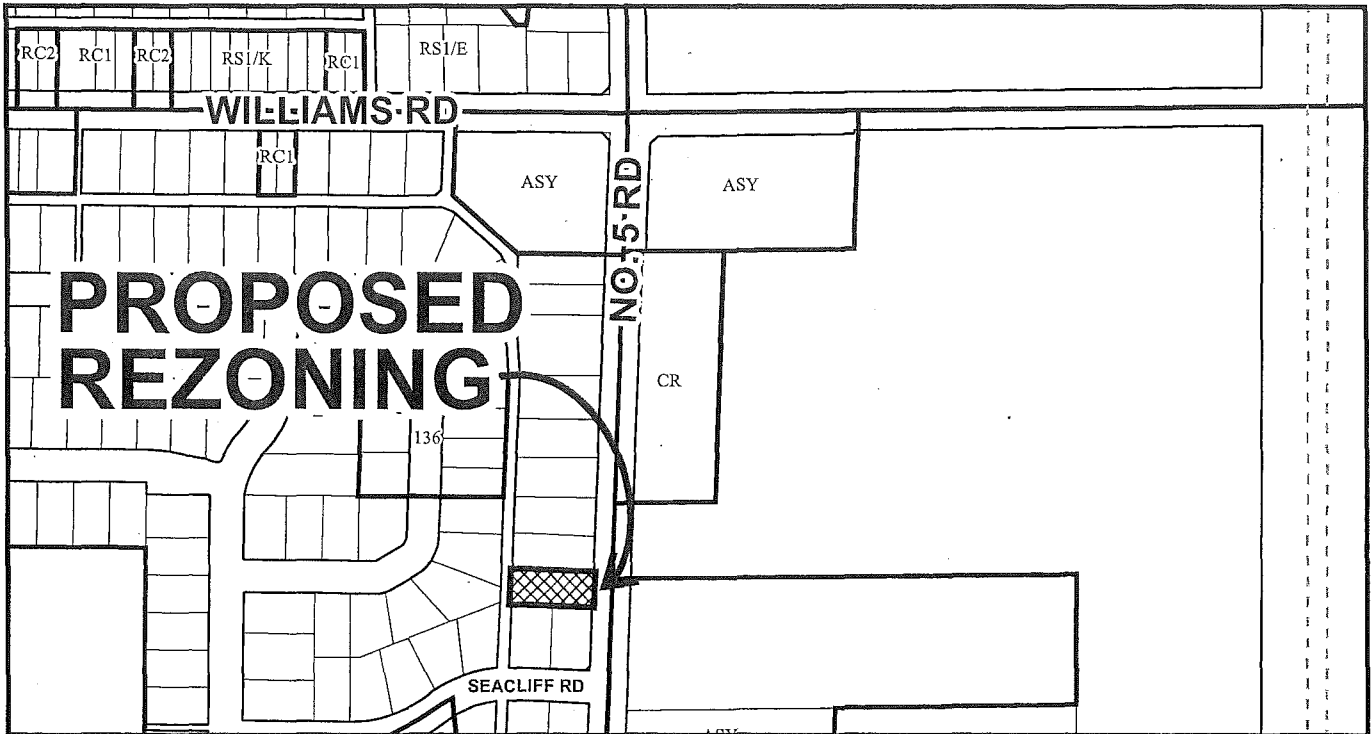
CITY OF RICHMOND
APPROVED by [Signature]
APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



City of
Richmond



RZ 14-656004

Original Date: 06/23/14
Revision Date:
Note: Dimensions are in METRES



Richmond Zoning Bylaw 8500
Amendment Bylaw 9178 (RZ 14-658540)
10211 No. 5 Road

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

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

P.I.D. 006-737-285

Lot 223 Section 36 Block 4 North Range 6 West New Westminster District Plan 32915

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9178".

FIRST READING

OCT 27 2014

A PUBLIC HEARING WAS HELD ON

NOV 17 2014

SECOND READING

NOV 17 2014

THIRD READING

NOV 17 2014

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

NOV 25 2014

OTHER REQUIREMENTS SATISFIED

JUL 22 2015

ADOPTED

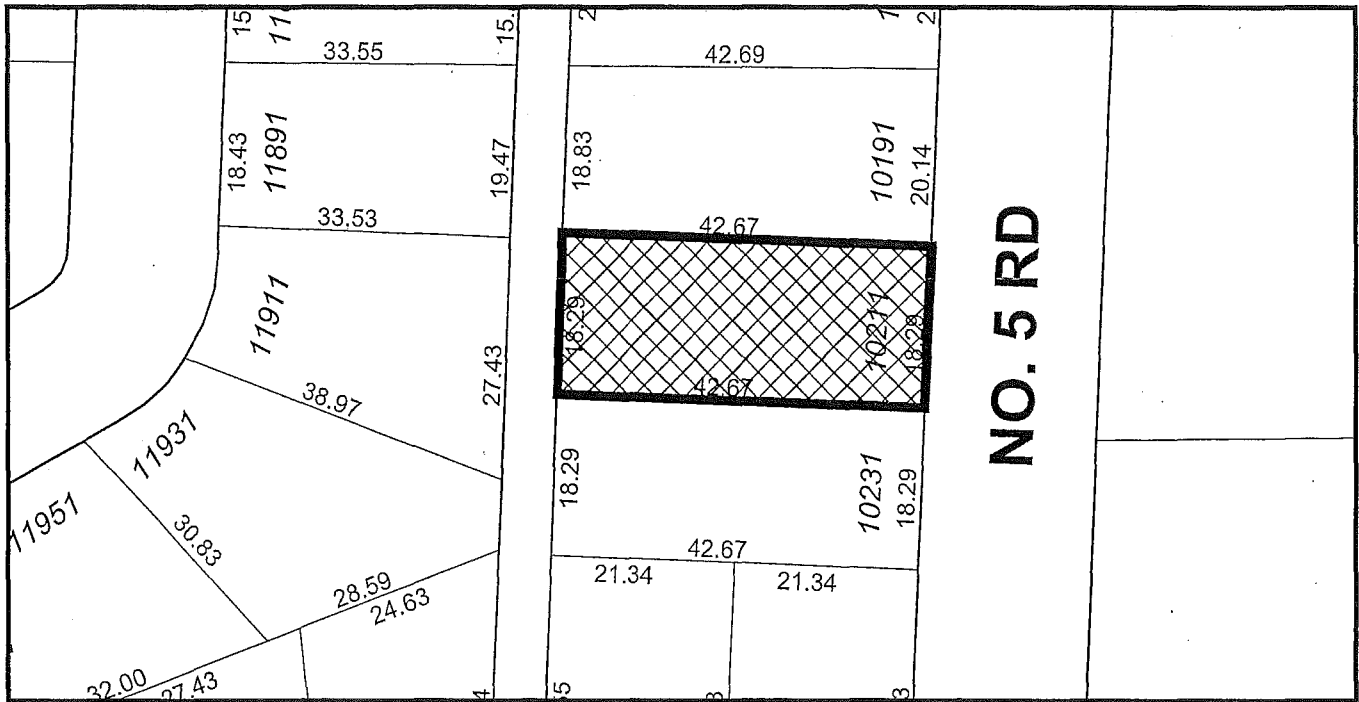
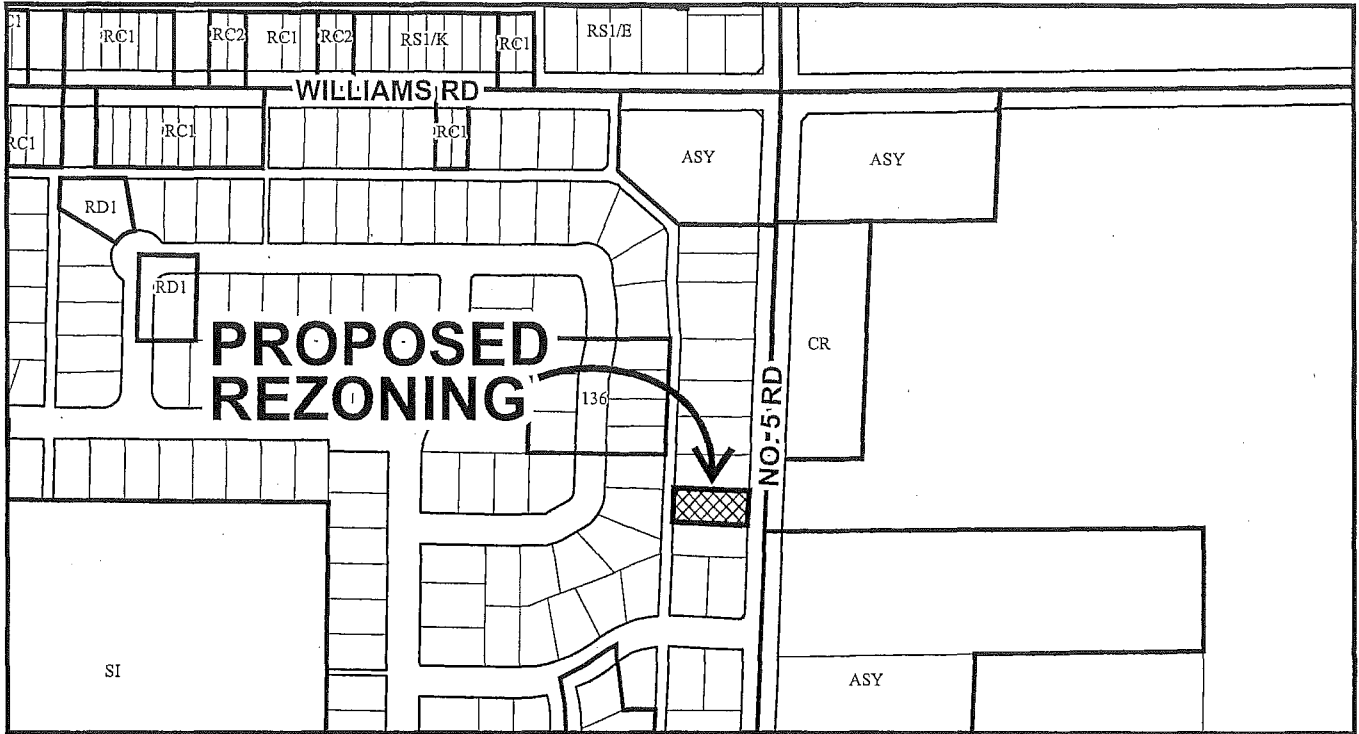
CITY OF RICHMOND APPROVED by [Signature] APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



City of Richmond



RZ 14-658540

Original Date: 03/21/14

Revision Date:

Note: Dimensions are in METRES



Richmond Zoning Bylaw 8500
Amendment Bylaw 9196 (RZ 14-663343)
10726 Hollybank Drive

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/B)**”.

P.I.D. 026-487-667

Lot 1 Section 36 Block 4 North Range 7 West New Westminster District Plan BCP20577

- 2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9196**”.

FIRST READING

NOV 24 2014

A PUBLIC HEARING WAS HELD ON

DEC 22 2014

SECOND READING

DEC 22 2014

THIRD READING

DEC 22 2014

OTHER CONDITIONS SATISFIED

JUL 21 2015

ADOPTED

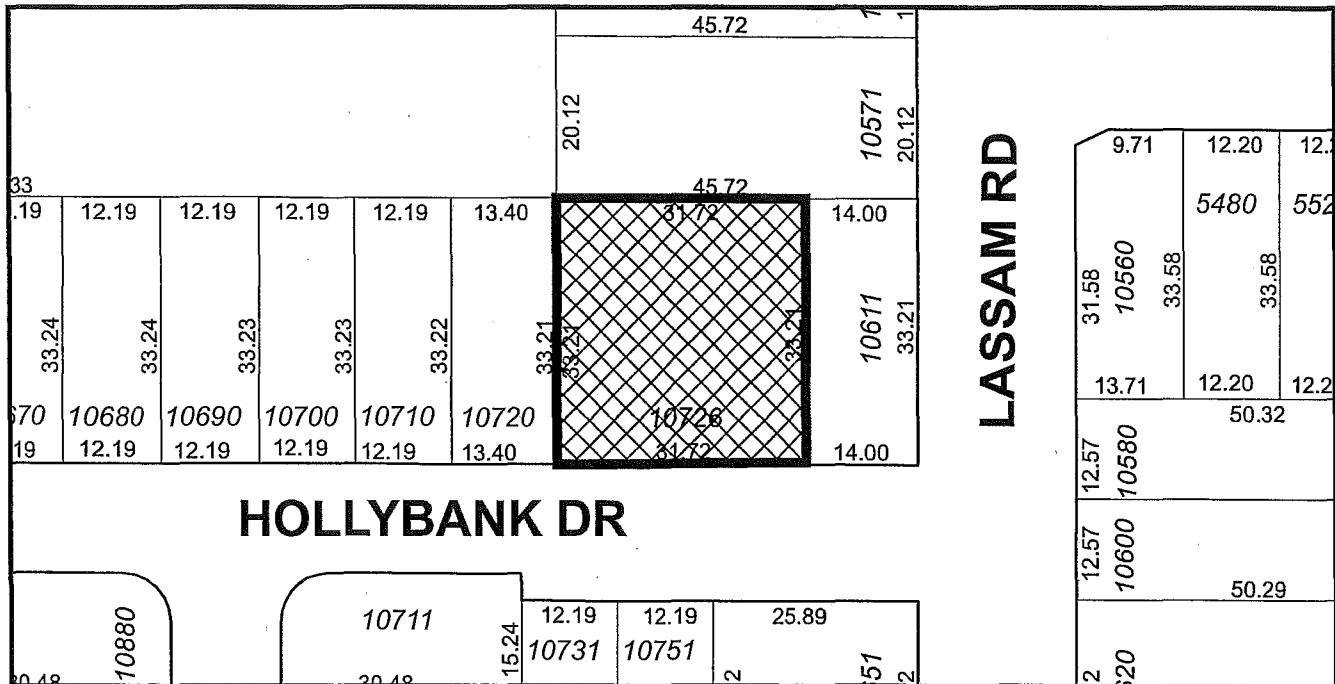
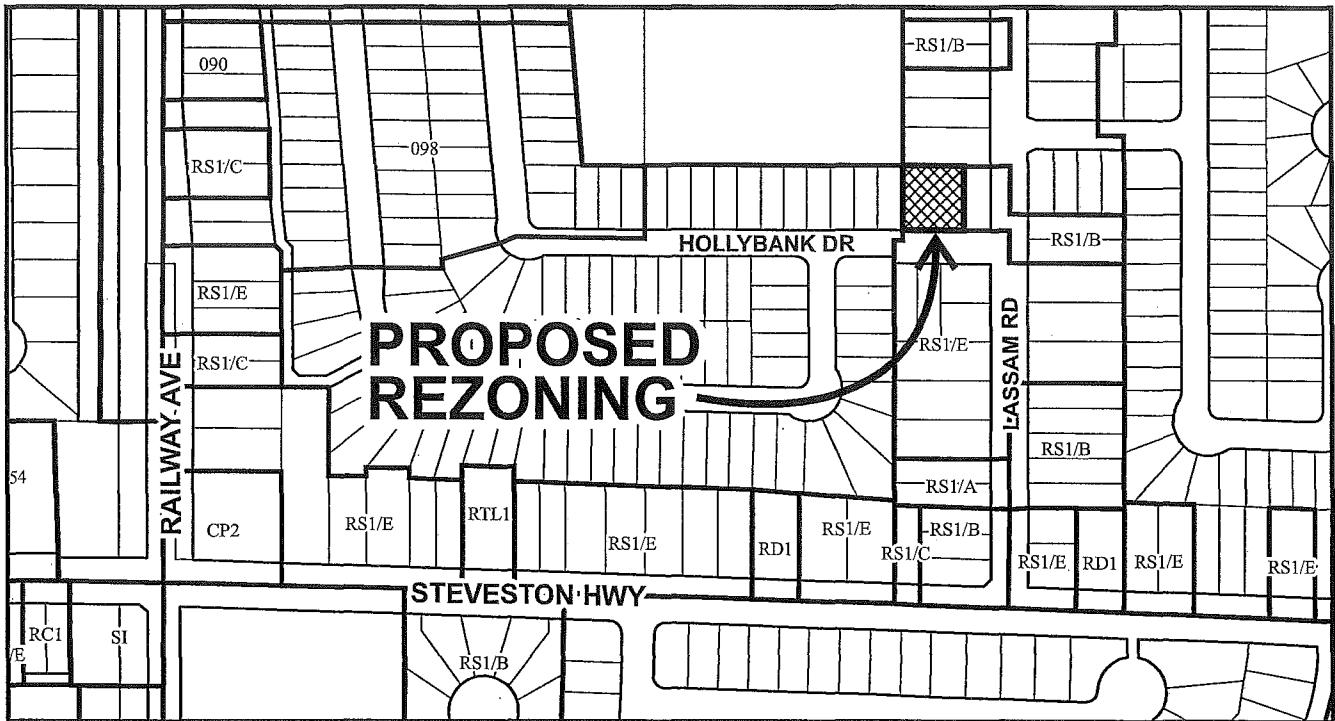


MAYOR

CORPORATE OFFICER



City of
Richmond



RZ 14-663343

Original Date: 05/22/14

Revision Date:

Note: Dimensions are in METRES



Richmond Zoning Bylaw 8500
Amendment Bylaw 9214 (RZ14-665297)
8231 Ryan 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/B)".

P.I.D. 004-925-637

Lot 24 Section 33 Block 4 North Range 6 West New Westminster District Plan 15569

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9214".

FIRST READING

MAR 09 2015

A PUBLIC HEARING WAS HELD ON

APR 20 2015

SECOND READING

APR 20 2015

THIRD READING

APR 20 2015

OTHER REQUIREMENTS SATISFIED

JUL 14 2015

ADOPTED

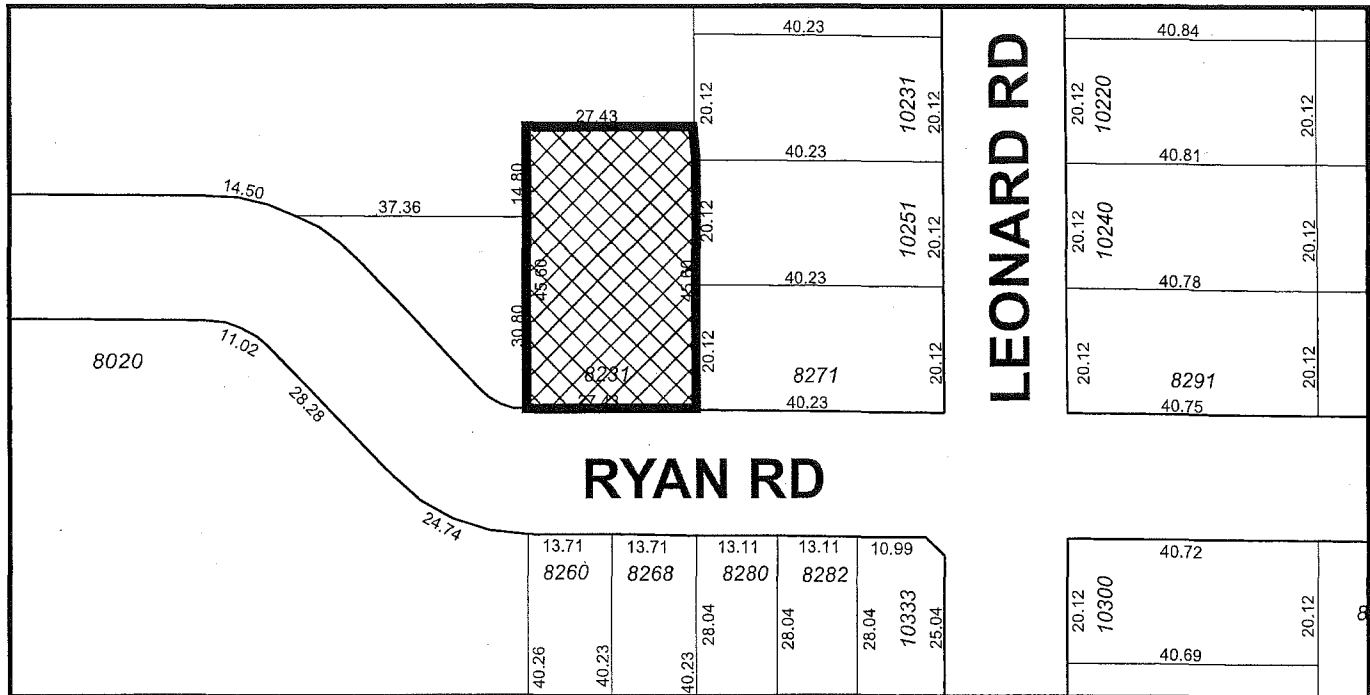
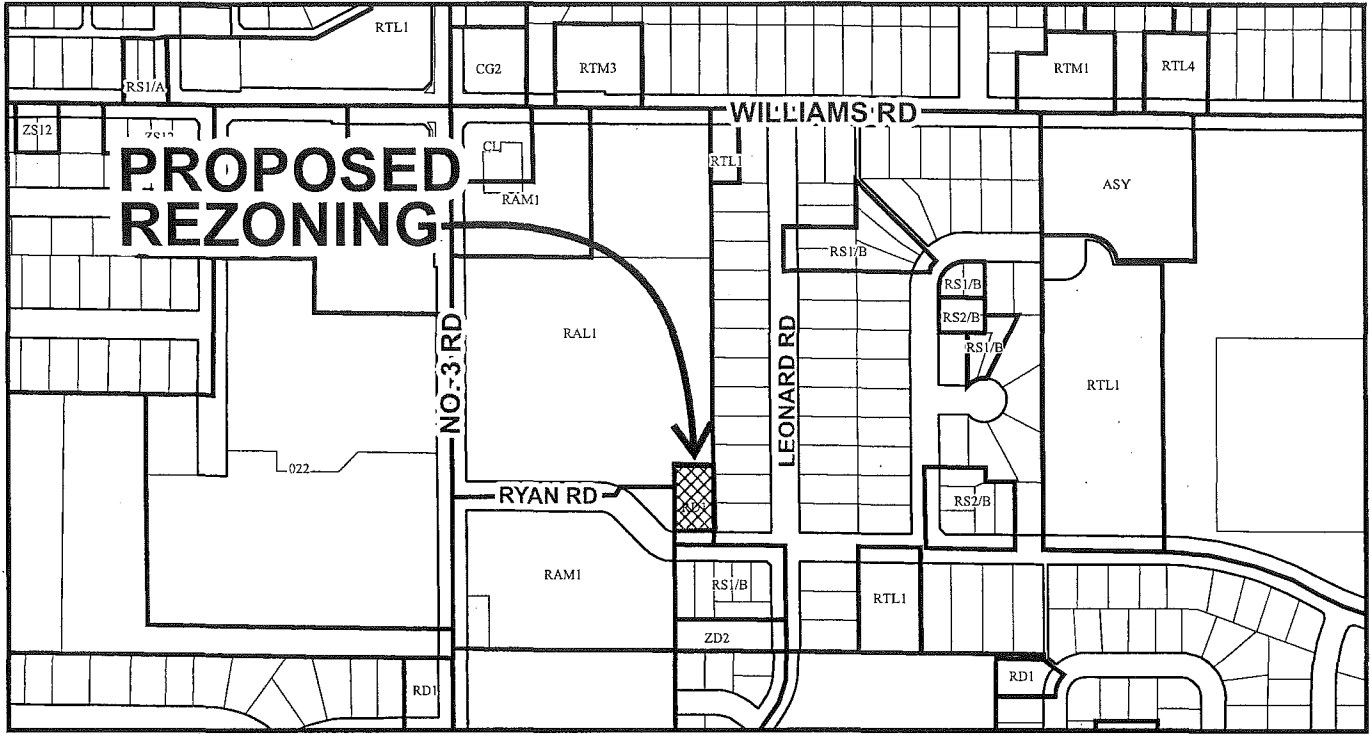
CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor
al

MAYOR

CORPORATE OFFICER



City of Richmond



RZ 14-665297

Original Date: 06/17/14

Revision Date:

Note: Dimensions are in METRES



**Development Permit Panel
Wednesday, July 15, 2015**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Cathryn Volkering Carlile, General Manager, Community Services
Victor Wei, Director, Transportation

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

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on June 24, 2015, be adopted.

CARRIED

1. Development Permit 14-669686
(File Ref. No.: DP 14-669686) (REDMS No. 4549394 v. 2)

APPLICANT: Buttjes Architecture on behalf of 0737974 B.C. Ltd.

PROPERTY LOCATION: 5580 Parkwood Crescent

INTENT OF PERMIT:

1. Permit the construction of an automobile dealership and service centre at 5580 Parkwood Crescent on a site zoned "Vehicle Sales (CV)"; and
2. Waive the requirement for an on-site large size loading space.

Development Permit Panel

Wednesday, July 15, 2015

Applicant's Comments

Dirk Buttjess, Buttjes Architecture Inc., provided a brief overview of the proposed application regarding (i) urban design, (ii) architectural form and character, and (iii) landscape and open space design. He added that the proposed development will have two storeys with the showroom and service centre on the first floor and office space and staff lunchroom on the upper floor. Also, he noted that the proposed development's design is consistent with the Richmond Auto Mall Association's (RAMA) design guidelines.

Mr. Buttjes spoke of the proposed development's sustainability features, noting that the proposed development will use (i) permeable asphalt, (ii) a rain water recapture system for the carwash and irrigation system, (iii) Low-E windows, (iv) low-flow water systems, and (v) LED lighting.

Al Tanzer, LandSpace Design Inc., provided a brief overview of the landscape and open space design and noted that (i) proposed trees within a grass boulevard along the Parkwood Crescent frontage will create a double row of street trees in an alternating pattern, (ii) the proposed development will use permeable paving on-site, (iii) the perimeter plantings will include cedars, and (iv) the existing trees in the adjacent site will be protected during construction.

Panel Discussion

Discussion ensued with regard to the current dry conditions and the watering plan for the proposed development. Mr. Tanzer noted that the proposed development will use plantings that will be able to survive without irrigation.

In reply to queries from the Panel, Mr. Tanzer noted that the proposed development will have outdoor benches and bicycle racks. He added that the Richmond Auto Mall is a pedestrian friendly site with wide sidewalks and pedestrians will typically follow the pathway to the proposed building.

In reply to queries from the Panel with regard to the proposed variance to waive the requirement for an on-site large size loading space, Mr. Buttjes advised that deliveries would occur along the curb side with four-way flashers and cones after hours.

Staff Comments

Wayne Craig, Director, Development spoke of the proposed variance to waive the requirement for an on-site large size loading space, noting that a traffic loading study was submitted by the applicant as part of the application review and deliveries would occur after hours. Also, he noted that RAMA has expressed support and confirmed their coordination role for loading and unloading of vehicles along the City street adjacent to the subject site.

Mr. Craig wished to thank the applicant for including sustainability measures in the proposed development. Also, he noted that the proposed application will include a cash contribution to the City's Public Art Fund.

Development Permit Panel
Wednesday, July 15, 2015

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of an automobile dealership and service centre at 5580 Parkwood Crescent on a site zoned "Vehicle Sales (CV)"; and*
2. *waive the requirement for an on-site large size loading space.*

CARRIED

2. Development Permit 14-676613

(File Ref. No.: DP 14-676613) (REDMS No. 4601574 v. 3)

APPLICANT: Ryan Cowell on behalf of 0737974 B.C. Ltd.

PROPERTY LOCATION: 5600 Parkwood Crescent

INTENT OF PERMIT:

1. Permit the construction of two (2) car dealerships at 5600 Parkwood Crescent on a site zoned "Vehicle Sales (CV)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) waive the requirement for on-site large size loading spaces; and
 - b) increase the maximum permitted height for a building from 12.0 m to 14.5 m.

Applicant's Comments

Christopher Bozyk, Christopher Bozyk Architects Ltd., provided a brief overview of the proposed application regarding (i) urban design, (ii) architectural form and character, and (iii) landscape and open space design. He added that the proposed development will include two buildings and will feature high end materials reflective of the proposed dealerships' branding.

In reply to queries from the Panel, Mr. Bozyk noted that the proposed buildings will be visible through the landscaping along the Knight Street frontage.

Development Permit Panel

Wednesday, July 15, 2015

Mr. Bozyk spoke of the proposed development's sustainability features, noting that the proposed buildings will be three storeys to accommodate the product on-site and reduce the need to transport product from an external location. He noted that the main floor will house the showroom and service bay. The second floor will have another showroom and some staff facilities and the third floor will have space for an additional showroom and vehicle storage. Also, he noted that the rooftop will have space for vehicle parking. He added that the floors will be accessed by internal ramps.

Mr. Tanzer briefed the Panel on the proposed development's landscape and open space design, noting that the landscape design is similar to the adjacent development along Parkwood Crescent and meets RAMA's design guidelines. He added that the existing trees along the Knight Street frontage will be retained. Also, he noted that the proposed development will feature permeable paving and bike racks on-site.

Panel Discussion

In reply to queries from the Panel, Mr. Tanzer advised that the site's grading did not necessitate the removal of the existing mature trees along the Knight Street frontage.

In reply to queries from the Panel, Mr. Bozyk advised that due to sign regulations there would be minimal signage along the Knight Street frontage; however, the buildings will be visible.

Staff Comments

Mr. Craig noted that the proposed height variance is supported by staff and he wished to thank the applicant for their efforts in including sustainability features and retaining existing trees on-site.

Panel Discussion

Discussion ensued with regard to the proposed new road extension within the Richmond Auto Mall and Mr. Bozyk noted that once the proposed developments are completed, the old buildings will be demolished and the road will be extended. He added that in the interim, the applicants are proposing a cul-de-sac termination as part of the requirements for the Development Permit.

Correspondence

None.

Gallery Comments

None.

Development Permit Panel
Wednesday, July 15, 2015

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of two (2) car dealerships at 5600 Parkwood Crescent on a site zoned "Vehicle Sales (CV)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *waive the requirement for on-site large size loading spaces; and*
 - b) *increase the maximum permitted height for a building from 12.0 m to 14.5 m.*

CARRIED

3. New Business

It was moved and seconded

That the July 29, 2015 Development Permit Panel meeting be cancelled.

0CARRIED

4. Date of Next Meeting:

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:10 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 15, 2015.

Joe Erceg
Chair

Evangel Biason
Auxiliary Committee Clerk



City of Richmond

Report to Council

To: Richmond City Council
From: Robert Gonzalez, P.Eng.
General Manager, Engineering and Public Works
Date: July 23, 2015
File: 08-4105-20-DPER1-01/2015-Vol 01
Re: **Development Permit Panel Meeting Held on March 10, 2015.**

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of:

1. A Development Permit (DP 14-668373) for the property at 13040 No. 2 Road;
be endorsed, and the Permit so issued.

A handwritten signature in black ink, appearing to be "R. Gonzalez", written over a horizontal line.

Robert Gonzalez, P.Eng.
Acting Chair, Development Permit Panel

Panel Report

The Development Permit Panel considered the following item at its meeting held on March 10, 2015.

DP 14-668373 – KIRK YUEN OF CAPE CONSTRUCTION (2001) LTD. – 13040 NO. 2 RD
(March 10, 2015)

The Panel considered a Development Permit application to permit the construction of a four-storey mixed-use commercial/residential building containing approximately 55 residential units and 349.3 m² (3,760 ft²) of commercial space on a site zoned “Commercial Mixed Use (ZMU24) – London Landing (Steveston)”. A variance is included in the proposal to reduce the required number of off-street loading spaces from two (2) to one (1).

Architect Tom Bell, of GBL Architects Inc, and Landscape Architect Patricia Campbell, of PMG Landscape Architects, provided a brief presentation, noting that:

- The proposed four -storey wood frame building design is setback from all three (3) shared property lines and has townhouse units on the first two (2) floors and apartment units above.
- Approximately 5 ft of the parkade wall will be exposed above grade along the north edge of the site, the same height as the fence of the neighbouring development. There will be a landscape planter, walkway and railings above the wall.
- Amenity features will include community garden space, a child play area, child play structures and patio areas.
- The site will connect to a City greenway to the northeast across a right-of-way on the neighbouring site.

Staff supported the Development Permit application and requested variance. Staff advised that the truck loading space will be shared between residential and commercial units and appropriate legal agreements related to the shared use will be secured. Staff noted that there is a servicing agreement for frontage improvements along No. 2 Road.

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

In response to Panel queries, Mr. Bell and Ms. Campbell advised that:

- The proposal includes adaptable units and ramps at the front and rear of the site.
- The commercial units have access to a covered outdoor patio space.
- The common patio and residential patios will have hosebibs and landscaping irrigated.
- The orchard will be in a grassy area, however will be accessible via a ramp.

The Panel recommends that the Permit be issued.



To: Richmond City Council **Date:** July 17, 2015
From: Joe Erceg **File:** 01-0100-20-DPER1-
Chair, Development Permit Panel 01/2015-Vol 01
Re: Development Permit Panel Meetings Held on July 15, 2015, March 25, 2015,
February 11, 2015, July 30, 2014, July 16, 2014, April 16, 2014, February 26,
2014, July 10, 2013 and August 11, 2010

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of:

1. A Development Permit (DP 14-669686) for the property at 5580 Parkwood Crescent;
2. A Development Permit (DP 13-676613) for the property at 5600 Parkwood Crescent;
3. A Development Permit (DP 13-641791) for the property at 3011 No. 5 Road;
4. A Development Permit (DP 14-677534) for the property at 7008 River Parkway and 7771 Alderbridge Way;
5. A Development Permit (DP 12-624180) for the property at 8451 Bridgeport Road;
6. A Development Variance Permit (DV 13-634940) for the property at 5311 and 5399 Cedarbridge Way;
7. A Development Permit (DP 12-605094) for the property at 8080 Anderson Road and 8111 Granville Avenue; and
8. A Development Permit (DP 07-389656) for the property at 12900 & 13100 Mitchell Road;

be endorsed, and the Permits so issued.


Joe Erceg
Chair, Development Permit Panel

Panel Report

The Development Permit Panel considered the following items at its meetings held on July 15, 2015, March 25, 2015, February 11, 2015, July 30, 2014, July 16, 2014, April 16, 2014, February 26, 2014, July 10, 2013 and August 11, 2010.

DP 14-669686 – BUTTJES ARCHITECTURE ON BEHALF OF 0737974 B.C. LTD. – 5580 PARKWOOD CRESCENT
(July 15, 2015)

The Panel considered a Development Permit application to permit the construction of an automobile dealership and service centre on a site zoned “Vehicle Sales (CV)”. A variance is included in the proposal to waive the requirement for an on-site large size loading space.

Architect Dirk Buttjes, of Buttjes Architecture Inc., and Landscape Architect Al Tanzer, of LandSpace Design Inc., provided a brief presentation, noting that:

- The two-storey proposal includes the showroom and service centre on the first floor and office space and the staff lunchroom on the upper floor and is consistent with the Richmond Auto Mall Association’s (RAMA) design guidelines.
- Sustainability features include (i) permeable asphalt, (ii) a rain water system for the carwash and irrigation, (iii) Low-E windows, (iv) low-flow water systems, and (v) LED lighting.
- Trees are proposed within a grass boulevard along Parkwood Crescent, creating a double row of street trees in an alternating pattern and Cedar will be planted along the perimeter.
- Existing neighbouring trees will be retained.

Staff supported the Development Permit application and requested variance. Staff noted that deliveries would occur after off-peak hours and that the Richmond Auto Mall Association will coordinate the loading and unloading activities. Staff thanked the applicant for the proposed sustainability measures and noted that the proposal includes a cash contribution to the City’s Public Art Fund.

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

In response to Panel queries, Mr. Tanzer advised that:

- The proposed development will use plantings that will be able to survive without irrigation.
- Outdoor benches and bicycle racks will be provided.
- The Richmond Auto Mall is a pedestrian friendly site with wide sidewalks and pedestrians will typically follow the pathway to the proposed building.
- Truck deliveries would occur along the curb with four-way flashers and cones during off-peak hours.

The Panel recommends that the Permit be issued.

July 17, 2015

- 3 -

DP 14-676613 – RYAN COWELL ON BEHALF OF 0737974 B.C. LTD. – 5600 PARKWOOD CRESCENT

(July 15, 2015)

The Panel considered a Development Permit application to permit the construction of two (2) car dealerships on a site zoned “Vehicle Sales (CV)”. Variances are included in the proposal for increased building height and to waive the requirement for on-site large size loading spaces.

Architect Christopher Bozyk, of Christopher Bozyk Architects Ltd., and Landscape Architect Al Tanzer, of LandSpace Design Inc., provided a brief presentation, noting that:

- The proposal will include two (2) buildings and will feature high end materials reflective of the proposed dealerships’ branding.
- The three-storeys accommodate the storage of vehicles on-site to reduce the need to transport product from an external location. The main floor will house the showroom and service bay. The second floor will have another showroom and some staff facilities and the third floor will have space for an additional showroom and vehicle storage. The rooftop will have space for vehicle parking and floors will be accessed by internal ramps.
- The landscape design is similar to the adjacent development along Parkwood Crescent and meets RAMA’s design guidelines.
- Existing trees along the Knight Street frontage will be retained.
- The proposed development will feature permeable paving and bike racks on-site.

Staff supported the Development Permit application and requested variances. Staff thanked the applicant for their efforts in including sustainability features and retaining existing trees on-site.

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

In response to Panel queries, Mr. Bozyk advised that:

- The site’s grading did not necessitate the removal of exiting trees along Knight Street.
- There is minimal signage proposed along Knight Street; however, the buildings would still be visible through the landscaping along the Knight Street frontage.
- Once the proposed developments are completed the old buildings will be demolished and the road will be extended.

The Panel recommends that the Permit be issued.

DP 13-641791 – URBAN DESIGN GROUP ARCHITECTS LTD. ON BEHALF OF 0976440 B.C. LTD., INC. NO. 0976440 – 3011 NO. 5 ROAD

(March 25, 2015)

The Panel considered a Development Permit application to permit the construction of a drive-through car wash and drive-through oil change service centre on a site zoned “Car Wash & Service Station (ZC35) – Bridgeport”. No variances are included in the proposal.

July 17, 2015

- 4 -

Architect, Fariba Gharael, of Urban Design Group Architects Ltd. and Landscape Architect, Patricia Campbell, of PMG Landscape Architects, provided a brief presentation, noting that (i) street trees will be planted; (ii) porous paving will be used, and (iii) bicycle lockers will be installed on-site.

Staff supported the Development Permit application and advised that (i) the proposed development efficiently uses the space on-site, (ii) a servicing agreement is required for frontage improvements along No. 5 Road, and (iii) the proposed development will recycle grey water from the car wash operations and rain water from the building's roof.

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

The Panel recommends that the Permit be issued.

DP 14-677534 – ONNI 7771 ALDERBRIDGE CORP. INC. – 7008 RIVER PARKWAY AND 7771 ALDERBRIDGE WAY

(March 25, 2015)

The Panel considered a Development Permit application to permit the construction of a 324-unit apartment project in two (2) six-storey buildings over parking on a site zoned "High Density Low Rise Apartments (RAH2)". Variances are included in the proposal to allow a partially below-grade parking structure to be situated on the property line, reduce visitor parking to 0.15 stalls per dwelling unit and to not provide a large truck loading space.

Architect Taizo Yamamoto, of Yamamoto Architecture Inc., of , and Landscape Architect, , of , provided a brief presentation, noting that: (i) the applicant is proposing changes to Building 3 to provide additional parking within a second above-grade parking level, (ii) the proposed grading changes will create two (2) amenity zones, and (iii) the lower level wall will be screened using landscaping.

Staff supported the Development Permit application and requested variances. Staff advised that a greenway connection will be provided along the south side of the proposed development.

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

In response to Panel queries, Mr. Yamamoto and Eric Hughes, of Onni Corp. advised that:

- Units displaced by the additional parking level will be located in the upper floors of the proposed development.
- The proposed design changes were related to additional customer demand for parking and as a result, the number of vehicle parking on-site exceeds rezoning bylaw requirements.

In response to Panel queries, staff advised that the proposed grade changes will not detract from the usability of the amenity spaces.

The Panel recommends that the Permit be issued.

DP 12-624180 – GBL ARCHITECTS GROUP INC. – 8451 BRIDGEPORT ROAD
(February 11, 2015)

The Panel considered a Development Permit application to permit the construction of a high rise commercial, hotel and office development on a site zoned “High Rise Office Commercial (ZC33) – (City Centre).” No variances are included in the proposal.

Architect Andrew Emmerson, of GBL Architects, and Landscape Architect Julian Pattison, of Considered Design, Inc., provided a brief presentation, noting that:

- The 14-storey hotel tower at the southeast corner has an angled diamond configuration and strong design, providing a strong corner identity visible from Bridgeport Road.
- The nine-storey office building at the southwest corner has an elongated linear form, providing a contrast to the hotel tower form.
- The 12-storey office building at the north corner has a more conventional vertical form.
- The five (5)-level podium accommodates parking and bonds the three (3) towers together.
- The different tower forms and heights are intended to provide variety, maximize natural daylighting, minimize overlook and meet tower spacing requirements.
- The small commercial spaces at the lower levels, interspersed among the tower forms, provide interest and animation at the street level, accessible on all three sides.
- Strong sustainability features incorporated include the punched window expression on the south and west facades of the hotel tower, the horizontal louvers on the two (2) office towers, and metal screening on the facades of the podium building.
- A shared passive outdoor amenity space is provided on the podium roof for the hotel and office towers as well as a designated area including a swimming pool exclusive for hotel use.
- The “small-scale park” design of the outdoor amenity area on the podium roof reflects the broader natural landscape and encourages interaction among users.
- An internal drive aisle for loading and pick-up and drop-off operations provides a strong buffer between the subject development and Bridgeport Road. Double rows of trees along Bridgeport Road and the plaza treatment of the private road enhance the public realm.
- The design of the internal road as an “elongated civic space” has precedent in the Dutch concept of “woonerf” or shared use for pedestrians, bicycles and vehicles. Treatment includes variation in split stone paving and light bollards for the pedestrian route.
- Metal screening on the podium face provides an opportunity to incorporate public art.

Staff supported the Development Permit application and advised that the proposal is consistent with the City Centre Area Plan guidelines in terms of density, materials use, and design. Staff further advised that (i) garbage pick-up is located along River Road and (ii) the Bridgeport station is approximately 400 meters from the subject site.

Neighbouring business owner Joseph Fung addressed the Panel to submit correspondence expressing concern regarding potential impact to his daily operations during construction.

In response to Panel queries, Mr. Pattison advised that:

- Landscape treatment on the podium roof includes water features, timber benches and raised lawns for shared use and a swimming pool for hotel use only, and the landscape elements also provide play opportunities for children.
- The main pedestrian access along Bridgeport Road is through the hotel plaza.
- All frontages are treated with landscaping to enhance the pedestrian experience.
- Loading spaces for smaller trucks are spread out in the parkade of the three towers while larger trucks could use the loading spaces along the service road.

In response to Panel queries, staff advised that:

- The likely pedestrian route from the Canada Line Bridgeport Station to the subject site is through River Road. He added that the proposed development would be more accessible when the Canada Line Capstan Station will be constructed in the future.
- A traffic management plan will be required from the applicant through the Building Permit which will ensure that full access will be maintained to Mr. Fung's neighbouring property. Mr. Fung could also contact the Bylaw Division should he have further concerns regarding access to his property during the construction of the proposed development.

The Panel expressed appreciation for a well-done presentation and noted that the project's sophisticated design will significantly improve the area.

The Panel recommends that the Permit be issued.

DV 13-634940 – ONNI 7731 ALDERBRIDGE HOLDING CORP. – 5311 AND 5399 CEDARBRIDGE WAY

(July 10, 2013, April 16, 2014, July 16, 2014 and July 30, 2014)

The Panel considered a Development Variance Permit application to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the visitor parking requirement from 0.15 spaces/unit, as per DP 12-615424, to 0.125 spaces/unit for the western portion of a site zoned "High Density Low Rise Apartments (RAH2)".

The application was reviewed at the July 10, 2013, April 16, 2014, July 16, 2014 and July 30, 2014 Development Permit Panel meetings.

At the July 10, 2013 meeting, Eric Hughes, of Onni Construction Ltd., and Mladen Pecanac, of IBI Group, provided a brief presentation, noting that:

- Under the original Development Permit (DP 12-615424) the visitor parking rate was varied by 25% from 0.20 to 0.15 spaces/unit and a further reduction is requested from 0.15 to 0.10 spaces/unit in order to improve the marketability of the project.
- A parking study indicated the demand for visitor parking was 0.09 spaces/unit and Richmond results from Metro Vancouver's Regional Residential Parking Study indicated the demand for visitor parking was 0.10 spaces/unit or less in similar developments.

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Staff advised that: (i) the comprehensive Transportation Demand Management (TDM) package with the original Development Permit included a \$100,000.00 contribution for a bike/pedestrian pathway; (ii) the proposed variance does not reduce the overall number of parking spaces but is a reallocation of parking spaces to provide for more residential parking; and (iii) 20% of the residential parking spaces will be electrical vehicle ready and electrical outlets will be provided for bicycle storage.

In response to Panel queries, the Panel was provided with information on the parking studies conducted and the rationale for pursuing the variance. The Panel expressed concerns regarding adequate visitor parking measurements, Metro Vancouver study methodology, and utilization of the residential parking spaces. The application was subsequently referred back to staff for more consideration and additional research.

At the April 16, 2014 Development Permit Panel meeting, Mr. Hughes gave a brief presentation.

In response to Panel queries, Mr. Hughes advised: (i) fully occupied residential developments were used for the parking studies; (ii) current parking regulation rates do not reflect the current demand for parking; and (iii) an integrated intercom for the two parking garages allows visitors to access more parking in the event that there is a shortage of parking in one of the garages.

In response to Panel queries, staff advised that: (i) parking rate requests could be examined on a case-by-case basis; (ii) the proposed on-site parking has the capacity to meet demands of the residents, reducing the reliance on street parking; (iii) the Panel could request the developer post a bond to address a future shortfall in visitor parking but such an arrangement would require further discussion with the applicant.

The application was subsequently referred back to staff to examine methods that would secure additional parking capacity for future demand.

At the July 16, 2014 Development Permit Panel meeting, Mr. Hughes gave a brief presentation, noted that the parking study compared parking rates of other developments in proximity to the site and the Canada Line, advised that the overall parking rate between the two sites was approximately 0.125 spaces/unit and there will be interim visitor parking available during the construction phase of the east lot.

In response to Panel queries, Mr. Hughes advised that the parking rate on the east lot would remain at 0.15 spaces/unit and that any future reduction to parking rates would be based on market demand.

Staff noted that visitors will have access to both parking lots which will provide an average parking rate of 0.125 spaces/unit and sidewalk enhancements along Landsdowne Road will provide a continuous connection to Canada Line.

The application was subsequently referred to staff to examine options to reduce the visitor parking requirement from the originally proposed reduction to 0.10 spaces/unit to 0.125 spaces/unit.

At the July 30, 2014 Development Permit Panel meeting, Mr. Hughes, gave a brief presentation regarding the proposal indicating that the scope of the parking variance has been reduced to cover only the western half of the development and that the reduction was revised to reflect a parking rate of 0.125 visitor parking stalls per dwelling unit instead of the initially proposed 0.10 visitor parking stalls per dwelling.

In response to Panel queries, Mr. Hughes advised:

- The variance is focused on the west side of the development and all parking areas in the development are linked via intercom so visitors can access all the visitor parking spaces.
- Nearby developments registered visitor parking rates under the 0.10 spaces/unit level.
- The proposed 0.125 spaces/unit visitor parking rate would equal a reduction of eight visitor parking spaces, which would be reallocated for purchasers.
- Typically all parking spaces are sold upon the completion of the project, however in the event that there are excess spaces, the developer will retain the parking spaces until they are sold. If the parking spaces remain unsold for an extended period of time, they could be transferred to the strata corporation. Due to the supply and the layout of the parking spaces, it is anticipated that the all the parking spaces will be sold.

In response to Panel queries, Mr. Pecanac advised that: (i) the parking study only focused on the occupancy of the parking spaces and not the turnover of the vehicles; and (ii) access to public transit contributed to the reduced parking rates in the subject developments used in the study.

In response to Panel queries, staff noted that: (i) commercial parking areas typically have open access but private residences would require security measures for parking areas; (ii) the original approval included a reduction for required parking through Transportation Demand Management (TDM) measures of 7.5%.

The Chair noted that: (i) applying the variance to only half the development will provide a buffer in the event that more visitor parking spaces are required than the surveys indicate; (ii) due to undeveloped sidewalk connections, access to the Canada Line is restricted; (iii) the Panel is not inclined to consider any further visitor parking reductions for this project; and (iv) concern was raised that the reduction in visitor parking spaces are only done for the purposes of commoditizing the parking spaces and comes at the expense of available public parking.

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

The Panel recommends that the Permit be issued.

DP 12-605094 INTEGRA ARCHITECTURE INC. – 8080 ANDERSON ROAD AND 8111 GRANVILLE AVENUE
(February 26, 2014)

The Panel considered a Development Permit application to permit the construction of a 14-storey mixed use development with 129 affordable housing units and approximately 2,090 m² (22,500 ft²) community service space on a site zoned “Downtown Commercial (CDT1)”. Variances are

included in the proposal for reduced: (i) manoeuvring space at bathroom doorways; (ii) parking; (iii) class 1 bicycle storage spaces; and providing one shared truck loading space.

Architect Duane Siegrist, of Integra Architecture, and Landscape Architect Rebecca Colter, of PMG Landscape Architects, provided a brief presentation, noting that:

- Affordable housing units in the tower will be managed by each non-profit society, with the residential lobby fronting onto Anderson Road.
- Community service spaces in the tower which include the non-profit societies' office spaces, coffee shop for job training, community centre space and community support space.
- The architecture and landscaping of the project's Granville Avenue frontage is aligned with the commercial and public character across the street.
- The proposal will have LEED Silver equivalency provisions.
- The main outdoor amenity space is on the fourth level podium roof. There are also roof decks at the fifth, sixth, seventh and eleventh floors. Community planters are provided on the sixth floor roof deck for residents of SUCCESS affordable housing units. The seventh floor roof deck features an outdoor dining area.
- The main landscaping elements along the Granville Avenue frontage include a large landscaped boulevard, sod lawn with street trees and decorative paving.

Staff supported the Development Permit application and requested variances. Staff noted that: (i) one of the requested variances is to reduce the Basic Universal Housing Features manoeuvring space at bathroom doorways; (ii) the applicant had demonstrated that the residential units are wheelchair accessible; and (iii) the subject application was submitted prior to the inclusion of additional manoeuvring space requirements in the Zoning Bylaw.

Staff also advised that (i) 5% of total parking spaces will have electric vehicle (EV) charging stations, (ii) an additional 20 % of total parking spaces will be pre-ducted for future installation of EV charging stations, (iii) the proposed development meets the OCP standards for aircraft noise mitigation, and (iv) the City will incorporate public art in the proposed development.

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

In response to Panel queries, Mr. Siegrist and Ms. Colter advised that:

- The planters on the sixth floor roof deck are expected to be well used by residents.
- The target residents are in need of affordable housing, use public transit and are not anticipated to own cars based on experience.
- The requested parking variance is supported by a traffic impact and parking study, which included the experience of a similar facility in Richmond.
- Areas of weather protection canopies are provided. The large canopy at the lobby on Anderson Road extends approximately nine feet from the building façade.
- Separate loading and parking entries were provided along Anderson Road based on safety considerations for parkade users and the different height requirement for the loading space.

Architectural and landscaping treatments are being proposed to mitigate the dominance of the loading and parking entries on the building façade along Anderson Road.

In response to Panel queries, staff advised that:

- There are no existing power lines along the Granville Avenue frontage and there was an opportunity to review whether there was a need for the provision of power for street tree lighting as part of the associated Servicing Agreement.
- The project architect confirmed that the residential units could be accessed by wheelchair.

The Panel expressed support for the application and noted (i) the significant details provided in the presentation of the project, (ii) the rationale for the requested parking variance, and (iii) the benefits that the project would bring to the City.

Also, the Panel directed staff to work with the applicant to formulate a package of signage guidelines for the proposed development in terms of the sizes, fonts, materials type and locations of the signage in order for the applicant to develop a logical and cohesive signage design.

Subsequent to the Panel meeting, a comprehensive signage package has been developed and included in the DP plans to encourage a coordinated sign design for the various tenants. A City issued sign permit will be required prior to any signage being installed on the site.

The Panel recommends that the Permit be issued.

DP 07-389656 – CTA DESIGN GROUP – 12900 AND 13100 MITCHELL ROAD
(August 11, 2010)

The Panel considered a Development Permit application to permit the construction of vehicle access to four (4) multi-tenant industrial warehouse buildings on properties zoned “Industrial (I) and partially designated as Environmentally Sensitive Areas. A variance is included in the proposal to vary the minimum road construction standards contained in Subdivision Bylaw No. 6530 for the access road in the Tipping Road allowance on Mitchell Island.

Ciaran Deery, of CTA Design Group, provided a brief presentation, noting that:

- The Mitchell Island development site contains three (3) buildings, and the applicant is seeking parking areas along the southern side of the two (2) buildings that front the Fraser River.
- Enhancement planting would improve the foreshore of the Fraser River.

Staff supported the Development Permit application and requested variance to narrow Tipping Road. Staff commended the applicant for working with the City. Staff noted that the applicant has made a financial contribution for future dike improvements, registered dike Rights-of-Way, provided foreshore planting, and 135 metres of frontage improvements. Staff further noted that an earlier iteration of the staff report mentioned an ‘installation of a vehicle turn restriction island at the intersection of Tipping Road and Mitchell Road’, but that this was no longer required and would be removed from the list of requirements.

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

In response to Panel queries, staff advised that:

- The variance for a narrow access road allows for more landscaping elements.
- The ESA was on private property on Mitchell Island.
- Tipping Road is a public road and will be undergoing improvements.

The Panel noted that the applicant and staff had managed the ESA issue with sensitivity, that the proposed development represented an improvement in the area, and that the landscaping elements would enhance that portion of Mitchell Island.

Since the Panel meeting, the applicant has been working to secure potential tenants for the site prior to addressing the Servicing Agreement road design given the significant construction requirements for Tipping Road. The applicant recently secured a potential tenant for the site and entered into a Servicing Agreement for the construction of the Tipping Road allowance.

The Panel recommends that the Permit be issued.